



# Local Transport Strategy 2001 – 2004

## Final Draft

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## 1.0 INTRODUCTION

- 1.1 New legislation and recent guidance from the government has set out a framework for the development of future transportation policy and air quality management across Britain.
- 1.2 The July 1998 Integrated Transport White Paper *Travel Choices for Scotland*, the associated guidance on local transport strategies and other daughter documents set out the government's integrated transport policies.
- 1.3 The Council supports the aims of the government's policy as set out in the White Paper. The Local Transport Strategy aims to deliver the national policy at the local level by delivering local solutions to local problems. However, East Ayrshire is largely rural in nature, with one major urban centre in Kilmarnock. Because of this, journeys by road, whether by private car, public transport, commercial vehicle or by bicycle, are essential for the majority of its residents.
- 1.4 Following extensive consultation on the White Paper, the *Transport (Scotland) Bill* was introduced to the Scottish Parliament in June 2000. The Bill will provide the basis for future transportation legislation. The overall Policy Framework within which the Strategy is set is outlined in chapter 2.
- 1.5 In Chapter 3, Stress Points, an analysis of existing problems in the transport network is made. The stress points are assessed in terms of traffic congestion, accidents, economic development and the environment.
- 1.6 The *Road Traffic Reduction Act, 1997* requires local authorities to undertake a review of existing and forecast levels of traffic on non-trunk roads in their area. Chapter 4 sets out the existing and predicted future travel demand situation in East Ayrshire, as well as the Council's conclusions regarding the need for future road traffic reduction targets.
- 1.7 Chapter 5 sets out the Council's five Transportation Aims. The aims are intended to reflect an integrated approach to transport provision, as well as meeting the government's key criteria for investment in transport. The aims are as follows:-
- Aim 1 - To promote economic activity and regeneration in East Ayrshire.***
- Aim 2 - To promote an integrated transport network that increases the relative attractiveness of public transport, walking and cycling and reduces car dependency.***
- Aim 3 – To improve personal safety and security.***
- Aim 4 - To protect the environment and enhance communities.***
- Aim 5 - Improve accessibility for vulnerable groups.***
- 1.8 The *Interim Local Transport Strategy*, submitted to the Scottish Executive in July 1999, identified transportation issues and set out an initial strategy which has been used as a basis for consultation with the public transport providers, Strathclyde Passenger Transport (SPT) and the public. The feedback from the consultation process has been used as the basis for the preparation of the Full Local Transport Strategy. The results of the consultation are set out in Chapter 6.

**1.9** The Transport Strategy is set out in Chapters 7–17. Under each heading, the existing situation and proposed future actions are set out. Key objectives and targets are defined for each element of the strategy. Each objective is assessed in terms of how it meets each of the Council’s five transportation aims. The targets will provide the basis against which the future performance of the strategy will be assessed.

For all targets, the projected timescale has been indicated in terms of:

- Short Term (S)            2001-2004
- Medium Term (M)        2005-2010
- Long Term (L)            2011-2020

Targets that are identified with an asterisk (\*) will require additional capital funding, from the Scottish Executive’s Public Transport Fund or other external partnerships to complete within the indicated timescale.

**1.10** Costed programmes of measures for reducing car traffic whilst meeting the need for personal mobility and catering for the movement of goods are set out in chapter 18.

## 2.0 POLICY FRAMEWORK

### 2.1 The East Ayrshire Council Plan

East Ayrshire Council believes that all local people should have equal access to the highest possible quality of service throughout their lives. While there is a statutory duty to deliver many public services, the Council chooses to provide others to meet local needs. For all the services provided, the Council is committed to securing service excellence and demonstrating best value.

The Council can make a positive impact on local communities and can improve the quality of life for local residents. However, resources are not unlimited. To have the greatest effect and make the largest improvement as quickly as possible, efforts need to be focussed on those areas that are most in need of attention. The Council Plan (appendix 1) outlines the seven top priorities for the three-year period 1999-2002 and summarises the key tasks that the Council is undertaking to meet these priorities.

The seven priorities are:

- tackling unemployment;
- fighting poverty;
- better health;
- improved housing for all;
- excellence through education;
- a safe, stimulating and sustainable environment;
- inspiring young people.

The protection of the weak and vulnerable and the promotion of social inclusion will be a key element in the implementation of every aspect of the Council Plan and in all that the Council does.

The Council Plan embodies actions across all the Council's corporate plans such as the Economic Strategy, Social Strategy, Social Inclusion Partnership, Environmental Strategy and Equal Opportunities Strategy as well as the Local Transport Strategy. Detailed departmental action plans are produced annually and progress against the targets and timescales within the Council Plan are reviewed annually.

### 2.2 East Ayrshire Local Plan

The finalised Local Plan sets out a policy framework for future development in East Ayrshire for a period of at least five years. The Local Plan has a primary strategic aim to promote sustainable development and this is supported by a series of more specific, related aims which includes the following with respect to transportation: -

*AIM 3 - To maximise benefits to the area afforded by improved transportation infrastructure and stronger communication links with the national strategic road and rail networks.*

The key elements within the Local Plan to develop a sustainable transport system are:

- a balanced integration of different modes of public and private transport including cycling and walking.
- the integration of transport and land use planning by grouping together developments which attract significant numbers of journeys such as employment, education, shopping and leisure and thus reducing the number of individual movements by car.

The Local Plan recognises the importance of delivering a sustainable transport system by working in partnership with neighbouring authorities and all other agencies involved in the provision of transport today. The transport policies, proposals and recommendations in the Local Plan reinforce the provisions of the Local Transport Strategy.

### 2.3 Structure Plan

A Joint Structure Plan for East Ayrshire Council, North Ayrshire Council, and South Ayrshire Council, the "*Ayrshire Joint Structure Plan 1999 - A Framework for the 21<sup>st</sup> Century*", was formally approved by the Scottish Executive in January 2000.

The Joint Structure Plan sets out a general policy for an efficient and integrated transport framework for Ayrshire, i.e. -

"The three Ayrshire Councils shall implement a balanced and integrated transport strategy which seeks to:-

- *improve accessibility for all;*
- *give priority to transport proposals which encourage economic development;*
- *contain, and if possible reduce, emissions, noise, danger, pollution and congestion caused by road traffic; and*
- *promote the responsible and efficient use of motor vehicles for necessary journeys where there are no practicable alternatives".*

### 2.4 Regional Transport Partnership

The ***Transport (Scotland) Bill***, following recommendations contained within the Scottish White Paper on Integrated Transport, proposes the formation of Regional Transport Bodies to improve and co-ordinate the planning of transport across the boundaries of individual local authorities.

In response, the three Ayrshire local authorities have formed the Ayrshire Transport Group under the auspices of the Ayrshire Joint Structure Plan Committee. In addition, a transport partnership for the West of Scotland has been formed, which comprises the twelve Councils that cover the former Strathclyde Region in association with Strathclyde Passenger Transport Authority. This body, which is known as the West of Scotland Transportation Partnership (WESTRANS), has begun the preparation of a Regional Transport Strategy. It is intended that the Regional Transport Strategy will provide an overall transportation planning framework within the context of the strategic land use and transportation policies set out in the Ayrshire Joint Structure Plan, the Draft Glasgow and Clyde Joint Structure Plan and the Draft Argyll & Bute Structure Plan.

## 2.5 Strathclyde Passenger Transport Authority

Most of East Ayrshire is contained within the designated area of the Strathclyde Passenger Transport Authority (SPT) which has a statutory responsibility for public transport. The Authority also acts as the agent for East Ayrshire Council on public transport matters for the southern part of the Council area which is outwith the SPT designated area, and as agent for school transport and concessionary travel over the whole of the Council area. SPT is preparing an overall public transport strategy which will provide a framework for integrated public transport strategies.

## 2.6 National Policies

The ***Transport (Scotland) Bill***, introduced to the Scottish Parliament in June 2000, sets out the Government's proposals for transport in Scotland. The Bill was preceded by the UK Integrated Transport White Paper, ***A New Deal for Transport: Better For Everyone***, and the Scottish White Paper ***Travel Choices for Scotland***.

The White Papers are supported by a series of follow-up documents which provide guidance and consultation on transport issues and the development of integrated transport policies.

The guidance in ***NPPG17*** and ***PAN57 (Transport & Planning)*** sets out the government's policies for land use planning, reducing travel demand and facilitating the use of public transport, walking and cycling. Such policies for integrated land-use transportation planning seek to achieve: -

- *integration within and between different modes of transport;*
- *integration of transport with the environment;*
- *integration between transport and land-use planning;*
- *integration of transport with policies for education, health, economic development etc.*
- *links between other national strategies such as those on Air Quality and Cycling.*

The ***Road Traffic Reduction (UK Targets) Act 1998*** requires the Secretary of State for Environment, Transport and the Regions to publish a report on the issue of national targets for road traffic reduction.

Part IV of the ***Environment Act 1995*** requires local authorities to review and assess air quality. Where air quality objectives will not be met, authorities are required to designate Air Quality Management Areas and draw up an Action Plan. The ***Road Traffic Reduction Act*** proposals will contribute to the Action Plans by mitigating the effects of road transport.

### 3.0 STRESS POINTS

3.1 Before formulating the transport strategy for East Ayrshire, consideration has been given to the existing problems and constraints in the local transport network. These 'stress points' have been assessed in terms of congestion, accidents, economic development and environment.

The existing situation is shown in figure 1. The stress points are defined as follows:

- congestion** - locations in the road network where queuing occurs and through traffic is subject to delays at certain times of the day, and where there are capacity constraints on the rail network.
- accidents** - locations where the accident rate exceeds the national average for the type of road in question.
- development** - where key development sites identified in statutory development plans are likely to put pressure on the road network.
- environment** - communities on strategic routes and town centres where the passage of large volumes of traffic, and high proportion of heavy goods vehicles can create community severance, noise, visual impacts and atmospheric pollution.

The main stress points are:-

#### 3.2 Kilmarnock Town Centre

- Peak hour delays on Titchfield Street, the one-way system around the town centre and Queens Drive delay buses and essential delivery vehicles;
- Poor accident record (the town accounts for 25% of East Ayrshire's road casualties);
- Heavy traffic flows on the one-way system impair pedestrian access to the main shopping centre;
- Noise, visual impact and air pollution in the town centre;
- Parking;
- Public Transport Interchanges.

#### 3.3 A71 Irvine Valley Corridor

- Peak hour delays in Newmilns, Hurlford and at Bellfield Interchange;
- Traffic volumes, speed and proportion of lorries create community severance and a barrier to pedestrian movements in Darvel, Newmilns and Hurlford;
- Preferred development sites in the corridor will increase pressure on the route;
- Poor accident levels in Newmilns and on rural sections;
- Limited overtaking opportunities result in unreliable journey times for strategic movements;
- Atmospheric pollution in communities, particularly Newmilns.

### **3.4 A76 Corridor**

- Peak hour traffic delays in Mauchline;
- Traffic volumes and proportion of lorries creates community severance and a barrier to pedestrian movements in Mauchline and New Cumnock;
- Large proportion of opencast coal traffic and other lorries in New Cumnock;
- Poor accident record in New Cumnock and on rural sections;
- Limited overtaking opportunities in the rural sections and delays in the communities result in unreliable journey times for strategic traffic;
- Atmospheric pollution in communities, particularly Mauchline.

### **3.5 A70 Corridor**

- Traffic speeds and a large proportion of opencast coal traffic and other lorries in Muirkirk, Lugar, Cumnock and Ochiltree;
- Poor accident record on the rural sections of the route.

### **3.6 A713 Corridor**

- Accidents in Dalmellington and Patna;
- Large proportion of opencast coal traffic.

### **3.7 A735 Corridor**

- Pedestrian accidents in Kilmaurs and Stewarton;
- Environmental and congestion problems in Stewarton & Kilmaurs particularly when traffic diverted due to incidents and roadworks on A77.

### **3.8 A77 Corridor, north of Fenwick**

- Peak hour delays for trunk road traffic at Loganswell and B764 junction;
- Average journey speeds less than 30 mph in am peak due to queuing;
- Poor accident record with a high proportion of serious accidents;
- Traffic flows (almost 40,000 vehicles per day) in excess of the practical capacity of the road;
- Single carriageway road and sub standard lane widths give poor level of service;
- Delays on local roads joining the A77 at peak periods;
- Poor access for homes and businesses served by the road;
- Frequent delays for essential roadworks and incidents;
- Diversion of traffic during roadworks and incidents creates environmental problems in nearby communities;
- Preferred development sites will increase the pressure on the road;
- Traffic growth of 3.6% per year since 1997.

### **3.9 Glasgow - Carlisle Railway Line**

- single track between Kilmarnock and Barrhead restricts capacity to 1 train per hour;
- Kilmarnock is the most important destination on Strathclyde network which does not have a half-hourly service;
- no arrivals in Kilmarnock from the north between 0727 and 0903, and no departures to Glasgow between 1728 and 1850;
- single line between Gretna and Annan is a major constraint on the movement of freight and passengers;
- single track restricts station openings elsewhere on the route;
- poor infrastructure limits opportunities for new railfreight connections.

**3.10** Traffic volumes in Ayrshire have increased by more than 30% since 1985, resulting in increased congestion, increased environmental problems, and increased numbers of casualties amongst car users adversely affecting quality of life for those who live and work in East Ayrshire and hampering the potential for economic regeneration within the area. The problems will inevitably worsen in future years unless a strategy is devised to arrest the growth in travel demand and encourage the use of sustainable transport modes as alternatives to the private motor car. The factors affecting future travel demand are considered in the next chapter.

## 4.0 FUTURE TRAVEL DEMAND

The various factors which affect the demand for travel are considered below, and have been taken into account in the preparation of the statutory Road Traffic Reduction Act Report.

### 4.1 Population

Between 1971 and 1981 the population of East Ayrshire fell by 2.7% from 130,000 to 126,500, an annual rate of decline of 0.3%. Between 1981 and 1991, the total population in the area fell by a further 5%.

The population decline is expected to continue in East Ayrshire. The forecast population trends to 2026 indicate that the population in East Ayrshire is expected to decrease by almost 10% over the coming years compared with a fall of almost 3% across Scotland and an increase of 4% throughout the UK compared with 1996 levels.

### 4.2 Geography

East Ayrshire is a largely rural economy with one major centre, Kilmarnock (pop.44374), which accounts for just over one third of the population. The second largest town is Cumnock with a population of less than 10,000. With the majority of the population living in smaller rural communities, road based transport is particularly important not only for journeys to work but also for social and recreational purposes and personal mobility in general.

### 4.3 Employment

Until the 1960's East Ayrshire was a relatively prosperous area. Its prosperity was based on its rich agriculture surroundings, its wealth of high quality coal reserves and its industrial base ranging from food processing and whisky, through major engineering enterprises to lace, carpets and shoes. Kilmarnock was the major commercial centre and focus of communications within Ayrshire.

The area still has a substantial manufacturing sector and agricultural and coal extraction remain major industries. But international competition and technological change have reduced the size of the traditional industrial base and transformed the coal extraction industry from deep mining to opencast.

The legacy of this industrial and commercial decline is an unemployment level which is amongst the highest in the UK.

### 4.4 Car Ownership

Over the 25 year period, 1971-1996, car ownership levels in East Ayrshire doubled from 166 to 326 cars per 1000 population. The 1996 value compared with 340 for Scotland and 403 for the UK as a whole. By 2026, the East Ayrshire car ownership level is expected to increase by a further 43% to 466 cars per 1000 population. The growth in car ownership in East Ayrshire is expected to be slightly lower than for Scotland as a whole but greater than for the UK as a whole. Nonetheless, in 2026, car ownership is expected to be 7% less than the average for Scotland and 15% less than the UK as a whole.

#### **4.5 Mode of Travel to Work**

	<b>Car</b>	<b>Bus</b>	<b>Train</b>	<b>Motor Cycle</b>	<b>Pedal Cycle</b>	<b>Foot</b>	<b>Works at Home</b>	<b>Other</b>
East Ayrshire 1981	47.6	21.9	0.7	0.7	0.6	22.8	3.4	2.3
East Ayrshire 1991	62.8	13.2	1.1	0.5	0.3	14.5	5.0	2.6
Strathclyde 1991	55.9	19.3	5.2	0.3	0.6	12.6	3.3	2.8

Source: Census

In 1991, only 13.2% of journeys to work were undertaken by bus. This is lower than the Strathclyde figure of 19.3% (20% for Scotland) and has declined from 21.9% in 1981. The lower levels of bus usage reflect the more rural nature of much of East Ayrshire, changing employment patterns, and the poor commuting opportunities afforded by rail.

Journeys by foot declined from 22.8% in 1981 to 14.5% in 1991. The decline in walking and bus journeys to work has been offset by an increase in car work journeys which rose from 47.6% in 1981 to 62.8% in 1991.

One of the objectives of the transport strategy is to improve the share of public transport trips made for employment purposes as well as for social trip making to reduce dependence on the private car.

#### **4.6 Social & Leisure Travel**

The Council's Road Traffic Reduction Act Report observed that traffic growth in the off-peak period in the Kilmarnock and Cumnock/Auchinleck cordons is greater than in the peak period. This is likely to be due to increasing car ownership levels leading to increased off peak leisure and recreational travel. This trend is likely to continue as car ownership increases.

In the future the Scottish Household Survey monitor the pattern of trip making for non-work trips in Ayrshire. The Council will liaise with the Scottish Executive on the trends in Ayrshire, and East Ayrshire in particular, and the information will be taken into account when processing future Road Traffic Reduction Reports.

