

EAST AYRSHIRE COUNCIL

IRVINE VALLEY LOCAL COMMITTEE – 24 MAY 2006

CONSULTATION ON THE NEXT LOCAL TRANSPORT STRATEGY

Report by the Executive Director of Development & Property Services

1 PURPOSE OF REPORT

- 1.1 The purpose of this report is to—
- a. advise the Local Committee that consultation on the next Local Transport Strategy is about to begin; and,
 - b. invite all those present at the Local Committee to complete the consultation questionnaire.

2 BACKGROUND

- 2.1 In 2000, the Roads & Transportation Division consulted widely on a range of transportation issues with a wide range of stakeholders, including a random selection of 2500 households, local members, local committees, community councils, neighbouring local authorities, Strathclyde Passenger Transport and business and retail representatives.
- 2.2 The feedback that was provided was used to develop East Ayrshire's first Local Transport Strategy, much of which has now been delivered.

3 THE PREVIOUS LOCAL TRANSPORT STRATEGY

3.1 What Was Said Before

In response to the consultations carried out in 2000, there was significant support expressed for—

- Traffic reduction in urban areas;
- Improved walking and cycling facilities;
- Targets to reduce traffic on main roads;
- Parking controls in larger towns to cater for shoppers and business users and deter commuting;
- Investment to increase bus and train usage.

When asked to rank a number of possible measures, the priority expressed (from highest to lowest) was—

1. Road safety measures;
2. By-passes for communities on busy through routes;
3. Road maintenance;
4. Transfer of freight from road to rail;
5. More frequent bus services;
6. Enhanced rail services.

3.2 What We Did

The consultation responses were used to develop the transport policies and programmes that were included in the previous Local Transport Strategy, enabling the Council to deliver in the key areas of—

- Road safety;
- Traffic calming schemes;
- 20mph zones at schools and in residential areas;
- Rural route action plans;
- Cycling facilities;
- Public transport;
- Parking management;
- Pedestrian facilities;
- Freight transport.

3.3 What the Outcomes Are

Many of the initiatives, objectives and targets set out in the previous Local Transport Strategy have now been successfully achieved, e.g.—

- Fatal and serious road casualties have been reduced by 61%; 75% for children;
- Provision of 20mph speed limit zones at 53 schools and 68 residential areas;
- Installation of over 50 traffic calming schemes;
- Introduction of rural route action plan measures to reduce accidents;
- Substantial improvements to bus infrastructure, contributing to almost an 80% increase in bus patronage on certain Kilmarnock local services;
- Introduction of on-street parking controls in Kilmarnock town centre resulting in improved accessibility to local shops, business and leisure facilities;
- Provision of extensive measures to encourage cycling and walking.

4 CONSULTATION ON THE NEXT LOCAL TRANSPORT STRATEGY

4.1 Work has recently commenced on the preparation of the next Local Transport Strategy, which will cover the period up to 2010 and it is intended that stakeholder consultation will begin shortly.

4.2 A consultation leaflet is currently being prepared and will be circulated widely. The leaflet contains a questionnaire, a copy of which is included as Appendix A to this report.

4.3 The questionnaire is intended to inform the subsequent development of the Local Transport Strategy.

5 RECOMMENDATIONS

5.1 It is recommended that—

- a) the Committee notes that consultations on the next Local Transport Strategy are about to begin; and,
- b) those present at the meeting should be invited to complete the questionnaire in Appendix A, returning it to the Roads & Transportation Division officer present at the meeting.

James Lavery
Executive Director of Development and Property Services
18 April 2006

LIST OF APPENDICES

Appendix A – Consultation Questionnaire

BACKGROUND PAPERS - None

For further information please contact Keith Orton on 01563 555714

Implementation officer: Andrew Davidson

APPENDIX A

Questionnaire

This is a confidential survey and you do not have to give us any personal details.

However, it would help with our analysis if you answer the following question—

What is the first part of your postcode? (e.g. KA6) [please note this information is entirely optional]

We would like your views on a number of local transport issues. Please answer the following questions by placing a tick in the appropriate box.

