

EAST AYRSHIRE COUNCIL

IRVINE VALLEY LOCAL COMMITTEE – 15 SEPTEMBER 2004

QUALITY BUS CORRIDORS

Report By Director of Development Services

1. PURPOSE OF REPORT

1.1 The purpose of the report is to:-

- (a) inform the Committee of progress in implementing Quality Bus Corridor measures within the local committee area; and
- (b) seek the committee members' comments on the preliminary design drawings which will be the subject of further detailed design.

2. BACKGROUND

2.1 In August 2002, the Council was awarded a capital grant of £2.1M for measures to improve the attractiveness of public transport in the A71 corridor between Hurlford and Darvel; the A76 corridor between Kilmarnock and Cumnock; and in Cumnock town centre. The funding was allocated over three financial years: 2003/04 - £0.3M; 2004/05 - £0.7M; and 2005/06 - £1.1M.

2.2 In the Irvine Valley local committee area, the QBC routes include the main bus routes through Crookedholm, Hurlford, Galston, Newmilns and Darvel.

2.3 The consultants, Faber Maunsell, were appointed to undertake the preliminary design and consultation for the public transport corridor measures. This work included two rounds of public consultations and workshop sessions to identify the public transport issues in each corridor, the preparation of preliminary designs and a programme of proposed public transport improvement schemes. This development work has now been largely completed. The proposals on display at the previous public consultation have now been amended as necessary to take account of the comments received.

3. IMPLEMENTATION WORKS UNDERTAKEN TO DATE

3.1 The physical works undertaken to date on the corridors have focussed primarily on improvements to bus stops where little or no change to bus stop position has been proposed. The improvements undertaken have included: -

- the provision of raised height boarding kerbs to make it easier to get on and off the buses;
- introduction of enforceable bus stop clearway road markings
- new shelters at the busier bus stops;
- improved lighting at bus stops;

- improved pedestrian facilities in the vicinity of bus stops.

3.2 In conjunction with SPT and the bus operators, bus timetable information will be improved by the provision of timetable cases at bus stops with up to date service information being provided.

3.3 To date, works have been completed or are underway at 15 bus stops in Hurlford and Crookedholm, and 4 bus stops in Newmilns. Works will commence shortly on 7 bus stops in Darvel where there is little or no change in position.

3.4 Prior to works commencing at any location, an information leaflet is delivered to all affected frontagers advising of the nature of the works and giving staff contact details.

4. COMPLETION OF WORKS

4.1 Final design work is now underway to allow further implementation of the bus corridor measures. As well as improvements at bus stops, the QBC measures also include complementary traffic management measures to improve pedestrian crossing opportunities, improve road safety and reduce vehicle speeds. The measures include the following: -

- introduction of pedestrian crossing points;
- build-outs at road junctions to improve safety and reduce road crossing widths;
- provision of new pedestrian footway links; and
- the promotion of traffic Orders to prevent obstructive parking.

4.2 Plans showing the works completed to date and the proposed remaining improvements are available for committee members to inspect and comment upon. The plans will be on display at the local committee meeting and will also be available for inspection at the Council Headquarters, London Road and at the Roads Division office at Holmquarry House, and the local offices in Hurlford, Galston, Newmilns and Darvel prior to the committee meeting.

4.3 It may not be possible to provide all of the proposed improvements that are shown on the plans. Detailed costings are being undertaken at present during the final design process and limitations may be placed on the full extent of the works that can be implemented to keep within the Scottish Executive's spending allocation.

4.4 An important aspect of the scheme in the Irvine Valley corridor has been to identify new pedestrian crossing facilities to improve pedestrian safety and reduce community severance on the busy A71 route. A number of proposed new crossing points have been identified during the preliminary design stage, however, surveys have shown that at most of the locations the usual pedestrian and vehicle numbers normally required to justify a new crossing have not been met. Despite the failure to justify the normal numerical criteria, it may still be possible to provide new crossings if a clear need can be identified to address difficulties in crossing the A71.

4.5 Committee members are asked particularly to consider the location of the proposed new crossings and comment upon whether or not the proposed crossings are best placed to meet local needs.

5. LEGAL IMPLICATIONS

5.1 None

6. FINANCIAL IMPLICATIONS

6.1 The costs of the works will be met from the Public Transport Fund settlement received from the Scottish Executive.

7. RECOMMENDATIONS

7.1 It is recommended that the Committee: -

- (a) notes the work undertaken to date on the Irvine Valley corridor QBC; and
- (b) provides comment on the preliminary design drawings which will be the subject of further detailed design.

James Lavery
Executive Director of Development & Property Services
30 August 2004

LIST OF BACKGROUND PAPERS

Nil

For further information please contact Keith Orton on 01563 555715

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