#### **4.7 Road Traffic Reduction Targets**

East Ayrshire has established an extensive network of automatic traffic counter sites in order to monitor traffic flows and growth rates across the Council area. This information, together with origin-destination data collected across the main routes in East Ayrshire, has been used to examine the existing traffic pattern in some detail.

The Road Traffic Reduction Act requires local authorities to produce a report assessing traffic levels on their roads, forecasting growth, and setting targets for a reduction in the rate of growth or the reason for not setting targets. East Ayrshire Council's report is contained in appendix 2.

The Local Transport Strategy sets out the policy objectives and targets for meeting the Council's five transportation aims set out in the next chapter. However, overall traffic reduction targets are not proposed at this time because : -

- Growth in the local road corridors A70, A71, A713 and A735 are all less than the National Road Traffic Forecast medium growth forecast, except the A71 at Cauldham;
- East Ayrshire does not have a transportation modelling capability at the present time to assess the effectiveness of all measures contained in the Local Transport Strategy for reducing car dependency and encouraging the use of sustainable modes;
- There are no significant congestion points in the local road network outwith Kilmarnock (for which a number of strategies are being developed);
- Passenger rail services frequencies in East Ayrshire are low limiting the options for alternative modes;
- Road transport accounts for the movement of 92% of all goods to and from Ayrshire and it is particularly important for economic activity in the area as a whole where unemployment levels are amongst the highest in the UK;
- Road transport is essential to meet personal mobility needs in the rural areas;
- High levels of unemployment, depopulation, and low car ownership are likely to limit future traffic growth in East Ayrshire.

It is proposed to continue monitoring traffic trends as a basis for future planning, to assess the effectiveness of various measures which are identified in the Local Transport Strategy, and for use in future Road Traffic Reduction Reports.

## 5.0 TRANSPORTATION AIMS

The Council has adopted five transportation aims to address stress points in the transport network, promote integrated transport and reduce barriers to social inclusion.

### **AIM 1 – ECONOMY**

**To promote economic activity and regeneration in East Ayrshire.**

An efficient transport system, which provides a satisfactory level of accessibility, is essential to promote economic activity and regeneration opportunities.

The strategy will aim to: -

- Make the area more attractive to investment;
- Improve accessibility to existing and proposed employment and retail areas;
- Assist economic regeneration in areas of need;
- Secure better strategic links to the regional and national transport networks;
- Promote the use of rail for the movement of coal and other freight.

### **AIM 2 - INTEGRATION**

**To promote an integrated transport network that increases the relative attractiveness of public transport, walking and cycling and reduces car dependency.**

Although car ownership in East Ayrshire is increasing, more than 40% of households do not have access to a car. Improving the quality of public transport, cycling and walking facilities will help to minimise the growth in car use, free up space for essential traffic movements and help to reduce the barriers to social inclusion by giving improved access to the job market, education, and other opportunities to participate in society.

The strategy will aim to: -

- Secure improvements in bus and rail travel, interchange facilities, infrastructure provision, information and accessibility by public transport;
- Encourage cycling by providing better facilities, publicity and training programmes;
- Promote walking by implementing measures to improve safety and security;
- Manage the public parking supply in town centres to discourage long-term commuter parking whilst meeting the need for short-term shopping and business use.

**AIM 3 – SAFETY**

**To improve personal safety and security.**

The Council has produced a Road Safety Plan, which sets out a strategy for reducing road accident casualties.

The strategy will aim to: -

- Reduce road casualties in line with the national targets through the introduction of accident remedial measures, education and publicity;
- Improve safety, particularly for the vulnerable users of the transport system;
- Make people feel safer when travelling, including walking, cycling, using car parks, public transport, interchanges and other facilities.

**AIM 4 – ENVIRONMENT**

**To protect the environment and enhance communities.**

When heavily trafficked roads pass through communities and retail areas, traffic calming and environmental measures will be taken to minimise the severance effects of such routes. The measures will be targeted, where possible, to provide improved bus, pedestrian and cycle facilities to create safe and attractive links between communities.

The strategy will aim to: -

- Make it easier for people to cross the road;
- Improve accessibility to community facilities;
- Improve the amenity of the area by enhancing the local environment;
- Reduce adverse effects on air quality, traffic noise and visual impact.

**AIM 5 – ACCESSIBILITY**

**Improve accessibility for vulnerable groups.**

The Council will continue to give emphasis to measures which enhance the mobility of vulnerable groups in society such as the elderly, people with disabilities and adults caring for young children. Particular consideration will be given to the vulnerable groups in the community when considering improvements to public transport, pedestrian and parking facilities to reduce the barriers to social inclusion.

The strategy will aim to: -

- Improve facilities for vulnerable transport users;
- Provide convenient access to public transport for all users;
- Remove barriers to mobility wherever possible.

## 6. CONSULTATION

- 6.1** The *Interim Local Transport Strategy: Consultation Draft* was prepared in 1999. This was based on East Ayrshire's five transportation aims and set out an initial strategy which would deal with the transportation stress points, cater for future personal mobility needs and to help establish an environment for economic regeneration within East Ayrshire.
- 6.2** Consultation on the Interim Local Transport Strategy was carried out in January and February 2000. The Interim Strategy was circulated to the general public, representative groups and Council Members in East Ayrshire. Interest groups, neighbouring local authorities, MEP's, MP's, and MSP's and Central Government were also consulted.
- 6.3** Copies of the Interim Strategy were placed in all libraries and Council offices in East Ayrshire. It was also presented to each of the Council's seven local area committees.
- 6.4** A summary leaflet, which included a short questionnaire, was produced to accompany the public consultation. In order to obtain a widespread response to the transportation issues, the summary leaflet and questionnaire was sent to a random selection of 2500 households throughout East Ayrshire with a prepaid envelope. In total, 462 questionnaires were returned.
- 6.5** The responses were analysed by postcode area. This revealed that the views of the public were similar in rural and urban areas. The responses showed:-
- 72% thought that we should aim to reduce traffic in our urban areas;
  - 67% indicated that if more resources were available they should be used for walking and cycling, even if this may slow down other traffic;
  - 61% supported setting targets to reduce traffic on the main routes;
  - 50% thought parking controls should be used in larger towns to cater for shoppers and business users and deter commuting;
  - 43% felt investment to increase bus and train usage should be prioritised above investment in roads;
  - 18% agreed that workplace parking charges should be introduced to fund transport investment;
  - 11% supported the introduction of road tolls to fund transport investment.
- 6.6** When asked to respond on a number of possible measures, the stated preferences (from highest to lowest priority) were: -
- (1) Road safety measures
  - (2) By-passes for communities on busy through routes
  - (3) Road maintenance
  - (4) Transfer of freight to rail
  - (5) More frequent bus services
  - (6) Enhanced rail services

- 6.7** Other measures which were considered but were lower in the ranking order were: improved facilities for pedestrians and other vulnerable road users; measures in town centres to reduce congestion and cater for service vehicles; improved bus stations, shelters and other facilities; bus priority measures; enhanced cycling facilities; and extended parking controls.
- 6.8** The findings were generally consistent with the aims and objectives of the Interim Strategy. There was particularly strong public support for bypasses for communities on through traffic routes. The feedback from the consultation process and the public's stated preferences have been taken into account in the development of the Full Local Transport Strategy and the implementation programmes and transport targets contained therein. The Strategy is set out in Chapters 7-17.

## 7.0 LAND-USE AND DEVELOPMENT CONTROL

### 7.1 The Local Plan

The East Ayrshire Local Plan provides the land use context for the Council's corporate strategies. It aims to promote sustainable development throughout the Council area and provides a framework for delivering better integration between transport and land use planning.

The strategic approach that has been adopted endeavours to balance the need for economic and social development, transport and the environment by: -

- (a) grouping significant travel generating land uses in locations which take full advantage of the strategic transport network and facilitate the use of sustainable modes;
- (b) creating strategic cycle route and footpath links with the national cycle and footpath networks;
- (c) targeting the main strategic access and tourist routes for environmental treatment and improvement;
- (d) promoting an integrated transport network including all forms of public transport, cycling and walking;
- (e) supporting and encouraging the construction of the M77 north of Kilmarnock;
- (f) supporting and encouraging the continued development of the A76 trunk road, as a first class strategic route;
- (g) seeking upgrading of the A70 and A71 roads as first class strategic routes to improve linkage to the A74(M);
- (h) progressing and implementing traffic strategies for Kilmarnock and Cumnock;
- (i) improving the capacity of the existing passenger rail network and supporting and encouraging the establishment of passenger rail halts at Mauchline and Hurlford;
- (j) recognising and developing the close infrastructure links that exist between the Doon Valley settlements and Ayr;
- (k) encouraging the growth of all settlements to meet locally generated housing demand and particularly those settlements located along the main A76/A735 corridor and with existing or potential access to the Glasgow/Carlisle railway line;
- (l) promotes the transportation of freight by rail rather than by road;
- (m) encouraging road based freight traffic away from central and residential areas;
- (n) encouraging new freight generating developments in locations with direct access to local distributor roads and good links to the strategic road and rail networks;
- (o) directing any proposals for housing to locations which maximise the efficient use of the existing transportation networks, community facilities, and other services.

### 7.2 Roads Development Guide

The Council has adopted the 'Roads Development Guide' which:-

- (a) enables new development roads to be planned, designed and constructed to a suitable standard, to accommodate public transport and provide for the needs of pedestrians, cyclists, the disabled and all other road users; and

- (b) minimises the risk of future accidents, provide an acceptable environment, set out standards for parking and establish the requirements for Transport Impact Assessments.

### 7.3 Transport Impact Assessments (TIA's)

TIA's are required for land uses which develop significant travel demand. The criteria used to decide whether or not a TIA is required are set out in the 'Roads Development Guide'.

The existing Guideline threshold values for the requirement to carry out a Transport Impact Assessment are retained for the time being but will be the subject of future review.

### 7.4 Parking

The Roads Development Guide specifies minimum levels of parking provision for different types of development. Nonetheless, the government's current advice is that the availability of car parking has a major influence on the choice of mode and it may be more appropriate to set maximum parking standards and place more emphasis on greater access by walking, cycling and public transport. It is of concern, however, that such a policy could be inappropriate in widely dispersed rural areas and small to medium sized towns, where infrequent public transport services would limit accessibility and run counter to the Council's policies for social inclusion.

The Guideline parking standards will be the subject of future review.

### 7.5 Developers' Contributions

Developers may be required to enter in to a Section 75 agreement (Town and Country Planning (Scotland) Act, 1997) with the planning authority for:-

- infrastructure improvements outwith the development site
- the management of heavy goods traffic
- the provision of new or uprated public transport services
- initiatives to be implemented in a green transport plan

### 7.6 Green Transport Plans (GTP's)

Green Transport Plan initiatives are designed to encourage the use of alternatives to the car and to manage car-use, in order to reduce the environmental impact of transport. A GTP provides a strategy for an organisation to reduce its transportation impacts and influence the travel behaviour of its employees, suppliers, visitors and customers.

The introduction of Guideline thresholds for the assessment of GTP's as part of the development control process will be the subject of future consideration.

A GTP can incorporate a range of transport related initiatives to address different transport aspects, including commuter journeys, business travel and fleet management. Typical measures which can be implemented in GTP'S are set out below.

<b>Initiatives implemented in Green Transport Plans</b>
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Mode	Measure
Walking	<ul style="list-style-type: none"> <li>Improved lighting and walkways</li> <li>Crossings in/adjacent to site</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>Changing/shower facilities</li> <li>Pool cycles</li> <li>Bicycle loan scheme</li> <li>Good, secure parking provision</li> <li>Discount purchases of cycles &amp; equipment</li> </ul>
Public Transport	<ul style="list-style-type: none"> <li>Provision of PT information at workplace</li> <li>Access to rail planner</li> <li>Discounted season tickets</li> <li>Liaise with local operators to operate new services</li> </ul>
Car share	<ul style="list-style-type: none"> <li>Staff travel survey to identify potential sharers</li> <li>Priority parking spaces for car sharers</li> <li>Guaranteed ride home (taxi)</li> </ul>
New conditions of Employment	<ul style="list-style-type: none"> <li>Flexi-time</li> <li>Telecommuting/working</li> <li>Company car initiatives (phased out/altered)</li> </ul>

### 7.7 Land-Use and Development Control Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) <i>Integrate land-use and transportation planning to promote accessibility by sustainable modes and reduce car dependency;</i>		✓		✓	✓
(2) <i>Require developers to provide safe and efficient transportation infrastructure through use of the Roads Development Guide;</i>			✓		
(3) <i>Transport Impact Assessments for larger developments will set out how sustainable transport measures will be delivered.</i>		✓		✓	✓
(4) <i>Through the use of suspensive conditions or agreements, ensure that all necessary and related transport improvements are completed before a development is brought into use</i>		✓	✓		✓
(5) <i>Identify and preserve former railway lines for possible future transportation corridors.</i>	✓	✓		✓	✓

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

### 7.8 Land-Use and Development Control Targets

	S	M	L
(1) <i>Review threshold requirements for Transport Impact Assessments</i>	✓		
(2) <i>Evaluate maximum parking standards</i>	✓		
(3) <i>Establish threshold requirements for the consideration of Green Transport Plans;</i>	✓		
(4) <i>Seek developers contributions towards the implementation of transportation policies where appropriate</i>	✓	✓	✓
(5) <i>Encourage existing employers to prepare Green Transport Plans</i>	✓	✓	✓
(6) <i>Seek Green Transport Plans from new developers, where appropriate</i>	✓	✓	✓

S=2001-2004; M=2005-2010; L=2011-2020

## 8.0 STRATEGIC ROAD NETWORK

8.1 The Strategic Road Network in East Ayrshire is shown in figure 2. The network comprises:-

- (a) The key Strategic Routes identified in the approved Ayrshire Joint Structure Plan which link Ayrshire to import and export markets and which facilitate long distance movements between regions of Scotland and beyond; and
- (b) Other roads which are of more than local importance which link main centres of population and economic activity in East Ayrshire to the Key Strategic Routes and Transport interchanges.

The Ayrshire economy accounts for 7% of Scotland's GDP and 13% of the country's exports. The business sector depends heavily on a safe, efficient and attractive transport network to cater for essential traffic movements and to link the area to the main markets. An analysis of the modes of transport used by business in Ayrshire indicates that:-

- Road transport accounts for 92%, by volume, of the movement of goods and materials to and from Ayrshire;
- Rail carries only a small proportion of goods, though it does have a key role in the movement of coal in Ayrshire; and
- Air and sea transport are relatively important in the movement of higher value products, however, three quarters of air freight does not go directly to Prestwick but is transported by road to an airport in the south.

Notwithstanding the importance of road transport for the movement of goods to and from Ayrshire, a number of weaknesses have been identified in the Strategic Road Network. The following paragraphs set out the Council's strategy to upgrade the vital trunk road connections and tackle environmental traffic conditions in communities on strategic through routes.

### 8.2 M77/A77

The M77/A77 route between Glasgow and Stranraer is an important strategic route. It connects Kilmarnock and other Ayrshire towns to Glasgow and affords access to the south of Scotland, the Central Belt, the ferry routes to Ireland and Prestwick Airport. As an integral part of Scotland's trunk road network and the Trans European Network, the route is vitally important in maintaining economic growth and communications in Ayrshire.

The existing A77 between the termination of the M77 at Newton Mearns and Fenwick is generally a 4-lane single carriageway road of substandard width and geometry. The average weekday traffic volume, of almost 40,000 vehicles per day, is significantly higher than the practical capacity of the road. The large traffic flows, allied to poor weather, the need for regular road maintenance and other incidents cause substantial delays on a daily basis, and adversely affect safety.

Upgrading this section of the route to motorway standard is an essential component of East Ayrshire Council's economic strategy to attract inward investment and jobs to the area, which has one of the highest unemployment rates in the UK.

In November 1999 the Scottish Minister for Transport and the Environment gave the approval for the scheme to go ahead and indicated that it could be completed by 2004.

### 8.3 A76 Route Action Plan

The A76 trunk road provides a direct route from Kilmarnock to Dumfries. Together with the A75 and A74, the road also forms part of the strategic route between Ayrshire and the north of England.

In the mid 1990's the Scottish Office undertook a Route Action Plan Study for the whole length of the A76 between Kilmarnock and Dumfries. The aims were to identify measures which would:-

- (a) provide regular overtaking opportunities on the rural sections to make journey times more reliable;
- (b) improve road safety by carrying out remedial measures at specific accident locations and by the consistent treatment of signing and lining at bends and road junctions along the route; and
- (c) improve the overall safety and, particularly for residents and pedestrians, amenity in the various communities through which the A76 passes by implementing comprehensive packages of traffic calming measures.

Traffic calming has been implemented in both Mauchline and New Cumnock. Both schemes have been effective in reducing accidents and making it easier for pedestrians to cross the road. However, traffic flows in Mauchline are now approximately 14,000 vehicles per day with traffic growth of 4% per year. These levels of activity result in significant peak period congestion and environmental problems. Mauchline Cross has been identified as a local air quality hot-spot as a result of the vehicle emissions in the area.

Traffic flows in New Cumnock are lower, but the route carries a high proportion of commercial vehicles (33%) through the community and there is significant potential for conflict between school children and trunk road traffic at the entrance to the Castle Primary School.

A consistent signing and lining strategy has been implemented throughout the route. Further accident, investigation and prevention measures have recently been carried out at the A719 Crossroads junction at the B744 Crosshands junction. A major improvement for the Crossroads junction is included in the Scottish Executive's programme for implementation before April 2002 to address the underlying safety problems and provide additional overtaking opportunities.

