

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 6 JUNE 2000

INTERIM LOCAL TRANSPORT STRATEGY – PUBLIC CONSULTATION REPORT

Report By Director of Development Services

1. PURPOSE OF REPORT

1.1 The purposes of this report are to:-

- (a) advise the Committee about the outcome of public consultations on the East Ayrshire Interim Local Transportation Strategy: Consultative Draft,
- (b) to seek agreement for a programme to complete the Full Local Transport Strategy.

2. BACKGROUND

2.1 East Ayrshire Council submitted its Interim Local Transport Strategy to the Scottish Executive on 30 July 1999 in accordance with the required timescale. The Interim Strategy was adopted by the Council as a basis for further consultation, but without commitment to the objectives and strategies contained therein.

2.2 The Scottish Executive has issued guidance on the preparation of Local Transport Strategies. This indicates that the Full Local Transport Strategy should include costed implementation programmes and targets, against which the future effects of the strategy can be assessed. The Statutory Report which has to be prepared by the Council under the terms of the Road Traffic Reduction Act 1997 may be subsumed within the Local Transport Strategy.

2.3 A consultation strategy was agreed by the Committee at its meeting of 26 October 1999.

3. CONSULTATION PROCESS

3.1 The Interim Strategy was circulated to the general public, representative groups and Council Members in East Ayrshire. Interest groups, neighbouring local authorities and Central Government were also consulted. A list of consultees is contained in the Local Transport Strategy Consultation Report.

3.2 Copies of the Interim Strategy were placed in all libraries and Council offices in East Ayrshire. It was also presented to each of the seven local committees during January and February 2000.

3.3 A summary leaflet was produced to accompany the public consultation. This included a short questionnaire; Appendix 1.

3.4 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.

3.5 Formal responses were received from 16 individuals and organisations. These are reproduced in the Interim Local Transport Strategy; Consultation Report.

4. THE QUESTIONNAIRE

4.1 The consultees were asked to state which form of transport they used most regularly i.e. car or public transport. They were also asked to provide the first part of their postcode, in order that any variation in replies, by geographical area, could be identified.

4.2 The questionnaire was divided into three parts:-

- (a) eight questions on current **transport initiatives**, many of which were contained in the Government White Paper “Travel Choices for Scotland”;
- (b) twelve **policy measures** which the consultees were asked to prioritise in order of importance; and
- (c) space for **written comments** on transport issues.

4.3 An analysis of the questionnaire returned is set out below.

5. TRANSPORT INITIATIVES

5.1 Table 1 below indicates the proportions of consultees that replied Yes (Y), No (N) and Don't Know (DK) to each question on transportation initiatives.

		<i>All Returns (462 No.)</i>			<i>Car Users (351 No.)</i>			<i>Public Transport Users (111 No.)</i>		
		Yes (%)	No (%)	DK (%)	Yes (%)	No (%)	DK (%)	Yes (%)	No (%)	DK (%)
1	Should we be aiming to reduce traffic in our urban areas?	72	21	7	69	24	7	82	11	7
2	Should we be setting targets to reduce traffic on the main routes?	61	31	8	55	36	8	77	14	9
3	If more resources were available, should they be used to improve road safety rather than reducing congestion?	67	23	10	65	25	10	76	14	10
4	Should parking controls be used in larger towns to cater for shoppers and business users and deter commuting?	50	37	12	47	41	12	61	24	14
5	Should workplace parking charges be introduced to fund transport investment?	18	77	5	14	81	5	29	65	6
6	Should road tolls be introduced to fund	11	85	4	8	89	3	19	74	7

	transport investment?									
7	Should better provision be introduced for walking and cycling, even if this may slow down other road traffic?	67	23	9	65	27	8	76	12	13
8	Should investment to increase bus and train usage be prioritised above investment in roads?	43	48	9	35	55	10	67	26	7

Table 1- Response on Transport Initiatives

5.2 The responses to questions on the eight initiatives are summarised below:-

- Q1 72% of all respondents thought that we should be aiming to reduce traffic in our urban areas. Support for this was greater amongst public transport users (82%) than car users (69%).
- Q2 61% thought that we should be setting targets to reduce traffic on the main routes. Again, support was greater amongst public transport users (77%) than car users (55%).
- Q3 67% thought that, if more resources were available, they should be used to improve road safety rather than reducing congestion. Support for this was again greater amongst public transport users (76%) than car users (65%).
- Q4 50% of all respondents thought that parking controls should be used in larger towns to cater for shoppers and business users and deter commuting.
- Q5 Only 18% thought that workplace parking charges should be introduced to fund transport investment.
- Q6 There was significant opposition to the introduction of road tolls to fund transport investment with 85% of responses against.
- Q7 67% thought that there should be better provision for walking and cycling, even if it may slow down other road traffic.
- Q8 Overall, 41% of replies supported investment to increase bus and train usage above investment in roads while 48% felt that it should not. Opinion was split however with public transport users indicating strong support (67% for and 26% against) and car users opposing the concept (35% for and 55% against).

