

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 11 OCTOBER 2006

KILMARNOCK TRANSPORT MODEL

Report by the Executive Director of Development and Property Services

1. PURPOSE OF REPORT

- 1.1** The purpose of the report is to request the committee to authorise the Executive Director of Development and Property Services to reallocate £100,000 from Departmental reserves to create a transport model for Kilmarnock in the first instance but which will be capable of being extended to cover the whole of East Ayrshire.

2. BACKGROUND

- 2.1** The Roads and Planning Divisions have identified the need to engage transportation consultancy support to deliver a computerised transport model for the area to facilitate integrated planning.
- 2.2** The transport model will be capable of informing decisions in relation to aspects such as local plan land-use policies and the assessment of new transportation policies to be considered in the next Local Transport Strategy.
- 2.3** The transport modelling capability is required to assess the impact of proposed developments sites, both individually and cumulatively, to ensure that the local transport networks are capable of accommodating the anticipated future development. As well as potential housing development the model will also be able to assess potential retail and business developments.
- 2.4** The model will initially cover the Kilmarnock area but will be capable of future expansion to cover other parts of the Council area if further funds are made available.
- 2.5** The transport model will be fully multi-modal and be capable of assessing both the road and public transport impacts of schemes.
- 2.6** A key requirement of the model will be high quality visual and numerical outputs. The model will generate presentation quality graphics and plots to assist in the decision making process.

3. TIMESCALES

- 3.1** It is required to have a working model in place by Spring 2007 to test the land-use policies contained in the draft Local Plan. This will necessitate data collection this Autumn. The model building process will be undertaken by a specialist transportation consultant and will take approximately 4 months. A significant part of the project cost will be collecting good quality traffic and public transport data which is crucial for the robustness of the model.

4. LEGAL IMPLICATIONS

- 4.1 A transportation consultant will be commissioned to build the transport model in accordance with the Standing Orders Relating to Contracts.

5. FINANCIAL IMPLICATIONS

- 5.1 There is presently no provision within existing budgets for the acquisition of a transport model and the £100,000 cost will require to be met from departmental reserves.

6. POLICY IMPLICATIONS

- 6.1 The provision a transport model will enable Local Plan and Local Transport Strategy policies to be tested.

7. COMMUNITY PLAN IMPLICATIONS

- 7.1 The development of the transport model is consistent with the aims of Community Planning and will allow transportation plans and policies which will contribute to improving the environment, improving Community Safety, improving health and improving opportunities and improved accessibility to be assessed.

8. RECOMMENDATIONS

- 8.1 It is recommended that the Committee approve the use of £100,000 from Departmental reserves to provide a transport model for Kilmarnock with the possibility of future expansion to the rest of East Ayrshire.

James Lavery
Executive Director of Development and Property Services
6 October 2006
JTK/SC/CT

BACKGROUND PAPERS

Nil

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