Three overtaking schemes were identified in the study for the A76 in East Ayrshire i.e. Crossroads, Polquhirter and Brackenhill, three further sites were identified in Dumfries and Galloway i.e. Gateside, Glenairlie and Cample. To date the only scheme to have been introduced is at the B7073 junction, where a new roundabout has been constructed (at Kilmarnock Prison) which incorporates overtaking opportunities.

Peak period congestion occurs on weekdays at the Bellfield Interchange at the junction of the A76(T), A77(T), A71 and A735 roads. Delays and queuing on this important interchange in Ayrshire's strategic road network hampers access and poses a potential safety risk.

## 8.4 Communities on Strategic Routes

### 8.4.1 “Through Routes” Study

In 1996, the Council undertook an assessment of the traffic conditions in the communities on the busy through traffic routes. The aims were to:-

1. assess the existing traffic conditions
2. prepare a priority list of road safety improvements which would allow the more serious problems to be tackled first.

The routes considered included the A70, A71, A713, A719 and the A735. These roads, together with the A77 and A76 trunk roads, form the basis of the strategic road network in East Ayrshire, which facilitates long distance movements and links East Ayrshire to the surrounding population centres, areas of economic activity and major transportation interchanges such as Prestwick Airport. A number of other routes which carry significant volumes of traffic and which are of more than local importance were also included i.e. A759, B764, B769, B751, B7081, B7073 and B7083. Altogether, 21 different communities were examined.

Information on traffic flows, pedestrian movements, vehicle speeds, land uses and road accidents was considered. This provided the basis for a programme of speed reduction and accident remedial measures in Newmilns, Galston, Stewarton, Hurlford, Auchinleck, Darvel and Kilmaurs.

The early indications are that the measures that have been implemented have contributed to speed reductions and improvements in road safety.

Further measures will be identified in future programmes to improve safety along these routes and enhance the environment and reduce traffic speeds in the communities located on strategic routes.

### 8.4.2 Bypasses

The Ayrshire Joint Structure Plan identifies the need for bypasses of communities on strategic routes to improve safety, enhance the environment and facilitate safe walking and cycling within the communities. Chapter 3.0 identified the environmental stress points in communities on strategic through routes in East Ayrshire.

A number of bypass schemes have been identified. These are outlined below: -

#### **A71 Newmilns, Darvel & Hurlford**

The A71 is an important strategic route linking the towns in north Ayrshire to the M74, Lanarkshire and the rest of Scotland’s Central Belt. Heavy traffic volumes have resulted in accidents, peak period delays, community severance, noise and vibration and other environmental problems in all three communities.

Newmilns has also been identified as an air quality hot-spot. A bypass for Newmilns was granted planning consent (now lapsed) and Compulsory Purchase Orders were published by the former Strathclyde Regional Council. Bypasses for Darvel and Hurlford have also been considered previously.

### A70 Ochiltree

Heavy traffic volumes on the A70 result in community severance and noise/vibration from the passage of heavy goods vehicles particularly from the high proportion of coal movements to and from the Killoch coal distribution terminal. Bypass lines have been costed and evaluated and a possible partnership scheme with Scottish Coal considered.

### A76 Mauchline & New Cumnock

The high traffic volumes on the A76 trunk road through Mauchline result in community severance, extensive peak period congestion and an air quality hot-spot at the Cross in the middle of the town.

In New Cumnock, the traffic volumes on the trunk road include a high proportion of coal traffic, create community severance, noise/vibration and a potential hazard for school children and other pedestrians on the Castle in the centre of the town.

The A76 trunk route is the responsibility of the Scottish Executive.

East Ayrshire Council has been unable to progress any of the potential bypass schemes on the local strategic road network because of funding limitations.

### 8.4.3 Strategic Road Network Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) Support the Scottish Executive decision to extend the M77 motorway from Malletsheugh to Fenwick for early completion	✓		✓	✓	
(2) Encourage the Scottish Executive to complete a programme of Route Action Plan measures on the A76 to improve safety and improve the reliability of journey times.	✓		✓	✓	
(3) Consider in conjunction with SPT, public transport operators and other agencies promoting sustainable transport modes as a means of easing pressure in the strategic corridors and releasing capacity for essential longer distance traffic		✓	✓	✓	✓
(4) Further consider the need for bypasses of communities on busy through routes as a means of relieving accidents, congestion and poor environment and improving the reliability of journey times.	✓		✓	✓	✓

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

### 8.4.4 Strategic Road Network Targets

	S	M	L
(1) Scottish Executive to extend M77 from Malletsheugh, in East Renfrewshire to Kilmarnock;	✓		

(2)	Scottish Executive to construct a new roundabout, with enhanced overtaking opportunities at the A76/A719 Crossroads junction;	✓		
(3)	Scottish Executive to undertake a public transport study for the A77/M77 corridor;	✓		
(4)	Seek funding from the Scottish Executive, to re-examine the need for further safety and overtaking schemes and essential bypasses on the A76 trunk road and implementation where necessary;	✓*	✓*	✓*
(5)	Seek funding from the Scottish Executive to carry out a study of improvement options for the A77 Bellfield Interchange;	✓*		
(6)	Seek additional funding from the Scottish Executive for the evaluation and implementation, where necessary, of a programme of local strategic route improvements on the A70 and A71 including bypasses of communities where required.	✓*	✓*	✓*

S=2001-2004; M=2005-2010; L=2011-2020

## 9.0 TOWN CENTRE TRAFFIC & TRANSPORTATION ACTION PLANS

Kilmarnock is by far the most important shopping and commercial centre in East Ayrshire. The town has a population of almost 45,000 and is a focus for retailing, leisure and economic activity in the Council area. Cumnock is the largest shopping centre in East Ayrshire outwith Kilmarnock and has a catchment population of approximately 36,000.

Apart from Kilmarnock and Cumnock, Stewarton is the only other settlement in East Ayrshire which has come under any pressure in the past for retail expansion.

The East Ayrshire Local Plan identifies the need to prepare non-statutory action plans for Kilmarnock and Cumnock to protect the vitality and longer term viability of both town centres. The Action Plans will be developed to promote good access by all transport modes, improve safety, enhance the pedestrian environment, provide an adequate supply of conveniently located short stay parking and address other traffic related issues. A co-ordinated partnership approach will be adopted to address these issues and give full consideration to civic design, promotion and marketing and other associated factors.

### 9.1 Kilmarnock

The traffic and parking arrangements in the town centre were introduced in the late 1960's and early 1970's. Whilst they operated satisfactorily at that time, traffic growth and increased parking demand has led to traffic delays, pressure on the parking supply, safety, environmental, and other traffic related problems.

A Traffic and Transportation Action Plan is being prepared for Kilmarnock to address these issues and to maintain the vitality of the town centre. It comprises five main elements, outlined below.

#### (a) Public Transport Interchanges

Work to upgrade Kilmarnock Bus Station commenced in October 2000, using the additional capital borrowing consent granted from the Scottish Executive's Public Transport Fund.

Kilmarnock Railway Station is also being refurbished as part of Railtrack's Station Regeneration Programme.

The Action Plan will consider further improvements to the bus stops and shelters in Kilmarnock, taking account of the needs for pedestrian access, security, travel information, bus boarders, integration with other modes and other facilities for the elderly, disabled and carers of young children.

#### (b) Parking

A new Traffic Regulation Order will be promoted to extend the town centre parking controls and introduce charges for on-street parking.

(c) Safety

A programme of road safety measures will be implemented to tackle the principal accident locations in the town. Particular emphasis has been given to pedestrian safety.

(d) Pedestrian and Cycle Routes

Walking and cycling are an integral part of the transport strategy. Walking and cycling proposals have been developed to link the larger residential areas to the main public transport interchanges, the principal trip generators in the town, the larger development opportunity sites and longer distance rural cycle paths. Particular attention will be given to improved pedestrian facilities for disabled people.

(e) Traffic Circulation

The road network comprises a number of radial routes which connect into the one way system round the pedestrianised King Street shopping centre. Twenty two key junctions and pedestrian crossing points in the central area are signalised. A number of problems have been identified with the existing signal controlled system:-

- no automatic monitoring of faults;
- cableless linking system is unreliable resulting in inefficient signal timings;
- fixed time plans are inflexible and cannot respond to varying traffic demands;
- excessive delays for pedestrians at signalised crossings;
- traffic delays adversely affect buses and other essential service vehicles.

An assessment of the traffic circulation system and traffic signal arrangements will be carried out to alleviate congestion, improve safety, enhance the environment and facilitate the movement of buses and other essential service vehicles. A SCOOT urban traffic control system will be evaluated with a view to improving the efficiency of the traffic signals, giving priority to buses and as a means of providing future real time travel information for bus passengers.

## 9.2 Cumnock

Cumnock is the second largest town in East Ayrshire with a population of 7241. The town lies at the heart of the Coalfield Social Inclusion Partnership Area. It is a transportation hub for the southern part of East Ayrshire and is a focus for shopping, employment and public facilities for many of the smaller communities in the largely rural area.

The A76 Cumnock – Auchinleck bypass was opened in 1991 removing strategic traffic movements from the town centre. Further improvements were achieved in the mid 1990's, with the construction of the Tanyard Link Road. This removed the main A70 traffic flows from the centre of the town and provided improved access to the Bus Station and Tanyard car park. These two road improvement projects have provided significant environmental road safety improvements.

Work to upgrade the Cumnock Bus Station commenced in October 2000, using the additional capital borrowing consent granted from the Public Transport Fund.

It is proposed that a Cumnock Town Centre Traffic and Transportation Action Plan will be prepared after completing the study which is underway for Kilmarnock. The

focus will be to assess the current transportation system in terms of public transport facilities; pedestrian and cycling activity; parking; safety and traffic circulation.

### 9.3 Stewarton

Stewarton, with a population of 6724, is the third largest town in the Council area. Traffic calming measures and new, extended parking controls were introduced in 1999. The early indications are that the measures have reduced accidents and made it easier and safer for pedestrians to cross the roads in the centre of town.

### 9.4 Other Towns

A programme to develop town centre action plans for other town centres will be prepared when the Kilmarnock and Cumnock action plans have been completed. These studies will review the traffic conditions; pedestrian, cycle and public transport facilities; and parking provision to support and enhance the vitality and viability of the smaller town centres.

### 9.5 Town Centre Action Plan Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) encourage the use of public transport, walking and cycling		✓	✓	✓	✓
(2) manage town centre parking supply	✓	✓	✓	✓	
(3) improve safety for all road users; particularly pedestrians and cyclists			✓		
(4) improve the pedestrian environment			✓	✓	
(5) facilitate the movement of buses and essential service vehicles	✓	✓	✓		✓
(6) seek partnerships with transport operators, infrastructure providers, the business community, SPT and other interest groups for the implementation of the Action Plans.	✓	✓	✓	✓	✓

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

### 9.6 Town Centre Action Plan Targets

	S	M	L
(1) implement the Kilmarnock Town Centre Action Plan;	✓*		
(2) complete the Cumnock Town Centre Action Plan Study;	✓		
(3) implement the Cumnock Town Centre Action Plan.		✓*	✓*
(4) develop a programme of action plans for centres outwith Kilmarnock and Cumnock.		✓*	✓*

S=2001-2004; M=2005-2010; L=2011-2020

## 10.0 PUBLIC TRANSPORT

The development and enhancement of public transport and particularly bus transport is a key component of the overall transport strategy for East Ayrshire.

Strathclyde Passenger Transport Authority co-ordinates and integrates public transport within its area. It also undertakes similar duties on behalf of East Ayrshire Council on an agency basis for the area which lies outwith its jurisdiction. The Council supports extending the SPT area to cover the whole of East Ayrshire.

SPT co-ordinates travel information and arranges for the provision of bus stops and cleansing of bus shelters. East Ayrshire Council is responsible for the provision of bus shelters throughout its area. The Council also owns the Cumnock and Kilmarnock bus stations. The latter is leased to Stagecoach on a long-term basis.

### 10.1 BUS QUALITY PARTNERSHIPS AND QUALITY CONTRACTS

#### 10.1.1 Bus Quality Partnerships

The Government is promoting the concept of Quality Partnerships between local authorities and bus operators as a means of reversing the general downward trend in bus use. In such partnerships both parties make investments to increase the attractiveness of public transport. Local Authorities are responsible for traffic management schemes to give buses priority, better bus stations, and shelters. SPT is responsible for collating timetable information for passengers. Bus operators are responsible for new, high quality and more frequent services, staff training and fares. Operators also generally agree to fewer changes in fares and timetables. Quality Partnerships have been adopted in many towns and cities, and have resulted in typical increases in patronage of 10% to 20%. Given the nature of bus operations in Ayrshire, it is likely that any such partnership could involve either one or both of the neighbouring Ayrshire Authorities in addition to SPT.

#### 10.1.2 Bus Quality Contracts

The Transport (Scotland) Bill contains draft powers for Local Authorities and SPT to enter into Quality Contracts covering the whole or any part of their area, subject to ministerial approval. Such schemes would enable Local Authorities to determine:-

1. what local services should be provided;
2. the standards to which they should be provided; and
3. any additional facilities or services which should be provided.

The benefits of a "controlled" bus network are likely to include the stability of the network, frequency and quality of service, control over fares and control over connections with other bus service and other modes and better information provision.

In future, Quality Partnerships or, where appropriate, Quality Contracts will be sought between the Council, the bus operators and SPT to ensure fully integrated improvements are achieved in bus services, bus infrastructure and travel information.

### 10.2 BUS & TAXI SERVICES

The majority of bus services in East Ayrshire are provided commercially, though SPT has a key role in contracting early morning, evening, weekend journeys and a number of rural services to meet social needs where services are not provided commercially.

There are currently 31 commercially operated bus services run by 4 different companies in East Ayrshire. The major operator in the area is Stagecoach Western who are responsible for more than three quarters of all registered mileage in East Ayrshire.

Figures 3 and 4 show an assessment of the bus routes and service frequencies in Kilmarnock and the outer rural area.

There are frequent bus services to most residential areas in Kilmarnock with headways of 10 to 15 minutes during the day. The services provide good access to the town centre facilities and the main bus and rail interchanges. The local bus services in Kilmarnock provide reasonable access to the town's priority regeneration areas.

In the rural areas, the level of service is more variable. Communities linked to Kilmarnock by the A71, A735 and B7081 and those linked to Ayr by the A713 have more than 50 buses per day. There are fewer buses on the A70 and A76 largely because the destinations are split between Kilmarnock and Ayr. There is also the option of using the SPT supported rail service from New Cumnock and Auchinleck to Kilmarnock and onwards to Glasgow. The links between a number of smaller communities, to South Lanarkshire in the east and Dumfries and Galloway in the south are less frequent.

Figure 5 shows the distribution of trips to Kilmarnock Bus Station: -

- 29% of trips originate from the Irvine Valley;
- almost one fifth of passengers originate from within Kilmarnock;
- a quarter of passenger movements are from Irvine/Ardrossan;
- 13% of movements are from Stewarton;
- only 4% of passenger movements are to and from the A76 corridor.

### **Key Bus Service Points**

- only Hurlford and Galston are linked by a direct bus service to the Queens Drive retail/leisure development;
- none of the local bus services within Kilmarnock link the three main trip generators i.e. the Town Centre, the Glencairn area and Queens Drive;
- bus services to some of the outlying rural settlements, particularly in the south of East Ayrshire are less frequent than elsewhere.

For public transport to be seen as a viable alternative to the car and to realise the Council's policies for social inclusion, it must be available near to the start of the journey and go to the required destination. A full network of local routes is a basic requirement with frequent services which offer good reliability and acceptable levels of personal security and comfort. Staff on the buses must provide an appropriate level of customer care, particularly in assisting the elderly, disabled people, carers with children and other vulnerable groups.

For a modern service, easily understood fare structures are also required. Reduced price, off peak rates will help to attract the growing number of social and leisure trips that are now being made by car. Through ticketing which allows passengers to complete a journey by various public transport and return tickets should also be available to make public transport easier to use.

The Council will continue to work closely with SPT and the bus operators to develop a bus strategy which will encourage drivers to switch mode and make the bus a realistic choice for as many people as possible. Through Quality Partnerships and other ad-hoc agreement consideration will be given to measures which remove the barriers to public transport and improve the quality of bus travel. Such agreement will require private sector commitment, funding through the Public Transport Fund, as well as SPT budgets and local authority budgets.

### **10.2.1 Dial-A-Bus**

Dial-a-bus is an accessible bus service for people with disabilities who cannot use or have great difficulty using public transport. It is available to permanent residents living in the areas served and provides transport to local shops, clubs, health centres, hospitals, social services and a range of other activities. It is a valuable service which allows its users to travel independently. There is close liaison between SPT and local disability forums for the delivery of the service.

Services operate on a pre-booked basis and for each trip, passengers pay the concession fare.. There are two Dial-A-Bus services operating in East Ayrshire; the M104 service operates in the Kilmarnock & Loudoun area and the M110 service operates in the Cumnock & Doon Valley area. Both services operate 'Optare Solo' low-floor buses with fold out ramps which allow wheelchair occupants to board with ease.

### **10.2.2 Concessionary Travel**

East Ayrshire is a participating member of the Strathclyde Concessionary Travel Scheme. It is a joint scheme comprising the SPTA and the twelve Councils within the former Strathclyde Regional Council area. The Scheme is administered by SPT and provides travel opportunities for a large section of the local population who otherwise might not be able to afford it. The Scheme has a valuable contribution to make in promoting social inclusion within the local community.

Concessionary travel is available to elderly and many disabled persons who are permanently resident in the Strathclyde area. In East Ayrshire this qualifies approximately 19,000 people, or 16% of the population. Card holders travel at reduced fares on buses, ScotRail services and the Glasgow Underground at all times after 9.00am on weekdays and all day at weekends and on national public holidays. Blind persons travel free at all times.

