

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 1 AUGUST 2000

THE FULL PUBLIC TRANSPORT STRATEGY FOR THE STRATHCLYDE PASSENGER TRANSPORT AREA – CONSULTATIVE DRAFT JUNE 2000

Report by Director of Development Services

1. PURPOSE OF REPORT

- 1.1 To inform the Committee of the publication of the Strathclyde Passenger Transport's consultation document, "The draft full public Transport Strategy for the Strathclyde Passenger Transport Area" published in June.
- 1.1 To ask the Committee to note the goals, objectives and the answers to the six general questions posed in the document.

2 BACKGROUND

- 2.1 The full Public Transport Strategy updates SPT's Interim Strategy "Join us on a Journey" submitted to the Scottish Executive last August.
- 2.2 The full strategy fulfils two main roles,
 - It represents a public transport strategy to be implemented in partnership with public transport operators, Railtrack, local roads and planning authorities and other stakeholders.
 - It provides a framework for SPT's own corporate activities.

3. GOALS

- 3.1 Three goals have been identified in the document.
 - A** To support a sustainable economy, including tourism, through provision of access to employment, educational, commercial, recreational and other facilities.
 - B** To promote social inclusion through a public transport system that promotes equal access for all sections of the community.
 - C** To improve the environment in respect of the impact of road traffic by increasing the attractiveness of public transport relative to the private car.

3.2 These are closely related to the objectives in the Scottish integrated transport White Paper of a strong economy, clean environment and inclusive society.

4. OBJECTIVES

4.1 Seven objectives linked to the goals have also been identified

(i) Modal Shift

To ensure that the use of public transport is perceived by the public as at least as attractive and convenient as the private car for most journeys by 2011 and to increase public transport journeys by 5% by 2004 and by 25% by 2011.

(ii) Public Transport Integration

To ensure integration of the public transport network through improved interchange facilities park-and-ride, through-ticketing, timetabling and other initiatives.

(iii) Land Use Integration

To seek to encourage a pattern of land use which is integrated with the public transport system.

(iv) Safety and Security

To continue to improve safety and personal security on public transport services and infrastructure.

(v) Information

To ensure that, by 2003, the majority of people are aware of and can access sources of information to help them plan their journey.

(vi) Social Inclusion and Accessibility

To ensure adequate access by public transport to employment and other facilities for socially excluded groups and communities, including women, older, young, disabled and ethnic minorities.

(vii) Rural Communities

To ensure adequate access by public transport to employment and other facilities for rural communities.

4.2 Further chapters in the document explore the details behind the various objectives.

5 GENERAL COMMENT

5.1 The document does not appear to be a full transport strategy, but merely sets out the vision goals and objectives with a few targets, but does not develop a target-driven strategy or implementation programme.

6 KEY QUESTIONS FOR CONSULTATION

6.1 The following answers are suggested to the six general questions posed in the document:-

(i) Question 1: What measures would encourage people to switch from car to public transport?

Answer: To encourage modal shift from car to public transport a variety of measures are required. These could include:-

1. Cleaner, safer, reliable, regular public transport,
2. Better interchange facilities and bus shelters.
3. Better easily accessible travel information.
4. Cheaper through ticketing.
5. Park and ride facilities near the journey start point.
6. Limited and more realistically priced parking at journeys end to deter long stay parking.

(ii) Question 2: How can public transport best contribute to Social Inclusion?

Answer: As car ownership is low in some areas it is essential that cheap, safe, reliable, regular public transport is provided to these areas. Discussions on Quality Contracts are required with a focus on cheaper off-peak ticketing.

(iii) Question 3: What measures would contribute to a seamless public transport journey?

Answer: Encouragement of interchange between different modes of transport, better and more easily accessible information, through-ticketing and development of park and ride.

(iv) Question 4: Do public transport services meet passenger needs? If not what can be done to improve things?

Answer: Passenger surveys should be undertaken to establish current perceptions of the network. From these any improvements suggested could be costed and if possible, implemented.

- (v) Question 5: What should be the priorities for investment in public transport?

Answer: Improvements to the Kilmarnock and Cumnock bus stations with the introduction of a Travel Centre facility and information and services (current joint project).
Improvements to the Kilmarnock – Barrhead rail line to enable the provision of a regular half-hourly service between Glasgow and Kilmarnock.
Improvements to the Kilmarnock – Gretna line should also be undertaken with the provision of a new station at Mauchline.
Quality Contracts with bus operators should be introduced which would ensure the retention and improvement of rural bus services in East Ayrshire together with improved travel information and through ticketing.

- (vi) Question 6: Should investment in the public transport network be funded by the public sector, private sector, or by direct charges on car users?

Answer: There is a reluctance by local authorities to introduce workplace parking charges and congestion charging which the Scottish Executive views as a source of additional funding for transport. Such charges could affect the commercial viability of town centres. There may therefore be no other option but to fund public transport from the public sector or by public/private partnerships.

7. LEGAL IMPLICATIONS

7.1 Nil

8. FINANCIAL IMPLICATIONS

8.1 The award to the Council from the Public Transport Fund for 1999-2000 for the upgrading of Kilmarnock and Cumnock Bus Stations compliments the SPT Strategy.

8.2 Further Public Transport Fund bids are anticipated in pursuit of the East Ayrshire Local Transport Strategy. These bids will also compliment the SPT Strategy.

9. RECOMMENDATIONS

9.1 The Committee is asked to note:

- (i) The publication of the SPT Transport Strategy draft consultative document and ;
- (ii) The goals, objectives and general questions posed within that document and;
- (iii) The responses thereto.

Stephen Chorley
Director of Development Services

JK/YK
16 July 2000

LIST OF BACKGROUND PAPERS

- 1. The Full Public Transport Strategy for the Strathclyde Passenger Transport Area – Consultative Draft June 2000 – SPT.**

For further information contact Jim Kane on 01563 576310.

AGENDA