- | | Yes | No | Don't Know |
|---|---|--------------------------|--------------------------|
| 1. What form of transport do you use most regularly? | <input type="checkbox"/> Car <input type="checkbox"/> Public Transport <input type="checkbox"/> Walk <input type="checkbox"/> Cycle | | |
| ROAD SAFETY | | | |
| 2. Do you support speed reduction measures in residential roads and other sensitive areas? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Road Humps, Speed Cushions and Speed Tables are the most effective way to reduce vehicle speeds. Do you think we should continue to use them? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. If more funding were available would you support the construction of by-passes of communities on rural roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ROAD TRAFFIC REDUCTION | | | |
| 5. Should we aim to reduce traffic level in towns? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Should we establish road traffic reduction targets for main routes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Should the Council encourage freight transport to switch from road to rail? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| PARKING | | | |
| 8. Would you support further parking controls to provide more short stay parking spaces for shoppers in Kilmarnock and other town centres? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Would you support the provision of edge of town Park & Ride facilities for long stay parking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Do you think the current enforcement of waiting restrictions and parking controls is adequate? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Should the Council introduce parking exclusion zones near schools at the start and end of the school day? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| WALKING AND CYCLING | | | |
| 12. Would the provision of further cycling facilities encourage you to cycle more? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Would further enhancements to pedestrian facilities in urban areas encourage you to walk more? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Do you think the level of maintenance of walking and cycling facilities is adequate? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| PUBLIC TRANSPORT | | | |
| 15. Would further improvements at bus stops encourage you to make more use of public transport? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. Would more parking at bus stations and railway stations encourage you to use public transport for longer journeys? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. Would more frequent rail services make you more likely to use the train? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 18. Would additional railway stations encourage you to use the train? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 19. Do you think the level of cleansing at bus stops, bus shelters and bus stations is adequate? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ROAD MAINTENANCE | | | |
| 20. Should we increase maintenance expenditure on main access routes, even if this means less spending on minor roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 21. Do you think the maintenance of residential footways is more important than the maintenance of residential roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 22. Should we spend more on faster and better repair of local defects, even if this means spending less on major resurfacing? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 23. To reduce delays and maintain the flow of essential goods traffic, roadworks on busy roads are often carried out on Sundays at increased cost. Do you agree with this approach? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 24. Do you think we clean and maintain traffic signs and road markings adequately? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| WINTER MAINTENANCE | | | |
| 25. Do you consider that more of the road maintenance budget should be spent on gritting and snowclearing, with a corresponding reduction in other maintenance activities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 26. Do you consider that there should be more emphasis on gritting footways than on minor rural and residential roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| STREET LIGHTING | | | |
| 27. Do you consider that orange lights should be replaced by whiter lights, bearing in mind that they use 1.5 times more energy? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 28. Would you be more likely to use public transport if street lighting was improved? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 29. Do you think the level of street lighting in your area is adequate? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

your priorities

*From the list of services set out below, please choose the **SIX** that you consider **most important**. Indicate your preferences by **ticking** the relevant boxes. **Please tick SIX boxes only.***

- | | | | |
|---|--|---|---|
| Road safety measures <input type="checkbox"/> | Enhanced rail services <input type="checkbox"/> | Road & Bridge Maintenance <input type="checkbox"/> | Traffic Calming <input type="checkbox"/> |
| Bus priority measures <input type="checkbox"/> | Improved facilities for pedestrians & other vulnerable road users <input type="checkbox"/> | Footway Maintenance <input type="checkbox"/> | Measures in town centres to reduce congestion and cater for service vehicles <input type="checkbox"/> |
| Improved bus stations, shelters & other facilities <input type="checkbox"/> | Enhanced cycling facilities <input type="checkbox"/> | Gritting and Snow Clearing <input type="checkbox"/> | Transfer of freight to rail <input type="checkbox"/> |
| More frequent bus services <input type="checkbox"/> | Extended parking controls <input type="checkbox"/> | Street Lighting Improvements <input type="checkbox"/> | Bypasses for communities on busy through routes <input type="checkbox"/> |