The current cost of the scheme to East Ayrshire is approximately £1.1m per annum.

### **10.2.3 Community Transport**

Public transport cannot always meet peoples diverse accessibility needs, particularly in rural communities. Characteristics such as remoteness, dependence on private

transport, the high cost of public transport, and limited access can present challenges to those who live in rural areas. Community transport services can effectively tackle these issues and reduce social exclusion through enhanced accessibility to jobs and services.

It is important that there is co-ordination of existing resources and that community transport services should not be in competition with each other. The Council and SPT will continue to assess the transport requirement of the local community, and where required seek to establish partnership arrangements, bringing together the commercial, subsidised and voluntary transport sectors in order to improve accessibility to jobs and services.

#### 10.2.4 Rural Public Transport Grant

The Rural Public Transport Grant was introduced in 1998 to enhance rural public transport services in Scotland. East Ayrshire was awarded £49,000 for rural services in 2000/01. Of that amount, £6,000 was allocated for rural services in that part of the Council area lying outwith the SPTA boundary. After local consultation, additional journeys were introduced in the A713 Doon Valley corridor to provide early morning and late evening weekend journeys. SPT has introduced enhanced services in the Council area in the A735 and A70/B7046 corridors with aid of the Rural Transport Grant.

#### 10.2.5 Taxis

Taxis have an important role to play in public transport provision. They provide a flexible means of transport for those without access to a car of their own or where other public transport is not a realistic option.

There are 112 licensed taxis operating in East Ayrshire and 400 licensed taxi drivers. A review of taxi ranks throughout the Council area is being undertaken in consultation with the Kilmarnock Taxi Trade Council and Cumnock Taxi Operators Association.

It is recognised that taxis can fulfil a valuable role in meeting travel needs when bus services are not cost effective, particularly in rural areas where more demand responsive systems may be more appropriate. An on-demand pre-booked bus service was provided for 6 months in 1999 between Muirkirk and Douglas, but had to be withdrawn because of excessive cost. The Council will, in conjunction with SPT, continue to investigate innovative solutions such as shared taxis and Dial-A-Taxi services.

The Council has taken the decision that, by 1 May 2004, all vehicles used as taxis in East Ayrshire should be of a type which comply with the Council's list of approved vehicles suitable for disabled passengers. It is currently a requirement that all taxi drivers undertake disability awareness training.

#### 10.2.6 Bus Service Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) <i>encourage the provision of a high quality commercially operated bus network which provides direct links with key</i>		✓		✓	✓

	<i>destinations to meet the needs of all people who rely on public transport and to reduce car dependency</i>			
(2)	<i>seek Quality Partnerships with bus operators to jointly develop integrated packages of proposals, initiatives and promotions in corridors and town centres to encourage car drivers to switch modes and to cater for the mobility needs of all people in the community</i>	✓	✓	✓
(3)	<i>promote Quality Contracts where necessary to achieve appropriate standards and levels of service for bus passengers</i>	✓	✓	✓
(4)	<i>encourage further improvements in the quality, image and accessibility of commercial bus services</i>	✓		✓
(5)	<i>encourage the integration of all public transport services and seek to secure partnership agreements where necessary to achieve the most economical and effective transport network</i>	✓		✓
(6)	<i>encourage the provision of linked trips between the three main employment centres in Kilmarnock</i>	✓	✓	✓
(7)	<i>encourage, and where appropriate, support services which would not be provided commercially to promote social inclusion within the community</i>			✓
(8)	<i>continue to support the Dial-A-Bus scheme which provides accessibility for disabled people who cannot use or have great difficulty in using public transport, to promote social inclusion within the community</i>			✓
(9)	<i>seek to provide innovative demand-responsive travel modes such as Dial-A-Taxi where possible</i>	✓		✓
(10)	<i>continue to support the Concessionary Travel Scheme to assist elderly people and disabled people</i>			✓
(11)	<i>continue to target Rural Transport Grant at the provision of socially desirable bus services in rural areas</i>			✓

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

### 10.2.7 Bus Service Targets

	S	M	L
(1) <i>Reduce delays for buses in Kilmarnock town centre by 5%;</i>	✓*		
(2) <i>Provide taxis for the disabled;</i>	✓		
(3) <i>Seek linked bus trips between Kilmarnock town centre, Glencairn area and Queens Drive;</i>	✓*		
(4) <i>Secure Quality Partnerships/Quality Contracts to develop integrated sustainable transport packages in bus corridors and Kilmarnock town centre.</i>	✓*	✓*	

S=2001-2004; M=2005-2010; L=2011-2020

### 10.3 BUS INFRASTRUCTURE

The provision and maintenance of bus service infrastructure is an important part of the overall policy to promote the use of public transport. As the passengers' first contact with the public transport system is often at a bus station or bus stop, it is important that high quality infrastructure is provided, giving bus service information and protection from the elements.

#### 10.3.1 Bus Stations

The bus stations in Kilmarnock and Cumnock serve the main population and employment centres in East Ayrshire. Both bus stations are owned by East Ayrshire

Council, though the office area and the stances at the Kilmarnock Bus Station are leased to the principal operator, Stagecoach.

Kilmarnock Bus Station is well situated adjacent to the pedestrianised area in the Town Centre, the Burns Mall shopping centre, the Foregate Square taxi stance and the Foregate multi-storey car park. It is also within a short walk of Kilmarnock Railway Station and will be linked to the proposed Kilmarnock to Irvine Millennium cycle route.

The Tanyard Bus Station at Cumnock is adjacent to the town square and public parking.

Neither facility is manned by supervisory staff and a number of issues have arisen relating to personal security, public order offences (particularly in the evening), the attractiveness and cleansing of the facilities and information. Both bus stations are being upgraded to provide high quality facilities as a means of realising the objectives to encourage more use of public transport, tackle social exclusion and reduce car dependency. The improvements are being implemented with an additional capital borrowing consent from the Public Transport Fund.

### **10.3.2 Bus Stops & Shelters**

There are 665 bus stops in East Ayrshire. Bus shelters are provided at 248 of these locations and information panels at 339 locations. 211 shelters are provided by East Ayrshire Council, the remaining 37 are provided and maintained by a private advertising company at no cost to the Council.

Bus stops and walking routes must be secure and provide good access if public transport is to be seen as a viable alternative to the private car and to reduce social exclusion. As such, bus stops and shelters must be within a short walking distance of the trip ends and safe walking routes should be provided.

In built-up areas, the bus stops should be in well lit locations and shelters will require internal lighting. Bus shelters must be swept and cleaned regularly and graffiti removed as quickly as possible. Future Quality Partnerships or Quality Contracts will assume a programme for the provision of bus boarders on key routes, in conjunction with low floor buses provided by operators to enhance access to public transport for the elderly, disabled people and carers with children/push chairs etc.

### **10.3.3 Bus Park & Ride**

In outlying rural settlements, public transport is unlikely to meet all mobility requirements. It is essential, therefore, that park and ride and setting down facilities are provided at the larger interchange facilities to encourage car drivers to transfer to buses on the higher density corridors.

There are no dedicated park and ride car parks at either Kilmarnock Bus Station or Cumnock Bus Station. However, there is extensive long stay parking available at the Foregate multi-storey car park adjacent to Kilmarnock Bus Station and a free public car park at the Tanyard abutting the Cumnock Bus Station. Enhanced signposting, CCTV, lighting, and pedestrian facilities will be investigated to link the public transport interchanges, car parks and shopping areas in each town as part of the Town Centre Action Plans and will be addressed as part of future Quality Partnerships/Contracts.

### 10.3.4 Public Transport Information

Good travel information is needed to enable travellers to plan their journey. Area wide route maps, timetables for individual services, telephone information and travel centres at larger interchanges are vitally important in helping to make public transport easier and more attractive to use. SPT provides local area timetables for subsidised bus and rail services.

### 10.3.5 Bus Infrastructure Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) <i>provide secure, well managed, high quality facilities in the Kilmarnock and Cumnock bus stations as a means of encouraging more use of public transport, tackling social exclusion and reducing car dependency</i>		✓	✓	✓	✓
(2) <i>seek to improve bus stops and shelters through securing or providing new or improved facilities particularly in town centres and in corridors where a transfer to bus use is required to reduce the adverse effects of cars</i>		✓		✓	✓
(3) <i>provide park and ride and setting down facilities close to the larger bus interchange facilities, with appropriate security systems, signing and lighting</i>		✓	✓	✓	✓
(4) <i>through partnership with bus operators and SPT, seek improved travel information and promotion of bus services in East Ayrshire</i>		✓			

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

### 10.3.6 Bus Infrastructure Targets

	S	M	L
(1) <i>Upgrade Kilmarnock and Cumnock bus stations;</i>	✓		
(2) <i>Provide enhanced access to travel information at both bus stations;</i>	✓		
(3) <i>Seek Quality Partnerships/Quality Contracts to develop Quality Bus Corridors in Cumnock and Kilmarnock incorporating upgraded bus stops and shelters, improved information, secure pedestrian links and bus boarders;</i>	✓*	✓*	
(4) <i>Seek Quality Partnerships to develop Quality Bus Corridors to the Irvine Valley, Cumnock, Stewarton and Ardrossan <sup>(1)</sup>;</i>	✓*	✓*	
(5) <i>Renew advertising bus shelters;</i>	✓		
(6) <i>Seek the provision of area wide route maps and timetables in conjunction with the bus operators and SPT.</i>			✓*

S=2001-2004; M=2005-2010; L=2011-2020. <sup>(1)</sup> In conjunction with North Ayrshire Council.

## 10.4 PASSENGER RAIL SERVICES

The Glasgow-Dumfries rail line, via Barrhead, affords access to stations at Kilmarnock, Dunlop, Stewarton, Kilmaurs, Auchinleck and New Cumnock in East Ayrshire all of which are included in the SPT supported network. The section between Barrhead and Kilmarnock was reduced to single track some years ago except for the 'Lugton Loop' which is double track. The single-track section restricts the frequency at which trains can be operated. Trains between Glasgow and Kilmarnock operate at approximately hourly intervals throughout the day in both

directions. Through trains to Dumfries and the north of England are at approximately 2 hourly intervals.

The restrictions associated with the single track section reduces the timetabling options for journeys to Kilmarnock from the north at peak periods and significantly reduce the attractiveness of rail as a means of travelling to work, college or school in East Ayrshire.

The upgrading of the Kilmarnock line is being considered by the SPTA in conjunction with Railtrack and ScotRail to identify the improvements needed to permit an increase in service frequency to half hourly or better. The capital cost is estimated at between £9m and £13m depending on the preferred option.

New SPT supported local services to Ayr and Girvan were introduced in 1996 on the 'Burns Line' via Troon. This provided 6 additional services from Kilmarnock to Ayr and 5 in the reverse direction. As well as enhancing opportunities for commuting and leisure between Kilmarnock and Ayr the service also provides a direct link to Prestwick Airport and opportunities for connecting rail journeys to the Northern Ireland ferry at Stranraer. There are two direct long distance journeys per day between Stranraer and Carlisle via Kilmarnock.

#### **10.4.1 Passenger Rail Infrastructure**

SPT is assessing the scope for re-opening Mauchline station. The station is technically feasible, but a 15-month construction programme is anticipated which would be disruptive for the surrounding area. It is the intention that the train timetable would fit in with future improvements to the Kilmarnock – Barrhead line. However, timetabling constraints would mean that Mauchline could be the only new station opened on the line between Gretna and Barrhead. SPT have insufficient funding at present to implement a rolling programme of station openings.

As a medium to long term priority, opportunities will be investigated for new stations with park and ride facilities: (a) associated with the Altonhill development to the west of Kilmarnock, and (b) on the eastern side of Kilmarnock to give improved access to the Queens Drive development area and Irvine Valley towns, if timetabling constraints on the Barrhead-Gretna line can be overcome.

#### **10.4.2 Rail Park & Ride**

Park and ride facilities encourage people to use public transport, particularly in the more remote rural areas, where population areas can be some distance from the main interchanges. However, concerns about personal security and crime on public transport, particularly after dark, can discourage a sizeable proportion of the population from using the facilities. Measures such as CCTV systems in car parks and on platforms and high intensity lighting are vital as a means of improving security and encouraging the use of public transport. Such measures are particularly important in un-manned stations. SPT funded on-line CCTV with Help Points has

been installed at Kilmaurs, Auchinleck and New Cumnock stations. SPT is due to install CCTV at Kilmarnock station in Spring 2001.

Park and ride facilities are provided at New Cumnock, Auchinleck, Kilmaurs and Stewarton stations.

A limited amount of parking is available on the access ramp to Kilmarnock Station. SPT has commissioned and paid for a Railtrack study to examine the feasibility of constructing fully integrated Park and Ride facilities at the station, including disabled parking bays.

The scope for providing improved park and ride facilities adjacent to Kilmarnock Station will be investigated as part of the review of the town centre public parking supply.

A scheme to improve access to the northbound platform at Auchinleck station will be implemented in late 2000. The scheme involves improving the existing ramp to the platform as well as improvements to Park Road which will be resurfaced with footpath and lighting provided, with a hammerhead turning area and provision of three parking spaces, including one for blue badge holders.

### **Kilmarnock Station Upgrading**

Upgrading of Kilmarnock Railway station is underway as part of Railtrack's station regeneration programme. The £1.8m works are due to be completed in November 2000 and involve comprehensive works to the B-listed buildings, canopies, platforms and lighting.

### **10.4.3 Passenger Rail Objectives**

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) <i>encourage SPT, Railtrack and ScotRail to upgrade the Kilmarnock to Barrhead line and introduce new rolling stock to provide a regular half-hourly service between Kilmarnock and Glasgow</i>	✓	✓			✓
(2) <i>encourage SPT to commit funds in its rolling programme of station openings to construct a new railway station at Mauchline</i>	✓	✓			✓
(3) <i>encourage SPT and ScotRail to provide appropriate timetabling of services throughout the day and evening to meet the needs</i>	✓	✓			✓

	<i>of all people who rely on public transport and to reduce car dependency</i>			
(4)	<i>encourage greater use of the rail network, working closely with Railtrack, SPT, ScotRail and other relevant bodies to enhance interchange facilities for people using cars , taxis, cycles and buses</i>	✓		✓
(5)	<i>Seek to secure the provision of park and ride and setting down facilities at all railway stations</i>	✓		✓
(6)	<i>encourage the provision of CCTV security systems in all station car parks and unmanned stations (particularly where the station is unmanned at night)</i>		✓	
(7)	<i>seek the provision of secure, well lit, and attractive waiting areas at all stations</i>		✓	✓
(8)	<i>encourage SPT and Railtrack to upgrade the accesses to all stations to provide a good pedestrian environment on the approaches to and meet the needs of disabled people, elderly people and carers with young children, pushchairs, wheelchairs etc</i>			✓

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

#### 10.4.4 Passenger Rail Targets

	S	M	L
(1) <i>SPT, Railtrack and ScotRail to conclude studies and investigate funding options for Kilmarnock-Barrhead line and Mauchline station reopening;</i>	✓		
(2) <i>In partnership with SPT, the rail operators and Railtrack, seek to provide CCTV in all station waiting areas and car parks;</i>		✓*	
(3) <i>In partnership with SPT and Railtrack, review the facilities for pedestrians, the disabled and other vulnerable users at the railway stations in East Ayrshire;</i>	✓*		
(4) <i>In partnership with SPT, Railtrack &amp; ScotRail, evaluate opportunities for new stations in Kilmarnock.</i>		✓*	

S=2001-2004; M=2005-2010; L=2011-2020

## 11.0 PARKING

Parking policies have an important role to play in reducing dependence on the car for commuting. The Council is committed to managing the demand for public parking spaces in the larger towns by regulating the overall supply with the aim of encouraging alternatives to the private car. Priority will be given to maintaining an adequate supply of short stay parking which is recognised as being essential to maintaining accessibility and vitality in town centres.

### 11.1 Kilmarnock

A number of parking issues have been identified in Kilmarnock town centre: -

- there is under utilisation of some long-stay car parks;
- on-street parking spaces are often occupied by long-stay parkers;
- there are significant levels of parking in the surrounding residential areas;
- illegal parking on double yellow lines is widespread.

These issues are being addressed as part of the Kilmarnock Town Centre Action Plan.

#### 11.1.1 Kilmarnock Town Centre: Off-Street Parking

A Traffic Regulation Order has been introduced for the off-street car parks. The Order extends charges to three previously free car parks in the town centre and restricts the use of the car parks adjacent to the central shopping area to short stay only. The number of designated bays for disabled people in the town centre car parks has also been increased.

#### 11.1.2 Kilmarnock Town Centre: On-Street Parking

A new Traffic Regulation Order to extend the town centre parking controls and introduce charges for on-street parking will be promoted. The aims of the parking strategy are to:-

- Release on-street parking in the central core for short stay shopping and business use;
- Enable easier enforcement of parking controls;
- Meet the needs for residents' parking where there is no off-street alternative;
- Increase the use of under-utilised off-street long stay car parks; and
- Cater for essential deliveries to commercial premises in the town centre where off-street loading is not available.

Costs associated with introduction of more extensive restrictions, increased enforcement and investment in car park facilities is likely to absorb any increased income from the new parking controls.

### 11.2 Stewarton

Following a detailed survey of parking in Stewarton and extensive consultation with the local community, new on-street parking controls have been implemented, in conjunction with traffic calming measures in the centre of town. The measures have been designed to:-

- increase the turnover of on-street parking spaces
- ease enforcement
- prohibit parking at key junctions and crossing points
- control the use of disabled parking spaces

### **11.3 Other Towns**

The parking controls will be reviewed in Cumnock and the other town centres in East Ayrshire where necessary to meet the demand for short stay business and shopping parking.

