

# EAST AYRSHIRE COUNCIL

## DEVELOPMENT SERVICES COMMITTEE – 18 DECEMBER 2001

### PUBLIC TRANSPORT FUND BID 2002/2003

#### Report By Director of Development Services

#### 1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to advise the Committee of the outcome of this year's application to the Scottish Executive's Public Transport Fund in respect of the Kilmarnock Town Centre Action Plan.

#### 2. BACKGROUND

- 2.1 At its meeting on 28 August 2001, the Committee endorsed the bid for a package of integrated transport measures for Kilmarnock to encourage the use of buses, provide a safe pedestrian environment and improve transport links between the three regeneration areas and the town centre. The package includes:-

- A SCOOT, computerised urban traffic control system
- Pedestrian safety and access measures
- Bus quality corridors between the town centre and regeneration areas; and
- A new controlled parking zone in the town centre.

The bid also included an application for pump priming funds for the proposed Hopper bus services (linking the railway station, bus station, town centre, Queens Drive and Glencairn Square) and Shopmobility scheme, to cover the running costs during the early years until these services could be established.

- 2.2 The application to the Public Transport Fund was for a total of £3,442,00 over three years i.e.

2002 –2003	£ 985,000
2002 – 2004	£1,375,000
2004 – 2005	£1,082,000

#### 3. OUTCOME OF THE BID

- 3.1 The Minister for Transport and Planning set out her decision on the bid in her letter of 22 October 2001, to Provost Boyd.

The letter confirmed that the sum of £2,702,000 would be made available from the Public Transport Fund to assist the Council with the implementation of the

Kilmarnock Town Centre Action Plan. The funding allocated to the Council is as follows:-

2002– 2003	£ 911,000
2003 – 2004	£1,301,000
2004 – 2005	£ 490,000

**3.2** No breakdown of the figures has been provided, however, it would appear that the elements of the bid which did not receive financial support are:-

- a) the running costs for the Hopper bus service and Shopmobility Unit in the early years; and
- b) the cost associated with the introduction of the Controlled Parking Zone.

**3.3** The Public Transport Fund is a capital allocation. On this basis, the Minister appears to have decided that the running costs associated with the Hopper service and the Shopmobility Unit should be met from a revenue budget.

Within the Council's current three year budgeting programme there is no allowance for increased revenue expenditure. It is proposed that the Director of Development Services shall investigate alternative sources of funding including, where appropriate, contributions from developers.

**3.4** The Controlled Parking Zone (CPZ) is an essential element of the integrated transport plan for Kilmarnock Town Centre. The assessment undertaken in the course of preparing the PTF bid indicated that the CPZ would reduce the dependence on the private car and bring about a switch to public transport use. The parking proposals complement the measures to improve bus journey times, improve safety and enhance the pedestrian environment in the town centre. The CPZ is also consistent with the Government's integrated transport policies to reduce the environmental impacts of the private car, reduce traffic growth and encourage the use of sustainable transport modes.

It is proposed that further clarification will be sought from the Minister on why the CPZ did not receive financial support.

In the meantime, it is proposed that the Director of Development Services shall investigate alternative sources of funding for the implementation of the CPZ, including the long-term leasing of pay and display machines.

**3.5** The bid submitted by East Ayrshire Council was one of 43 received from authorities throughout Scotland. Twenty-six of the projects received financial support (20 main bids and 6 preparation pool bids). The award to the Council was the seventh highest in Scotland.

#### **4. CONSULTATION PROGRAMME**

- 4.1** It is proposed that the successful elements of the bid will be the subject of detailed consultations.
- 4.2** A programme for consultations will be prepared in due course which will include the relevant local councillors, local committees, community councils, along with the affected residents, businesses, retailers and other interested parties. No works will be implemented until detailed consultations have been carried out. A detailed consultation programme will be the subject of a future report to the Committee.

#### **5. FUTURE PTF BIDS**

- 5.1** It is proposed to submit a main bid to the next round of the PTF, in 2002, for public transport improvements in the A76 corridor between Kilmarnock and Cumnock, in accordance with the Local Transport Strategy. It is anticipated that the bid will include the following elements:-
- traffic management measures to improve bus journey times and reliability;
  - accessibility enhancements in communities such as raised kerbs, tactile paving and new crossing points;
  - improved bus shelter facilities and enhanced information at bus stops;
  - enhanced bus and rail interchange facilities including park and ride; and
  - complementary walking and cycling measures.
- 5.2** The bid will be subject to consultations with the public transport operators, the trunk road authority, and other interested parties. The agreement of Strathclyde Passenger Transport will also be required in its capacity as the statutory public transport authority in this area.
- 5.3** It is also proposed to submit a preparation pool bid for funding to undertake a Quality Bus Corridor study for the A71 through the Irvine Valley communities which would be the subject of a full PTF bid in a subsequent year.

#### **6. LEGAL IMPLICATIONS**

- 6.1** Nil.

#### **7. FINANCIAL IMPLICATIONS**

- 7.1.** The additional capital allocation will be in accordance with Section 94 of the Local Government (Scotland) Act 1973.

#### **8. RECOMMENDATIONS**

- 8.1.** It is recommended that the Committee:-

- a) welcomes the significant increase in the Councils capital allocation from the Scottish Executive's Public Transport Fund to assist with the implementation of the Kilmarnock Town Centre Action Plan;
- b) agrees to seek further clarification from the Minister for Transport on those aspects of the bid which were not successful;
- c) agrees the proposals for future PTF bids as set out in paragraphs 5.1-5.3 above.

**Stephen Chorley**  
**Director of Development Services**

**KO/YK**  
**13 December 2001**

#### **LIST OF BACKGROUND PAPERS**

**Nil**

For further information please contact Keith Orton on 01563 555714

**Implementation Officer: Keith Orton**

**AGENDA**