### **11.4 Decriminalisation of Parking**

At present, on-street parking restrictions are enforced by traffic wardens employed by Strathclyde Police. Under the terms of the Road Traffic Act, 1991, local authorities may now introduce a decriminalised parking which allows Council staff to enforce on-street parking restrictions. This option will be considered in more detail.

### **11.5 Workplace Charging**

82% of responses to the LTS consultation opposed the introduction of workplace parking charges. This measure has been deleted from the Transport (Scotland) Bill. It is possible that workplace charging would discourage inward investment to the area unless similar measures were introduced in other towns in the West of Scotland. It would also be inappropriate to consider workplace charges until new regulations for the control of on-street parking have been implemented. The Council does not propose to introduce such charges in the foreseeable future.

### **11.6 Parking Objectives**

(1)	control or prohibit on-street parking in congested areas to maintain the safe and efficient movement of traffic	✓		✓	✓
(2)	achieve the efficient use of on-street parking where demand exceeds supply	✓			
(3)	provide for the loading and unloading of commercial vehicles to enable the essential servicing of business premises where there is no off-street loading	✓		✓	✓
(4)	accommodate the safe movement of pedestrians by the provision of waiting restrictions at crossing points and at junctions to ensure adequate sightlines for pedestrians and motorists			✓	
(5)	meet the demand for short-stay business and shopping parking in town centres to maintain economic activity	✓			
(6)	accommodate the needs of residents in residential streets which are used by long-stay commuters and where there is insufficient off-street residential parking			✓	
(7)	assist the movement of buses in town centres and on corridors where parked cars adversely affect the frequency and reliability of bus services	✓	✓	✓	✓
(8)	reduce long stay parking in town centres as a means of deterring commuting by car and encourage the use of public transport in accordance with the wider objectives of the strategy		✓		
(9)	provide effective management of public off-street car parks			✓	
(10)	consider charges for on-street parking to aid enforcement and ensure that enforcement is self financing	✓		✓	

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

### 11.7 Parking Targets

	S	M	L
(1) Introduce charges for on street parking in Kilmarnock Town Centre;	✓		
(2) Provide a residents parking scheme in residential roads around Kilmarnock Town Centre;	✓		
(3) Increase the turnover of short stay on-street parking spaces (less than 2 hours) in central Kilmarnock;	✓		
(4) Carry out on street and off street parking surveys in Cumnock	✓	✓	
(5) Evaluate decriminalisation of parking enforcement;	✓		
(6) Carry out parking assessments in towns outwith Kilmarnock and Cumnock where required to maintain accessibility and vitality of town centres.		✓	✓

S=2001-2004; M=2005-2010; L=2011-2020

## 12.0 CYCLING

Road traffic has been acknowledged as the fastest growing source of environmental pollution and driving a car as the most environmentally damaging activity most individuals undertake. As car ownership levels and traffic volumes continue to rise there has been a corresponding rise in awareness of the contribution that cycling can make to a more sustainable transport system.

The 1991 census indicates that only 0.3% of journeys to work in East Ayrshire by bicycle. In Scotland just under 1% of all journeys are made by bicycle compared with 1.7% for Britain as a whole. Distances travelled by bicycle in Scotland have fallen by a third since the mid 1970's although 45% of Scottish households own at least one bike. The challenge to be met is to overcome the existing barriers to cycling and make it a safe, convenient and pleasurable form of transport whether for leisure purposes or for utility purposes such as commuting or travel to school.

### 12.1 The Issues

Increased levels of cycling can provide a range of benefits.

**Health** - It is well documented that health can be improved by taking moderate exercise on a regular basis. Cycling can be built into a daily routine, either as a leisure activity or as a means of transport, and leads to improved cardiovascular fitness.

**Tourism** - The provision of recreational cycle routes could encourage more visitors to the important historical and landscape heritage sites in the area.

**Congestion** - The continuing growth in vehicular traffic in towns and cities has resulted in unacceptable levels of congestion particularly at peak times. The bicycle is potentially an ideal alternative to the private car for shorter journeys such as these and could therefore play a part in reducing congestion.

**Environment** - Vehicle emissions degrade local air quality and contribute to global warming. An increase in cycle use at the expense of car use, particularly for short journeys in towns, could improve air quality significantly.

**National Cycling Strategy** - The government has set a target to double bicycle use by the year 2002, compared with the 1996 figures, and a quadrupling by the end of 2012, with local authorities and others to set local targets which will contribute to the overall target.

### 12.2 East Ayrshire Strategic Cycle Network

A strategic cycle network for East Ayrshire has been identified. The aim has been to provide: -

- Safe links between most of the primary settlements;
- Commuting links to many of the smaller settlements;
- Recreational routes suitable for local residents and tourists.

The proposed Strategic Cycle Network comprises off-road and on-road sections with the latter generally utilising minor roads which have low vehicle flows; figure 6.

SUSTRANS propose to provide the rural section of the N73 National Cycle Route to link Kilmarnock to Irvine, as part of the Millennium project. This will provide a direct link between Kilmarnock and the N7, National Cycle Route, which runs from Dumfries to Glasgow.

Proposals have been drawn up for a network of cycleways, associated crossings and secure parking facilities in Kilmarnock. The routes have been designed to link the larger residential areas to the principal trip generators and larger development opportunity sites in the town. The aims of the proposals for the Kilmarnock cycleways are: -

1. enhance access to the Kilmarnock bus station, railway station and other major trip generators;
2. tackle social inclusion by strengthening transport links to priority areas;
3. facilitate future safer routes to school projects;
4. provide links to the National Cycle Network and other rural leisure routes; and
5. enhance safety for cyclists and pedestrians

An increased capital allocation has been granted from the Scottish Executive's Public Transport Fund to implement these measures in the 2001-2002 financial years.

Preliminary designs have been prepared by the Irvine Valley Initiative for the section of the East Ayrshire strategic cycle network which runs through the Valley. Partnership funding is being sought for the implementation of the project which will link to the proposed Kilmarnock cycleways.

### 12.3 Cycling Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) seek the provision of secure cycle parking facilities at key destinations and at public transport interchanges through partnership arrangements with developers, the business community and public transport providers		✓	✓		✓
(2) support the Irvine to Kilmarnock link to the National Cycle Network		✓		✓	
(3) give priority to cycle links in towns which afford access to major employers, retail centres, public transport interchanges, leisure facilities and educational establishments which will reduce car dependency and encourage cycling as a mode of transport		✓		✓	✓
(4) seek joint funding with appropriate agencies and organisations to implement the East Ayrshire Strategic Cycle Network to reduce social exclusion in rural communities and provide for recreational and tourist cycling		✓			✓
(5) require developers to provide cycle facilities and links to the public road network and/or the East Ayrshire Strategic Cycle Network as part of their developments		✓			✓
(6) provide cycling facilities (cycle paths, cycle lanes, advanced stop lines, dropped kerbs etc) at new road schemes, road safety traffic calming schemes and traffic management projects		✓	✓		
(7) encourage safer routes to school initiatives and encourage schools to provide secure cycling facilities		✓	✓	✓	✓
(8) continue to undertake programmes of cycling proficiency training in schools by the Council's Road Safety Training Officer to encourage cycling and reduce the number of cycling casualties		✓	✓		
(9) promote cycling, through advertising and appropriate leaflets, as an alternative for short journeys to reduce car dependency and raise public awareness of the health benefits of cycling		✓		✓	✓

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

### 12.4 Cycling Targets

	S	M	L
(1) Achieve 2% of all peak period journeys by bicycle in Kilmarnock;	✓		
(2) Provide 18km of cycle routes in East Ayrshire, including a link to the National Cycle Network;	✓		
(3) Offer cycle training to all primary schools	✓	✓	✓
(4) Provide cycle parking at all rail and bus stations;		✓*	
(5) Provide additional secure cycle parking in Kilmarnock and Cumnock.	✓		

S=2001-2004; M=2005-2010; L=2011-2020

## 13.0 WALKING

A half of all journeys made in Britain are less than two miles long. Walking is an ideal alternative to the private car for short journeys such as these. Walking is also environmentally friendly, provides healthy exercise and is an essential component of a sustainable transport policy.

Pedestrians are vulnerable when crossing the road, particularly in town centres and on busy strategic routes. To assist pedestrians emphasis is being placed on:-

- Good pedestrian links to public transport interchanges;
- Providing direct, well signposted pedestrian routes in town centres;
- Minimising hazards (personal security, street furniture and pedestrian/vehicle conflicts);
- Enhanced accessibility for all groups in the community.

### 13.1 Safer Routes To School

In recent years an increasing number of parents have elected to drive their children to school. This has contributed to the overall increase in congestion and safety and parking problems at the school gate. Safer Routes to School projects will be encouraged in conjunction with the Education Department, Strathclyde Police and the school boards to promote walking and cycling as a means of achieving a healthier lifestyle.

A variety of measures are used to create a safer environment and enable parents to support the concept. Typical measures include:-

- Traffic calmed 20mph zones near to school;
- Crossings for pedestrians and cyclists;
- Provision of cycle lanes and pedestrian footpaths;
- Traffic free entrances to schools;
- Secure cycle storage and locker facilities at schools;
- Road safety education; and
- School transport measures.

It is proposed that travel plans shall be drawn up as a basis for future safer routes to school projects, for the following schools, during the term of the Local Transport Strategy: -

- (i) Onthank and Mount Carmel Primary Schools;
- (ii) Loanhead Primary, St Columba's Primary and Kilmarnock Academy;
- (iii) Greenmill Primary, Barshare Primary, St John's Primary, St Joseph's Secondary, Cumnock Academy, and Netherthird Primary.

### 13.2 Walking Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) Provision of dropped kerbs at crossing points during maintenance works			✓		
(2) Maintenance of footways to a high standard			✓		
(3) Provision of pelican crossings, zebra crossings and pedestrian refuges at sites which meet the approved criteria		✓	✓		✓
(4) Pedestrian phases at traffic signals where appropriate		✓	✓		✓
(5) Traffic calming to improve the pedestrian environment where there is significant pedestrian activity i.e. town centres, on the approaches to transport interchanges, near schools and other public amenities		✓	✓	✓	
(6) Enhanced street lighting where required			✓	✓	
(7) Taking account of the needs of the disabled and other vulnerable groups in the design of new roads and traffic management schemes					✓
(8) Promoting Safer Routes to School projects		✓	✓	✓	
(9) Requiring developers to provide pedestrian facilities at new developments in accordance with the Roads Development Guide, which fulfil road safety and accessibility requirements		✓	✓	✓	✓

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

### 13.3 Walking Targets

	S	M	L
(1) Pilot Safer Routes to School Projects in two schools	✓		
(2) Draw up school travel plans for Onthank Primary, Mount Carmel Primary, Loanhead Primary, St Columba's Primary, Kilmarnock Academy, Greenhill Primary, Barshare Primary, St John's Primary, St Joseph's Academy, Cumnock Academy, Netherthird Primary, to facilitate future Safer Routes to School projects;	✓		
(3) Commence a 5 year programme, to provide an average of 3 new assisted pedestrian crossings per year <sup>(1)</sup> ;	✓	✓	
(4) Reduce delays for pedestrians at signalised crossings to a maximum of 60 seconds;		✓	
(5) Provide textured paving on the approaches to all existing signal controlled crossings;	✓*	✓*	
(6) Provide textured paving on the approaches to all new crossing points;	✓	✓	✓
(7) Reduce the 85 <sup>th</sup> percentile speed to 30mph or less at school crossing patrols and at school entrances.		✓*	

S=2001-2004; M=2005-2010; L=2011-2020

<sup>(1)</sup> Pelican/toucan crossings, zebra crossings, central refuge islands and other assisted crossing points.

## 14.0 FREIGHT

The impact of heavy goods vehicles on the road network in built-up areas is a significant transportation issue. Economic regeneration in East Ayrshire is dependent on good accessibility for freight, but goods traffic on the road can create severe environmental problems. The issue is particularly serious in (a) the communities along the strategic Road Network which carry significant volumes of goods vehicles, (b) in town centres where daytime deliveries can impact on the environment, congestion and the free movement of pedestrians, and (c) in the communities affected by opencast coal and timber traffic.

The Ayrshire Economic Forum and East Ayrshire Council are committed to improving access for commercial and industrial traffic, but will seek to reduce or eliminate the conflict between freight movements and the environment by:-

- Promoting the maximum use of rail;
- Partnerships with the freight industry;
- Managing heavy goods traffic effectively.

### 14.1 Rail Freight

At present there are five operational railheads serving the East Ayrshire coalfields. Four have been in place for a number of years and are located at Chalmerston, Broomhill, Killoch and Knockshinnoch. Chalmerston, Broomhill and Killoch connect to the Glasgow/Stranraer line, and Knockshinnoch connects to the main Glasgow/Carlisle line. The fifth rail terminal has recently been opened at New Cumnock with a dedicated haul road linking the facility to the existing coal extraction site at Garleffan and the proposed opencast site at Grievehill. This links directly to the Glasgow/Carlisle line.

The Council has resolved to approve two new railheads at Cronberry, linking the Muirkirk Coal Basin to the Glasgow/Carlisle line at Auchinleck, and at the former Afton brickworks at New Cumnock. Such links would allow the transportation of coal by rail from the major opencast development sites in the Gasswater/Powharnal and New Cumnock areas and relieve the environmental pressure on the communities affected by the movement of coal.

Approximately 2,520,000 tonnes of coal is carried by lorries on the roads in East Ayrshire each year. This equates to 250,000 lorry movements per year or more than 800 per day. The effect of this activity is shown in figure 7, which is derived from a series of 10 hour manual classified traffic counts which were carried out in March/April, 1998. The figures show:-

- Coal haulage vehicles account for 42% of heavy goods vehicle movements on roads in the area;
- Opencast coal traffic is particularly heavy on the A70 between Killoch and Mote Toll, at Ochiltree and through the communities of Lugar and Muirkirk;
- The B741 is heavily used by opencast vehicles in the vicinity of the Knockshinnoch rail head; and
- The A713 between Dalmellington and Ayr caters for a high proportion of coal traffic.

Much of the coal extracted from East Ayrshire is destined for the Power Generation Industry which is specifically geared to receiving coal deliveries by rail.

An improved and expanded rail network would have the potential to bring about a significant transfer of freight from road to rail, alleviate the environmental problems associated with the movement of coal and provide additional capacity to accommodate future increases in output.

However, it is recognised that unless operational railheads are provided within opencast sites, or are linked by dedicated off-road haul routes, reductions in the flow of opencast coal traffic on the local road network may be limited. A combination of new railhead provision and dedicated haul routes linking opencast sites to the rail freight terminals will be required to alleviate the problems currently experienced by transporting coal by road.

Coal extraction is largely concentrated in the south of East Ayrshire and lends itself to transport by rail. Other generators of freight activity are more widely distributed throughout the area and further detailed investigation will be required to establish: -

- the extent of freight being generated in the area;
- the main freight corridors;
- the barriers to switching goods to alternative modes; and
- the transport requirements of businesses in the area and how alternative modes can match these requirements.

It is proposed to set up a freight database for the area in consultation with the haulage industry and neighbouring local authorities which will: -

- provide valuable information in the assessment of future freight facilities requirements;
- assist developers apply for grant aid for transport facilities;
- assist in the assessment of transport related planning applications; and
- provide up to date information on the mode of transport being used for the transportation of goods.

## **14.2 Partnerships With The Freight Industry**

### **14.2.1 The Kilmarnock Freight Transport Quality Partnership**

The UK White Paper *“A New Deal For Transport: Better For Everyone”* included plans for quality freight partnerships between the road haulage industry, local authorities and business. The aim is to build on existing experience to encourage best practice and develop environmentally sensitive, economic and efficient strategies for the delivery of goods in towns and cities.

The Kilmarnock Freight Quality Partnership comprises the following organisations: East Ayrshire Council; Kilmarnock Town Centre Management Initiative; Strathclyde Police; Friends of the Earth; AG Barr plc; Securicor Omega International; Recorded Fleet Maintenance; W&P Food Service Ltd; Marks & Spencer plc; Boots the Chemist; Ayrshire Chamber of Commerce; Land Securities Properties Ltd; and the Freight Transport Association Ltd. The Partnership Agreement, which was launched in September 2000, commits the partners to work together to meet the need for essential goods deliveries whilst minimising the inconvenience caused by lorries delivering the goods. The agreed steps in implementing the strategy for sustainable distribution in Kilmarnock are: -

- Review on-street parking in Kilmarnock, taking account of deliveries and ensuring that where possible, adequate servicing provision will be made;
- Review delivery access times in the pedestrian priority after examining the current pattern of pedestrian activity;
- Consider the need for “no-car lanes” in Kilmarnock town centre to assist the movement of people and goods; and
- The transport distribution industry will continue to promote established environmental best practice in accordance with the Freight Transport Association’s policy document, Urban Friendly Deliveries.

#### 14.2.2 Ayrshire Timber Transport Group

Woodland and commercial planting cover approximately 20% of Ayrshire. The Forestry Commission forecasts that there is likely to be a threefold increase in the soft-wood available for extraction from Ayrshire between 2001 and 2021.

Forestry in East Ayrshire is concentrated in 3 areas; Loch Doon; Kyle Forest; and Whitelees. Much of this resource is located in relatively remote areas served by a network of rural public roads which are vulnerable to damage from frequent use by heavy traffic. The movement of forestry products on such roads may also create road safety problems and is difficult to control.

The Ayrshire Timber Transport Group was formed in 1998 to address these issues. The organisations represented on the group include; East Ayrshire, North Ayrshire and South Ayrshire Councils; Strathclyde Police; Forestry Commission; Forestry Enterprise; Road Hauliers; Timber Growers Association; the UK Forest Products Association and Scottish Enterprise Ayrshire. The aims are to: -

- Monitor timber traffic volumes and maintain under review the routes used in Ayrshire for the transportation of timber;
- Review future timber sourcing locations, harvesting timescales, access points to the road network and infrastructure implications;
- Secure through collaboration best management practice and use of preferred routes for timber haulage operations; and
- Address local timber transport issues.

Rail transport in conjunction with off-road haul routes will be considered where appropriate, although in many cases lorry transport along minor roads will be required to bring timber to a rail terminal. Consideration will be given to the introduction of weight limits on unsuitable routes where necessary to control the use of timber traffic.

#### 14.2.3 Future Rail Freight Partnerships

The single line between Kilmarnock and Barrhead is principally for passenger trains although the present capacity restrictions could limit future freight services to Glasgow. The single line between Gretna and Annan is a major constraint on the movement of freight (and passengers), but the cost of dualling the track would be significant. Improved signalling would be a more efficient way of increasing capacity but would also be expensive.

These constraints are limiting the opportunities for moving bulk goods, particularly coal, timber and timber products by rail. East Ayrshire Council will seek to address these key rail investment issues, which affect the south west of Scotland, in

partnership with WESTRANS, major developers, the freight providers, rail operators and Scottish Executive.

### 14.3 Management of Heavy Goods Traffic

Notwithstanding the Council’s policies to promote the use of rail freight where possible, there is an on-going requirement to manage the movement of heavy goods vehicles to minimise adverse environmental impacts. Freight issues are regularly the subject of discussion with operators, the public and representative groups: -

- **Liaison Committees** between opencast coal operators and local residents;
- The **Ayrshire Timber Transport Liaison Group**;
- The **Kilmarnock Freight Transport Quality Partnership**;
- **Ad-hoc discussions** with community representatives, Community Councils and Local Committees on specific issues.

Actions to manage heavy goods traffic include:-

- (a) encouraging developers to provide a network of off-road haulage routes to link opencast coal sites to railheads, thereby eliminating the need for coal lorries to pass through communities;
- (b) the introduction of a Protocol for the transportation of coal by road when there is no alternative. The Protocol will address such issues as dust suppression, good and courteous driving practice and the use of agreed haulage routes by opencast vehicles. All existing opencast operators in East Ayrshire have indicated that they would be willing to operate the Protocol on existing sites. Subscription to the Protocol will form a part of the Section 75 Agreement for future planning consents;
- (c) Clearly defined haulage routes will be identified where it is necessary to move coal, timber and other bulk goods to rail terminals and local markets;
- (d) Where minor roads are used to access the Strategic Road Network, developers will be required to carry out infrastructure improvements which are necessary to cater for the anticipated volume of traffic. All such works will be at the developer’s expense;
- (e) Studies will be undertaken to identify where traffic management and traffic calming measures are required to alleviate the effects of heavy goods traffic in communities on the Strategic Road Network;
- (f) Town Centre Action Plans will be prepared for Kilmarnock and Cumnock which will seek to reduce the impacts of lorries in the town centres (possibly by limiting times of entry and providing on-street waiting areas for commercial vehicles where there are no off-road loading bays), whilst facilitating the movement of essential service vehicles.
- (g) By-passes should be considered for communities on strategic routes where there are particular traffic, safety and environmental problems associated with the passage of lorries.

### 14.4 Freight Transportation Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) <i>promote the maximum use of rail as a means of transporting freight to and from East Ayrshire</i>	✓	✓	✓	✓	
(2) <i>encourage the expansion of the rail network by the provision of new railheads and associated haulage routes in connection</i>	✓	✓	✓	✓	

- |   |                            |                            |                            |
|---|----------------------------|----------------------------|----------------------------|
| <p><i>with the development of new opencast coal sites</i></p> <p>(3) <i>manage the movement of heavy goods vehicles on the road network, in consultation with the industry, the Police, residents and appropriate representative groups</i></p> | <p>✓</p> <p>✓</p> <p>✓</p> | <p>✓</p> <p>✓</p> <p>✓</p> | <p>✓</p> <p>✓</p> <p>✓</p> |
|---|----------------------------|----------------------------|----------------------------|

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

#### 14.5 Freight Transport Targets

	S	M	L
(1) <i>Map agreed haulage routes in consultation with the haulage industry and other representative groups;</i>	✓		
(2) <i>Secure the use of preferred timber haulage routes through collaboration with the Ayrshire Timber Transport Group;</i>	✓		
(3) <i>Through the WESTRANS Regional Transport Strategy, and in conjunction with SPT, Railtrack and sSRA, set up a partnership to secure a high priority for investment in the Glasgow to Carlisle rail line;</i>	✓	✓	✓
(4) <i>Introduce the use of the heavy goods Protocol for the movement of opencast coal and other bulk goods in those cases where a Section 75 Agreement can be achieved.</i>	✓		
(5) <i>Prepare a freight transport database for East Ayrshire in consultation with the haulage industry and the Ayrshire Joint Transport Group.</i>	✓	✓	

S=2001-2004; M=2005-2010; L=2011-2020

## 15.0 ROAD SAFETY

Under Section 8 of the Road Traffic Act, 1974 East Ayrshire Council has a responsibility to:

- carry out accident studies;
- institute accident reduction measures in response to such studies;
- circulate accident information;
- build new roads to standards which will minimise the chances of an accident occurring.

These duties have been restated in the Road Traffic Act 1988.

### 15.1 National Casualty Reduction Target

In March 2000, the government introduced a 10 year national casualty reduction target. By 2010, the aim is to achieve, compared with the average for 1994-98:

- a 40% reduction in the number of people killed or seriously injured in road accidents;
- a 50% reduction in the number of children killed or seriously injured; and
- a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

### 15.2 Road Safety Plan

The Council published its Road Safety Plan in 1998 which set out a comprehensive strategy, programmes and objectives to improve road safety in the area with the aim of realising the Government's casualty reduction target. It also details measures which the Council, in partnership with Strathclyde Police and other agencies, will be taking in response to identified traffic accident problems. The document also sets out a strategy for achieving a reduction in accidents, namely: -

- programmes will be data led and aimed at achieving national accident reduction targets;
- public involvement will be encouraged;
- a corporate and co-ordinated approach will be adopted by Council departments and other agencies;
- the business and commercial sectors will be encouraged to participate in accident prevention work;
- programmes will be evaluated and reviewed on a regular basis.

### 15.3 Road Safety Issues

An analysis of accident data for East Ayrshire has identified: -

- car users account for more than two thirds of all injuries;
- young drivers and riders of motor vehicles and their passengers are more likely to be injured than other motorists;
- speed accounts for more than one third of all casualties;
- pedestrians account for one eighth of all injuries;
- almost a half of pedestrian accidents result in death or serious injury;
- children of school age are more likely to be hurt crossing the road than adults;

- accident clusters tend to occur on busy roads in built-up areas;
- a quarter of all casualties occur in Kilmarnock;
- a fifth of casualties occur on the A77 and A76 trunk roads;
- the cost of road traffic accidents in East Ayrshire in 1999 was over £25 million.

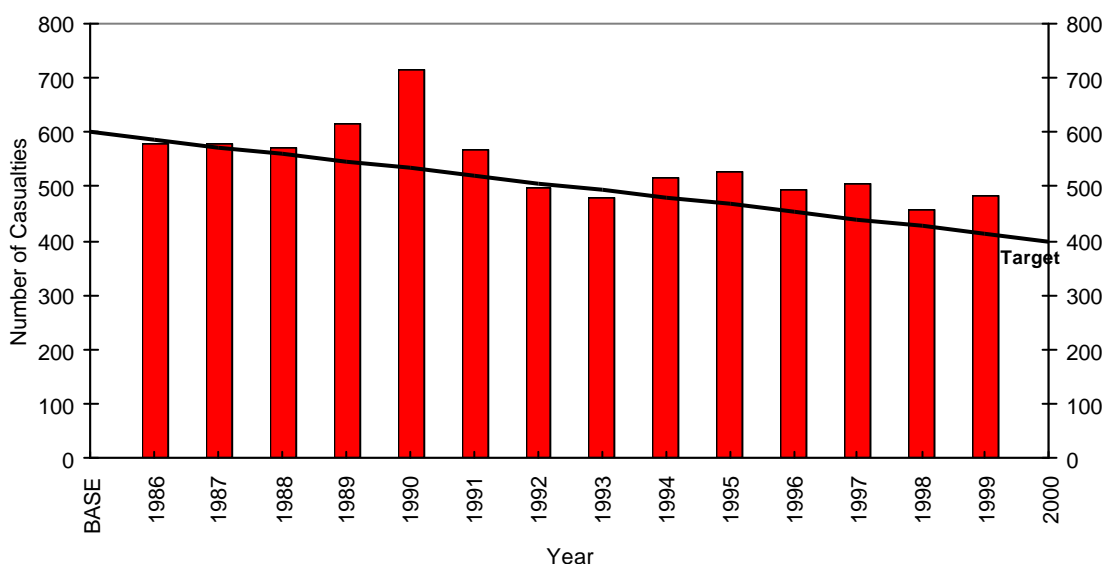
### 15.4 Trends

The previous government target was to reduce road casualties by one-third by 2000 compared with the average for 1981-85. By the end of 1999 casualties in East Ayrshire had fallen to 483, 117 fewer than in 1981-85, representing a reduction of 19.5% (there was a 23% reduction for Scotland as a whole). While fatal and serious casualties fell by 34% (55% throughout Scotland), slight injury casualties have decreased by only 12.5% (8% throughout Scotland). Overall, despite the improvement, the total of 483 for 1999 was 70 more than the target for the year, 413.

Significant improvements in road safety have been achieved. However, with increasing traffic flows and limited finance for road improvements the Council has not been able to realise the former national target of reducing casualties by one third by the year 2000.

In recognition of this the Council's financial plan shows a near doubling of the road safety capital budget from £125,000 in 2000/01 to £240,000 in 2002/03. Maintaining this raised level of expenditure in future years will enable the Council to work towards the new national casualty reduction targets for 2010.

### Casualties Per Year



### 15.5 Speed Limit Review

The Council regularly reviews existing speed limits to ensure that they are appropriate in light of road accidents, traffic volumes and pedestrian activity. New limits will be introduced where needed.

The Council is participating in a national pilot study of advisory 20mph zones. Three areas have been chosen for the trial: Lainshaw in Stewarton; Gilfoot in Newmilns; and Logan. If successful, similar schemes may be introduced in other areas.

A national trial of part-time 20mph zones at schools is being carried out by the Government. If successful, consideration may be given to appropriate sites in East Ayrshire, following consultation with the Police, the Education Department and School Boards.

Developers will be required to provide traffic calming measures in accordance with the Roads Development Guide, to facilitate 20mph speed limits in new residential areas.

### 15.6 Programmes

The programmes which are set out in the Road Safety Plan are based on the four E's of road safety: -

- **Education**, aimed at improving road user behaviour by educational, training and publicity methods;
- **Enforcement**, aimed at improving road user behaviour by the enforcement of traffic legislation;
- **Engineering**, aimed at providing a safer road environment for all road users;
- **Encouragement**, aimed at encouraging other agencies to examine what they can do to prevent road accidents.

### 15.7 Road Safety Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) <i>support the Government's road casualty reduction target to reduce the number of people killed or seriously injured by 40% and the number of children killed or seriously injured by 50% by 2010, compared with the average for 1994-98</i>			✓		
(2) <i>ensure that new roads are built to safe standards</i>			✓		
(3) <i>ensure that new developments do not cause traffic safety hazards</i>			✓		
(4) <i>identify and treat sites with a poor accident record</i>			✓	✓	
(5) <i>reduce traffic speeds</i>			✓	✓	
(6) <i>ensure that speed limits are appropriate</i>			✓	✓	
(7) <i>reduce the incidence of drink/driving</i>			✓		
(8) <i>improve the attitudes and abilities of young drivers</i>			✓		
(9) <i>provide a safe traffic environment for vulnerable road users</i>			✓	✓	✓
(10) <i>provide vulnerable road users with appropriate knowledge and skills</i>			✓		✓
(11) <i>provide a safe traffic environment for school pupils</i>			✓	✓	
(12) <i>provide safe transport for school journeys</i>			✓		

Aim 1= Economy; Aim 2= Integration; Aim 3= Safety; Aim 4= Environment; Aim 5= Accessibility

### 15.8 Road Safety Targets

	S	M	L
(1) <i>Prepare an annual report on accident trends in East Ayrshire</i>	✓		
(2) <i>Identify all sites where there have been 4 or more personal injury accidents over a three year period</i>	✓		

(3)	<i>Include measures for those sites which provide best value and improve the safety of pedestrians, children, cyclists, the elderly and other vulnerable groups in the Council's Road Safety Programme</i>	✓	
(4)	<i>Monitor the performance of all accident remedial measures over a three year period after implementation</i>	✓	
(5)	<i>Achieve a reduction in casualties of 15% or more at sites where remedial measures have been carried out</i>	✓	
(6)	<i>Provide "gateway signs" and road marking at the entrance to all communities with a 30mph or 40mph speed limit on the strategic road network</i>	✓*	
(7)	<i>Reduce the 85<sup>th</sup> percentile speed in built up areas on the strategic road network to 30mph</i>		✓*
(8)	<i>Provide anti-skid surfacing on the approaches to all traffic signals</i>	✓*	
(9)	<i>Double the road safety capital budget in future years</i>	✓	✓
(10)	<i>Conduct pre-driving courses in secondary schools</i>	✓	
(11)	<i>Support DETR and SRSC publicity campaigns</i>	✓	
(12)	<i>Develop resource for driver awareness course</i>	✓	
(13)	<i>Liaise with all schools to promote project work, provide material and engage in specific initiatives such as safety at the school gates</i>	✓	

S=2001-2004; M=2005-2010; L=2011-2020

## 16.0 ROAD MAINTENANCE

East Ayrshire Council is responsible for maintaining the local roads in the area. In addition, the Council carries out maintenance work on the A77 and A76 routes on behalf of the Scottish Executive as a member of the Clyde Local Authority Consortium and the South West Partnership.

### 16.1 Structural and Routine Maintenance

Each year the Council carries out a programme of structural maintenance, routine repairs and cyclic maintenance in the interests of safety and to preserve the fabric of the roads and footways. Structural works programmes are based on data from formal, recorded inspections, traffic volumes, accidents and claims history as well as Council policies and initiatives.

Lack of resources in recent years has resulted in a general deterioration of the roads infrastructure and an increase in the number of public liability claims against the Council. Expenditure on structural maintenance has fallen to 0.25% of the asset value of the roads and footways, and average "return periods" for resurfacing have increased to unsustainable levels.

Routine and cyclic maintenance is carried out on a needs basis and, where applicable, in accordance with national codes of practice.

#### 16.1.1 Structural and Routine Maintenance Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) <i>Reverse the decline in the Condition of the Council's roads and footways</i>			✓	✓	
(2) <i>Achieve a well-maintained, serviceable road and footway network which meet the needs of the people of East Ayrshire</i>			✓	✓	
(3) <i>Reduce the level of public liability claims related to roads and footways</i>			✓		
(4) <i>Respond timeously to complaints, reports of defects or requests for action within the remit of the road maintenance service</i>			✓		

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

#### 16.1.2 Structural and Routine Maintenance Targets

	S	M	L
(1) <i>Increase structural maintenance expenditure to 1% of the asset value of the roads and footways, and reduce average return periods for resurfacing</i>		✓	
(2) <i>Introduce a computerised system for managing the road network in 2000/01, covering routine inspections, recording of defects, instructing and maintaining progress of repair works and budgetary control</i>	✓		
(3) <i>Ensure that defects which pose an immediate danger are made safe as soon as possible on the same day</i>	✓		
(4) <i>Attend to serious, but non-emergency defects within two working days</i>	✓		
(5) <i>Attend to other safety defects within five working days</i>	✓		

S=2001-2004; M=2005-2010; L=2011-2020

## 16.2 Winter Maintenance

Winter maintenance will be carried out in accordance with Council policy and careful contingency planning, which is regularly reviewed and updated.

### 16.2.1 Winter Maintenance Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) Provide a standard of service on public roads which will permit the safe movement of vehicular and pedestrian traffic appropriate to the prevailing weather conditions and available resources			✓		
(2) Establish a pattern of working which will keep delays, diversions or road closures to a minimum during adverse weather conditions			✓	✓	
(3) Conduct operations having regard to the requirements of the Health and Safety at Work Act 1974, and any other appropriate legislation			✓		

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

### 16.2.2 Winter Maintenance Targets

	S	M	L
(1) Establish fixed gritting routes to ensure that roads are treated in accordance with the Council's defined priorities, and aim to have all treatment routes completed within two hours from the commencement of gritting	✓		
(2) Treatment operations (based on Met Office, or equivalent, weather forecasts) should be timed, as far as possible, to have most of the priority routes treated before the onset of adverse conditions	✓		
(3) Upgrade the gritting fleet so that no gritter is over seven years old, and all are equipped with speed related rate of spread control	✓		
(4) Install a weighbridge in Underwood Depot to allow accurate and economic management of salt usage	✓		

S=2001-2004; M=2005-2010; L=2011-2020

## 16.3 Street Lighting

The Council is responsible for the maintenance and renewal of street lighting on roads which are included in the Council's List of Public Roads. The Council is also responsible, under contract to the Scottish Executive, for the maintenance of street lighting on the A77 and A76 trunk roads.

### 16.3.1 Street Lighting Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) Reverse the decline in the condition of the Council's street lighting stock			✓	✓	
(2) Upgrade the street lighting to current optical Standard's, where needed			✓	✓	
(3) Maintain the existing street lights in good working condition			✓	✓	

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

16.3.2 Street Lighting Targets

	S	M	L
(1) <i>Increase capital expenditure to clear the backlog of deteriorated lighting columns and unreliable cable networks</i>	✓		
(2) <i>Continue capital investment at a level which will keep the lighting stock in good order, permit the installation of lighting in previously unlit areas, and the replacement of street lighting in areas which are in acceptable electrical and structural condition, but of a poor optical standard</i>	✓		
(3) <i>Achieve the Council's target repair times and encourage Scottish Power to achieve the agreed target times for electrical supply repairs</i>	✓		

S=2001-2004; M=2005-2010; L=2011-2020

## 17.0 BRIDGES AND HIGHWAY STRUCTURES

Highway structures (bridges, culverts and retaining walls) are a vital element of the road infrastructure. The Council is responsible for maintaining the majority of these structures. As well as maintaining Council owned structures, structures on the A77 and A76 routes are maintained by the Council on behalf of the Scottish Executive. Bridges carrying non-Trunk roads either under or over live or disused railway lines are maintained by the relevant Rail authorities.

There are 767 Council structures currently on the structural database, 84 trunk road and 72 rail structures.

### 17.1 Abnormal Load Routing

Abnormal loads are vehicles loaded or not comply with the Construction & Use (C & U) regulations. Hauliers moving abnormal indivisible loads are required, under the Road Traffic Act 1982, to give notice to the Council of their proposed load movements. Vehicle height is not covered by these regulations.

The Council is responsible for approving the movement of heavy, wide and long abnormal indivisible loads throughout the road network. This involves the management and assessment of the bridges and roads on the network for the passage of these vehicles.

Technical checks are carried out on the dimensions of the abnormal load in relation width of bridges, road width, roadworks and the weight carrying capacity of any bridge. The haulier is advised if any alterations are necessary to the proposed load or route. This system is essential to ensure that heavy, wide and long abnormal indivisible loads are confined to routes where roads and bridges have the available capacity.

Hauliers also have to indemnify the Council against any damage to roads, street furniture or bridges, provided any claim is made within 12 months of the move.

### 17.2 Highway Structures Maintenance

The planning and prioritisation of maintenance works to maintain structures in good and safe repair is facilitated by carrying out a planned programme of inspections. These are carried out in accordance with the requirements of the Design Manual for Roads and Bridges and guidance notes issued by the Scottish Executive.

General Inspections are intended to be carried out every 2 years and Principal Inspections every 6 years.

Lack of resources in recent years has resulted to a general deterioration of the Council's Highway Structures due to lack of basic maintenance. The expenditure on maintenance has fallen to less than 0.25% of their asset value. This has resulted in a number of structures being in such a poor condition that total reconstruction has been required. Lack of resources has also meant that the 6 yearly Principal Inspection Programme has been suspended.

### 17.3 Assessment and Strengthening

Harmonising of European Community standards has resulted in the establishment of a vehicle weight and axle weight limits which all EC member states must accept for International travel. These limits are 40 tonnes (44 Tonnes for certain vehicles).

The introduction of this higher weight vehicle on UK roads was implemented on the 1<sup>st</sup> of January 1999.

With the onset of this higher weight vehicle a national programme of assessment and strengthening of all bridges and culverts over 1.8m in span, subject to certain requirements, and carrying public roads, was started in 1988 to ensure that they could safely carry these vehicles. Including in the assessment programme are retaining walls which retain in excess of 1.5m and which support roads.

In East Ayrshire there are 355 Council structures and 31 rail structures on the Assessment Programme. The Scottish Executives Assessment Programme, which has been completed, consisted of 37 Structures.

Funding of the Assessment and Strengthening programme comes from the Development Services Departments Services Departments Capital Budget allocation.

Lack of resources in recent years has resulted in an inability to complete the assessment programme. Annually, more highway structures are being added to the programme due to previously unrecorded structures being brought to the attention of the department.

### 17.4 Highway Structures Objectives

	Aim 1	Aim 2	Aim 3	Aim 4	Aim 5
(1) <i>Reverse the decline in the condition of the Council's Highway Structures</i>			✓		
(2) <i>Complete the Assessment and Strengthening of the Council's Highway Structures to cope with EC Standards</i>			✓		
(3) <i>Maintain the existing Structures in a condition in which they are capable of fulfilling their required function</i>			✓		

Aim 1=Economy; Aim 2=Integration; Aim 3=Safety; Aim 4=Environment; Aim 5=Accessibility

### 17.5 Highway Structures Targets

	S	M	L
(1) <i>Recommence the 6 yearly Principal Inspection Programme to produce a planned annual proactive programme of maintenance works</i>	✓		
(2) <i>Increase the structural maintenance expenditure to 1% of the asset value of the highway structures</i>	✓	✓	
(3) <i>Complete the computerised database of highway structures</i>	✓		
(4) <i>Ensure that defects that pose an immediate danger are made safe as soon as possible on the same day</i>	✓		
(5) <i>Attend to other defects as timeously as is practicable</i>	✓	✓	✓

S=2001-2004; M=2005-2010; L=2011-2020

## 18.0 PROGRAMMES

### 18.1 EAST AYRSHIRE COUNCIL CAPITAL PROGRAMME

East Ayrshire Council's capital programme has been presented in two parts, i.e. a minimum programme and a priority programme.

#### 18.1.1 Minimum Programme

The minimum programme is based on the financial plan approved in March 2000 which sets out confirmed expenditure in 2000/01 and indicative expenditure in the following years.

A 3-year minimum capital programme for the period 200/1 to 2002/3 is set out below.

<b>MINIMUM PROGRAMME</b>	<b>£ 2000/2001</b>	<b>£ 2001/2002</b>	<b>£ 2002/2003</b>
<i>Road Safety and Cycling Schemes</i>	125,000	110,000	240,000
<i>Street Lighting Renewal</i>	225,000	225,000	225,000
<i>Car Parks</i>	50,000	50,000	50,000
<i>Bridges &amp; Structures</i>	280,000	300,000	230,000
<i>Footway &amp; Carriageway Reconstruction</i>	60,000	60,000	200,000
<i>Safer Routes to School</i>	120,000	-	-
<i>Upgrading Kilmarnock and Cumnock Bus Stations (PTF Allocation)</i>	570,000	20,000	-
<i>Kilmarnock Cycleways and Pedestrian Routes (PTF Allocation)</i>	-	420,000	250,000

#### 18.1.2 Priority Programme

In addition to the minimum programme of essential measures, a 'priority' programme of works which are required, but which can only be provided if additional funding is made available is shown. The priority programme has been formulated to reflect the priorities identified in the public consultation process.

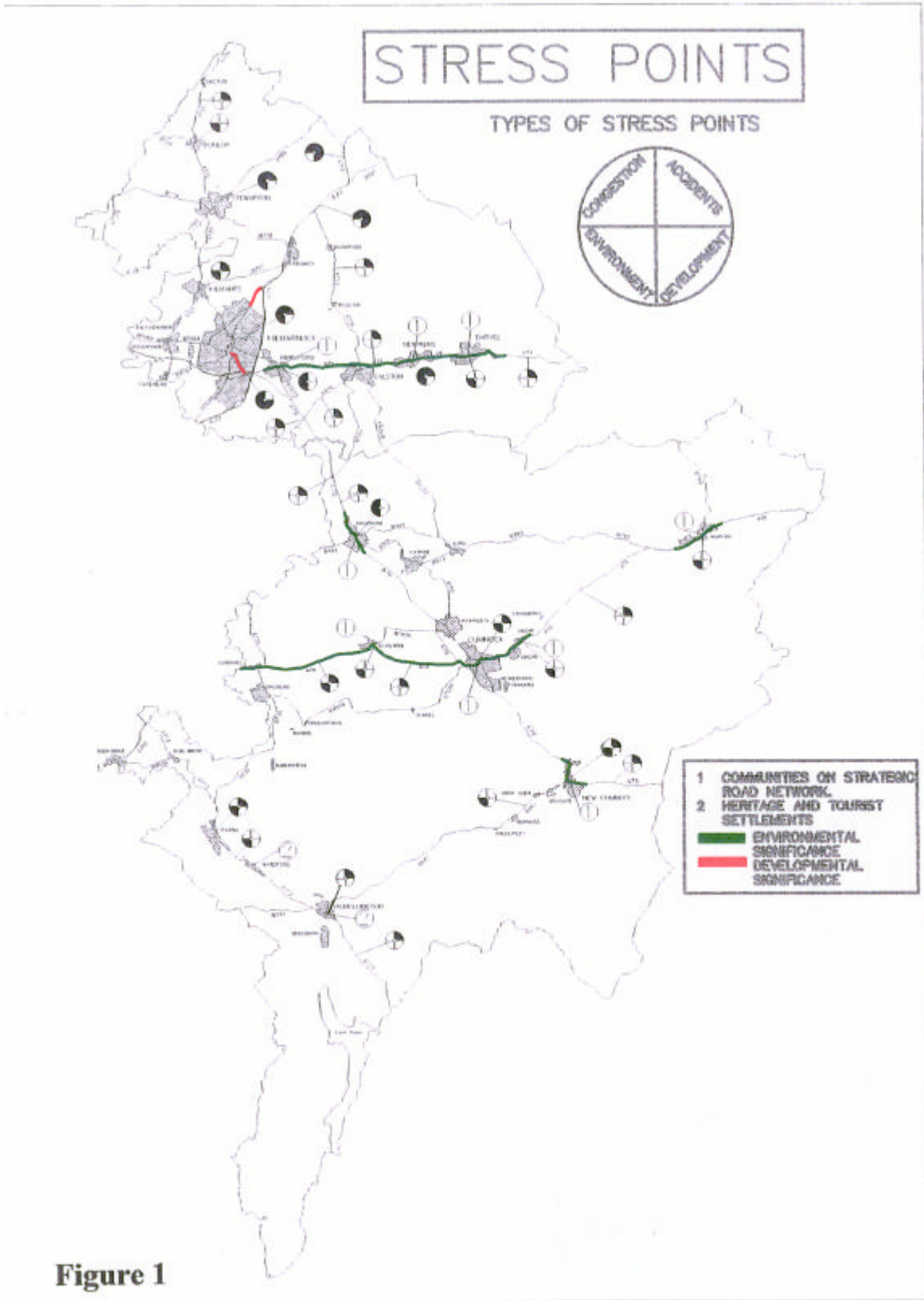
<b>PRIORITY PROGRAMME</b>	<b>£ 2001/2002</b>	<b>£ 2002/2003</b>	<b>£ 2003/2004</b>	<b>£ Beyond April 2004</b>
<i>Kilmarnock Traffic Circulation, Pedestrian Facilities and SCOOT UTC System</i>		600,000	600,000	200,000
<i>Quality Bus Corridors: - Irvine Valley, Kilmarnock-Stewarton, Kilmarnock- Ardrossan, Cumnock</i>		100,000	800,000	900,000
<i>Railways Stations: CCTV, Pedestrian and Disabled Facilities (linked to above)</i>			900,000	
<i>Preliminary Evaluation of Further Rail Options</i>		50,000	50,000	100,000
<i>Preliminary Evaluation of Bypasses</i>	50,000	50,000	50,000	100,000
<i>Cumnock Town Centre Action Plan Implementation</i>				900,000

## 18.2 TRUNK ROAD & RAIL CAPITAL PROGRAMME

	<b>Funding Source</b>	<b>Estimated Cost (£)</b>	<b>Estimated Start Date</b>	<b>Estimated End Date</b>
<i>A77 Fenwick-Malletsheugh Upgrading to motorway</i>	<i>Scottish Executive</i>	<i>60,000,000</i>	<i>2002</i>	<i>2004</i>
<i>A76 Crossroads Improvement Construction of new roundabout</i>	<i>Scottish Executive</i>	<i>1,100,000</i>	<i>2001</i>	<i>2002</i>
<i>Bellfield Interchange Improvement options study</i>	<i>Scottish Executive</i>	<i>20,000</i>	<i>2001</i>	<i>2001</i>
<i>Barrhead-Kilmarnock Rail Line Capacity Upgrading</i>	<i>SPT/ScotRail/Railtrack</i>	<i>9,000,000 – 13,000,000</i>	<i>To Be Determined</i>	<i>To Be Determined</i>

## 18.3 EAST AYRSHIRE COUNCIL REVENUE PROGRAMME

	<b>2000/2001</b>
<b><i>Road Maintenance</i></b>	
<i>Structural Maintenance</i>	<i>1,240,000</i>
<i>Routine Maintenance</i>	<i>1,520,000</i>
<i>Lighting Maintenance</i>	<i>490,000</i>
<i>Car Parks</i>	<i>220,000</i>
<i>Traffic Signal Maintenance</i>	<i>40,000</i>
<i>Winter Maintenance</i>	<i>1,000,000</i>
<b><i>Public Transport Service</i></b>	
<i>Levy to SPT</i>	<i>1,091,000</i>
<i>Concessionary Fares</i>	<i>1,043,000</i>
<i>Bus Stops &amp; Shelters</i>	<i>27,000</i>
<i>Supported bus services outwith PTA</i>	<i>51,000</i>



# MAIN TRANSPORTATION LINKS

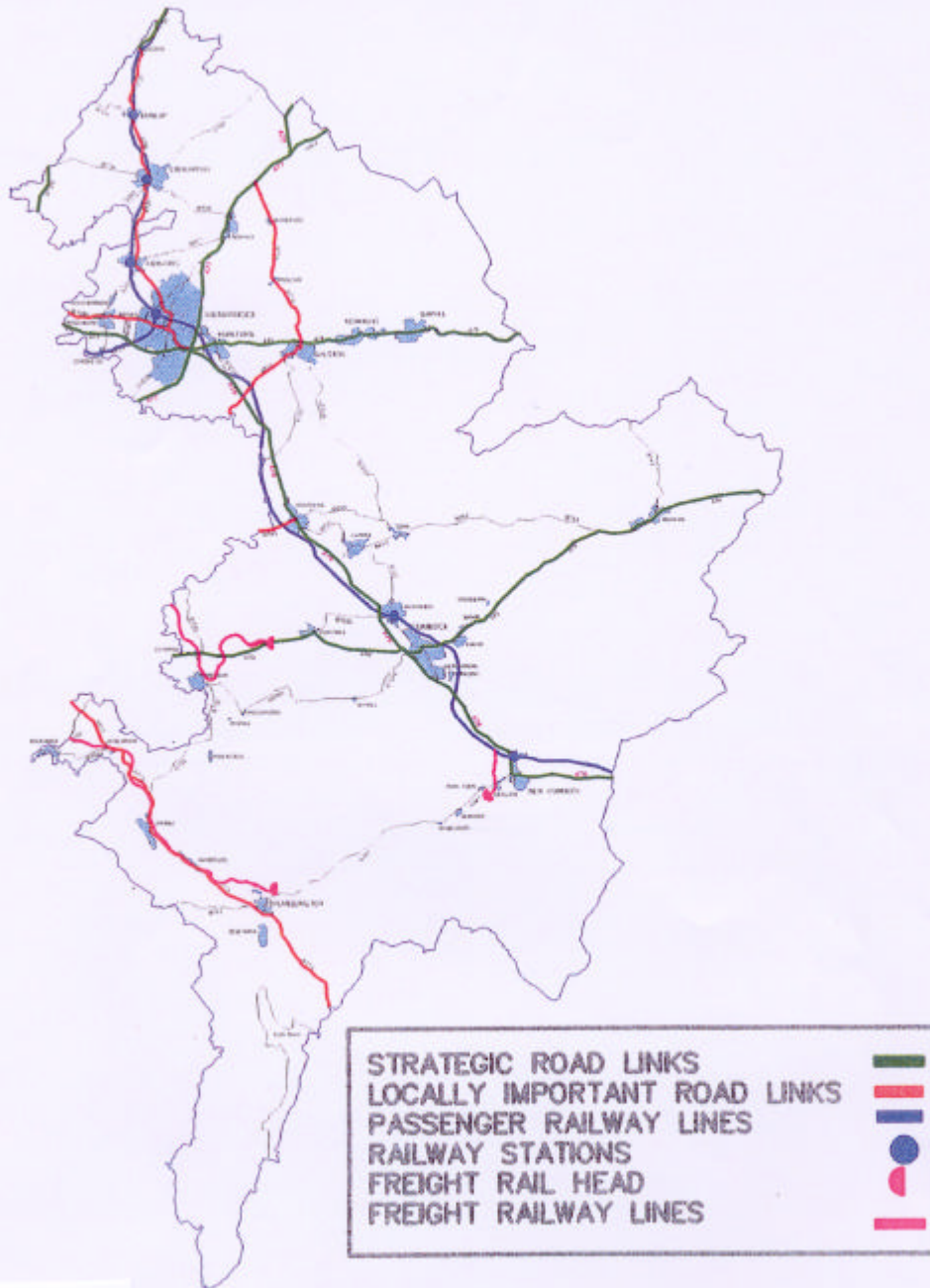
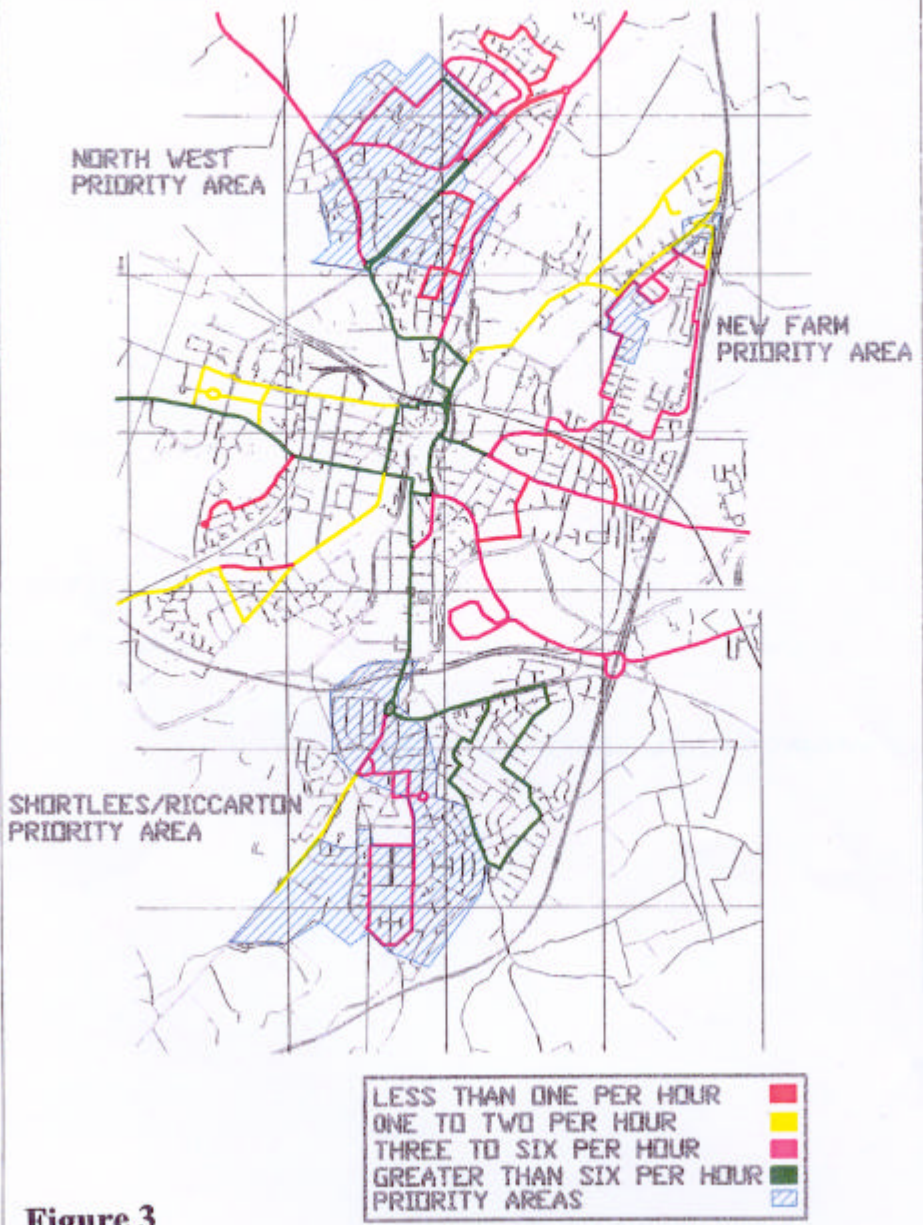
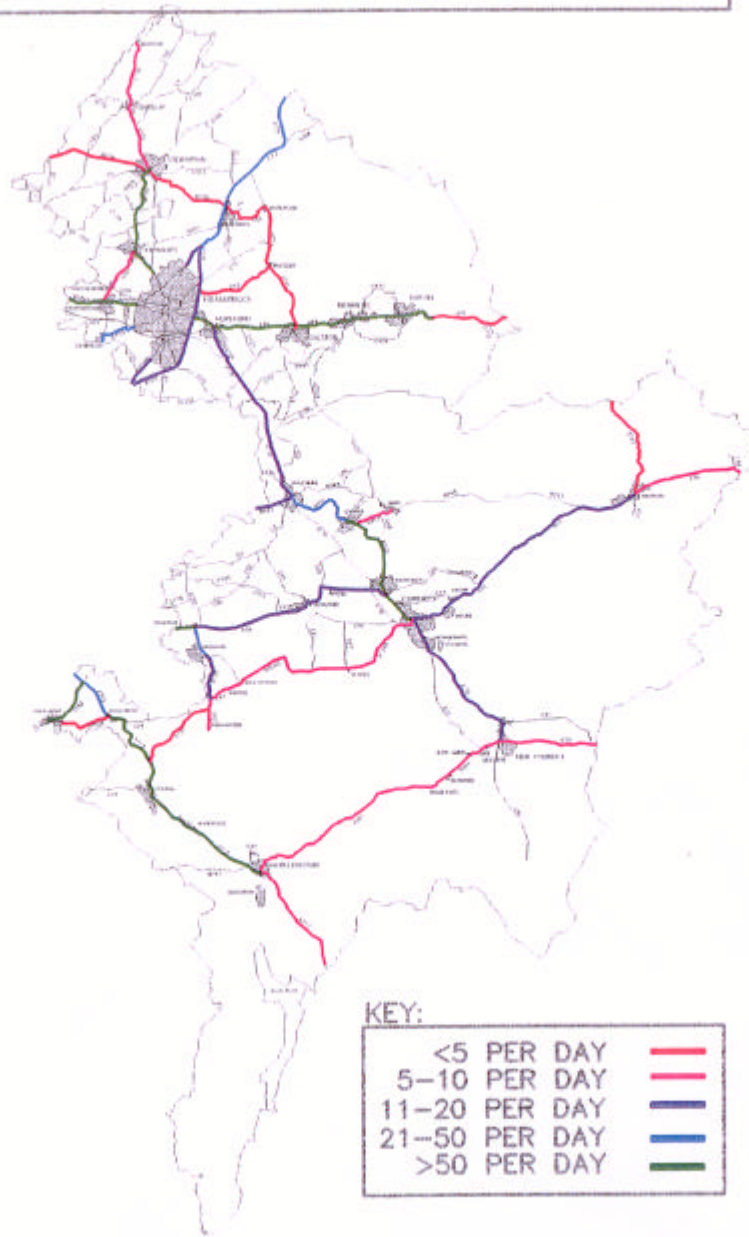


Figure 2

# KILMARNOCK BUS ROUTES

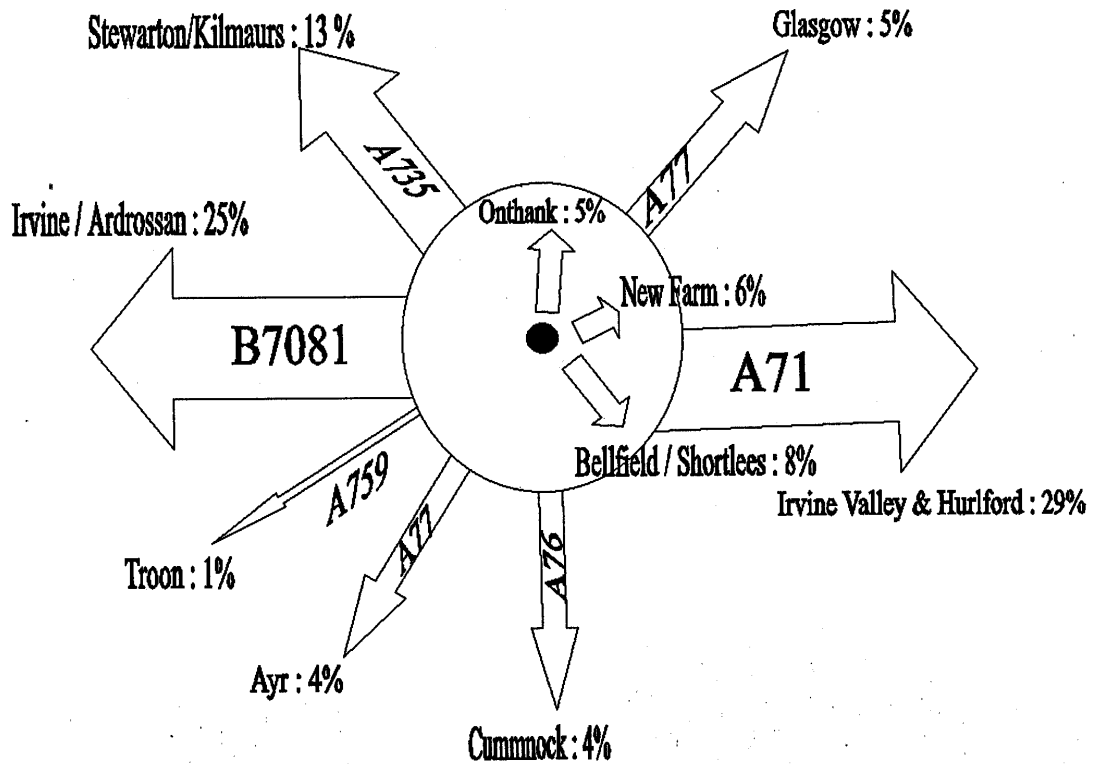


# RURAL BUS ROUTES AND SERVICE FREQUENCY

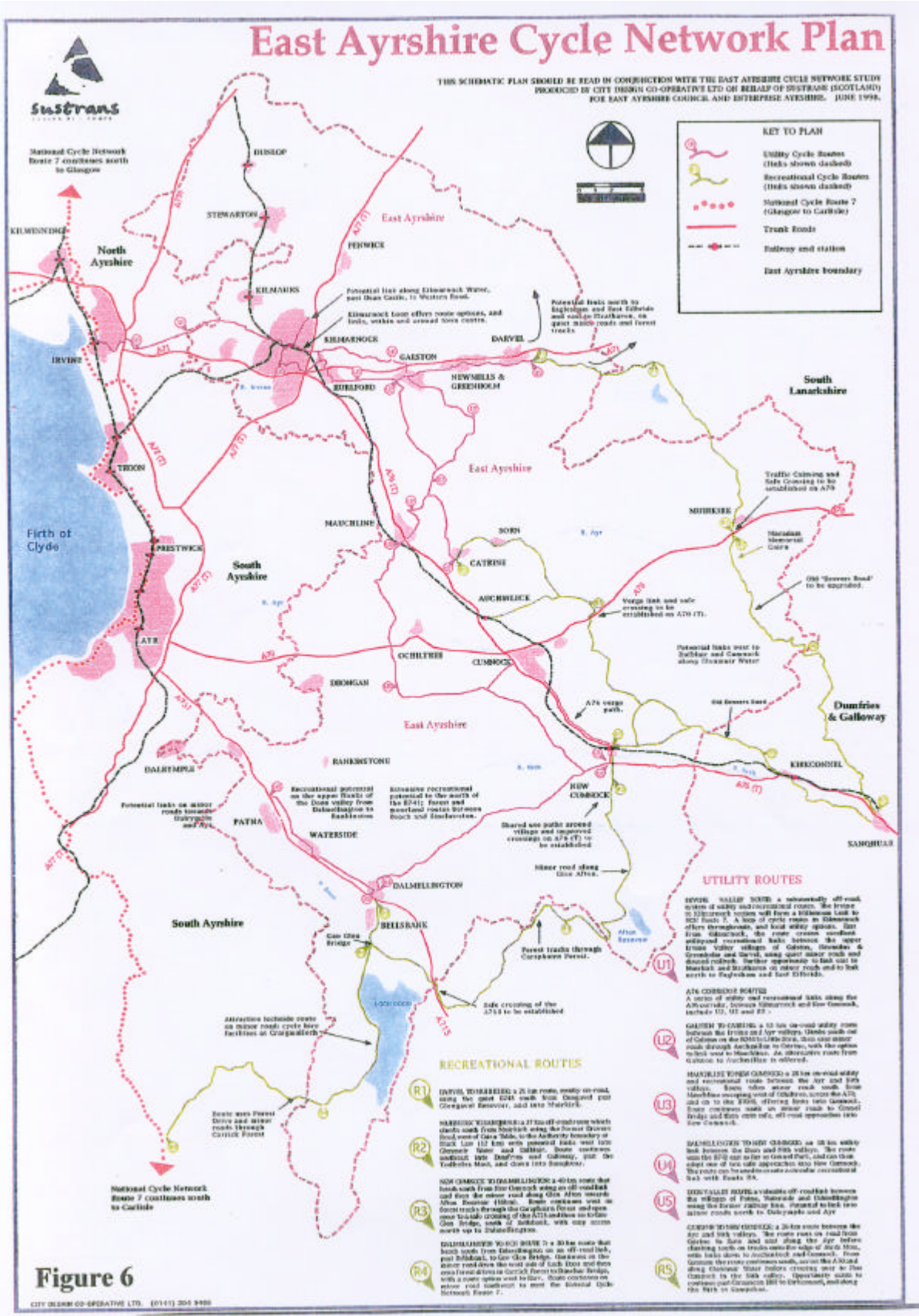


**Figure 4**

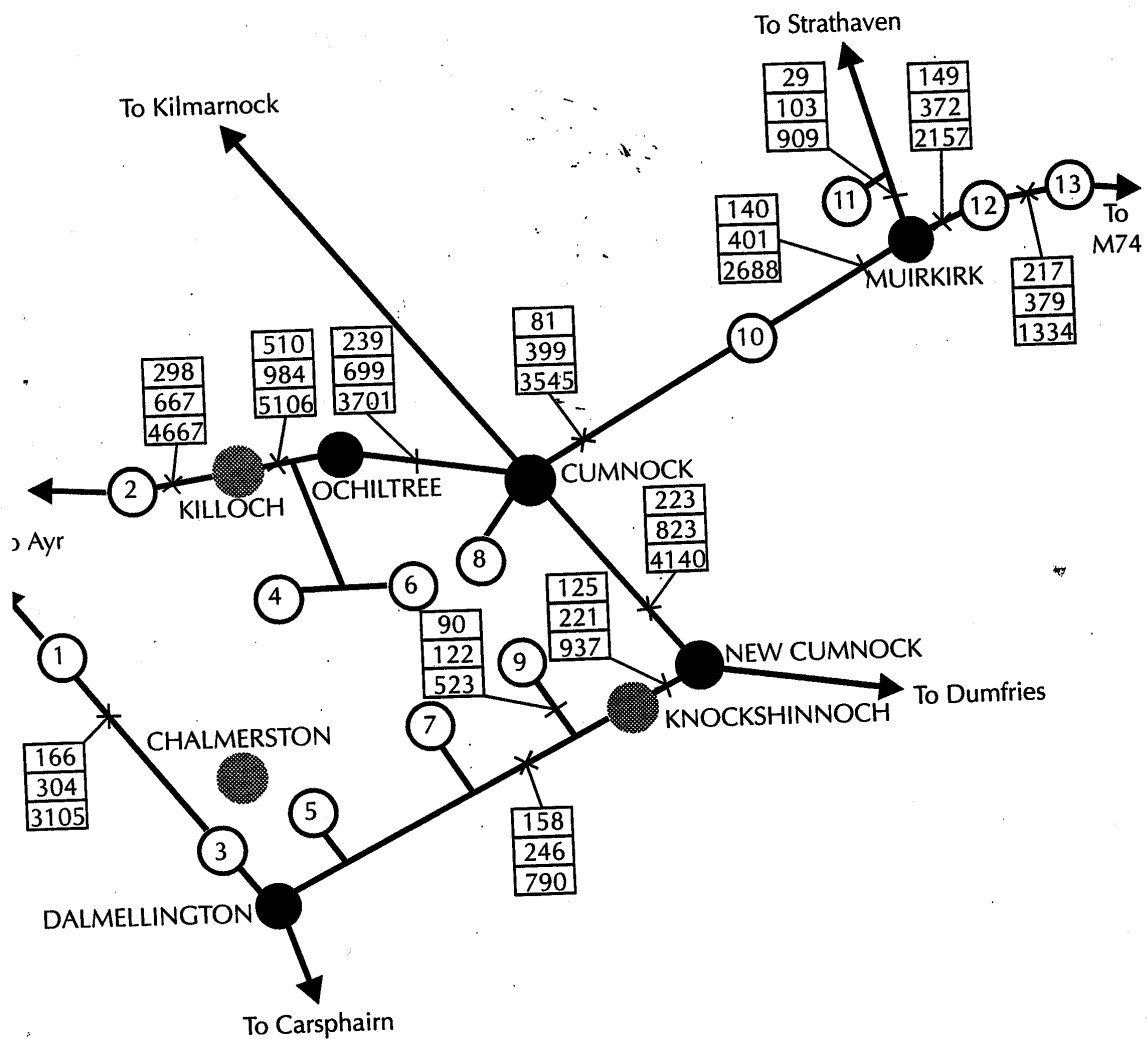
# Kilmarnock Bus Station - Origin / Destination Chart



**Figure 5**



Opencast Coal Traffic : Daily Flows Observed March/April 1998  
 (Total Loaded and Unloaded Movements) - 10 Hour Flows (0800-1800Hrs)



Key		
①	Broomhill	● Coal Disposal Points
②	Hannahston	● Main Settlements
③	Chalmerston	
④	Piperhill	
⑤	Chalmerston North	
⑥	Skares	
⑦	House of Water	
⑧	Milzeoch	
⑨	Hall of Auchincross	
⑩	Gasswater	
⑪	Burnfoot Moor	
⑫	Tardoes	
⑬	Airdsgreen	
		000 Coal Traffic
		000 Total HGV Flow(Includes Coal)
		000 Total Flow(All Vehicles)

Source : Roads Division Survey.  
 March/April 1998.

**Figure 7**