5.3 There was little difference in the responses to the questions from different postcode areas.

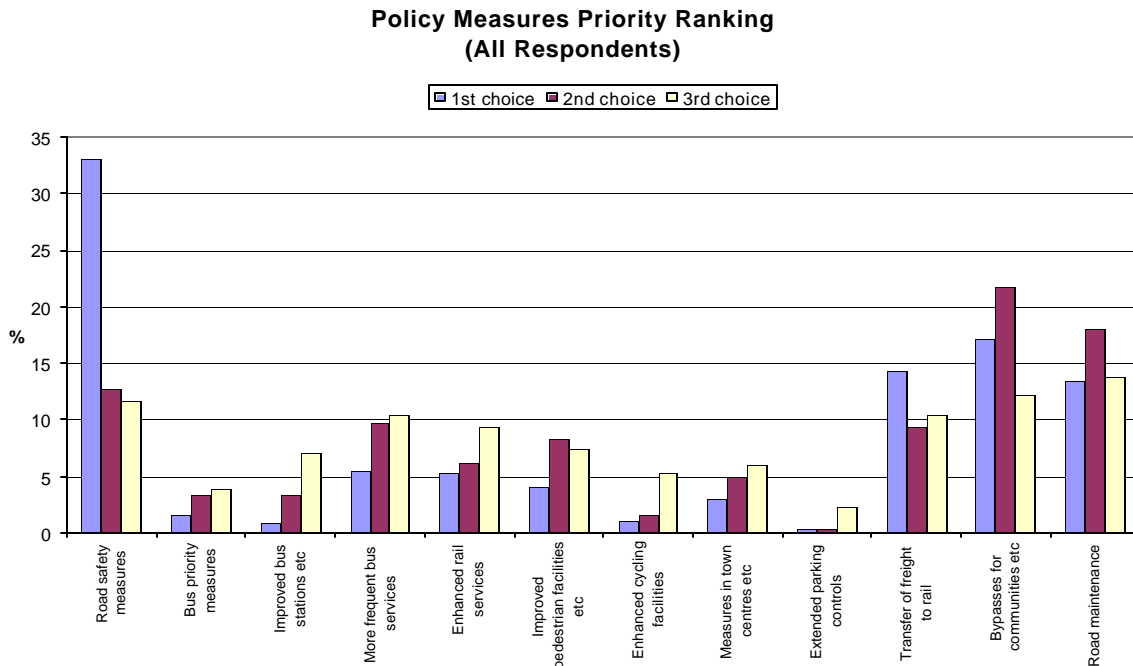
6. POLICY MEASURES

- 6.1** The questionnaire provided an opportunity for the consultees to rank a variety of transport policy measures in order of priority. In this case, not all of the responses were answered correctly, and the sample was reduced to 362.
- 6.2** Table 2 shows each of the policy measures ranked in order of priority based on an assessment of the consultees top three priorities.

Policy Measure	Priority Ranking		
	<i>All returns</i>	<i>Car Users</i>	<i>Public Transport Users</i>
Road safety measures	1	1	1
Bus priority measures	10	11	5
Improved bus stations, shelters and other facilities	9	10	6
More frequent bus services	5	5	2
Enhanced rail services	6	6	6
Improved facilities for pedestrians & other vulnerable road users	7	7	8
Enhanced cycling facilities	11	9	11
Measures in town centres to reduce congestion and cater for service vehicles	8	8	10
Extended parking controls	12	12	12
Transfer of freight to rail	4	4	9
Bypasses for communities on busy through routes	2	2	3
Road maintenance	3	3	4

Table 2 – Response on Policy Measures

6.3 Figure 1 below shows the breakdown of the first, second and third choices for each policy measure.



6.4 The responses to the questionnaire on the various policy measures are summarised below:

- (a) Road safety measures received the greatest level of support from both car users and public transport users. 33% of all the people who replied identified road safety measures as their highest priority.
- (b) By-passes for communities on busy through routes was ranked second amongst car users, third amongst public transport users and was second overall.
- (c) Road maintenance was ranked third amongst car users, fourth amongst public transport users and third overall.
- (d) The transfer of freight to rail was ranked fourth.
- (e) More frequent buses was voted fifth overall, but was the second highest priority for public transport users.

6.5 Other measures received less support. However, some of these, such as improved parking and cycling, extended parking controls, catering for service vehicles and improved public transport facilities will be necessary components of any future strategy to reduce traffic in urban areas which 72% of consultees supported.

7. WRITTEN COMMENTS

- 7.1** Approximately a half of the questionnaires returned included written comments. Many of the comments were fairly generally in nature. However, most comments related to a number of recurring themes. These have been summarised in Appendix 2.

8. DEVELOPMENT OF THE FULL LOCAL TRANSPORT STRATEGY

- 8.1** The Scottish Executive has indicated that the Full Local Transport Strategy should be submitted to them by 31 October 2000.
- 8.2** It is proposed that the findings of the public consultation outlined above shall be taken into account in the drafting of implementation programmes and targets as required in the Full Local Transport Strategy.
- 8.3** The following timetable is proposed for the development of East Ayrshire's Transport Strategy within the allotted timescale:-

- | | | | |
|-----|---|---|---------------------|
| (a) | preparation of draft programmes, targets and necessary revisions to the text of the Interim Strategy | - | July 2000 |
| (b) | Issues Seminar for all Council members | - | After summer recess |
| (b) | Draft programmes, targets and text revisions Considered by Development Services Committee | - | August 2000 |
| (c) | Final consultation on policy issues with Local Committees, interest groups and those who have given a formal response to the Initial Local Transport Strategy | - | September 2000 |
| (d) | Draft Full Local Transport Strategy considered By Development Services Committee | - | October 2000 |
| (f) | Submission to Scottish Executive | - | 31 October 2000 |

9. FINANCIAL IMPLICATIONS

- 9.1** The cost of developing the Full Local Transport Strategy and associated consultations will be met from existing budgets.

10. LEGAL IMPLICATIONS

- 10.1** The Council has a statutory obligation to prepare a report under the terms of the Road Traffic Reduction Act 1997. This may be incorporated in the non statutory Local Transport Strategy.

11. RECOMMENDATIONS

11.1 It is recommended:-

- (a) the Committee notes the findings of the public consultation;
- (b) agrees that the Director of Development Services shall prepare draft implementation programmes and targets based on the consultation findings; and
- (c) agrees to the timetable of events set out in paragraph 8.3 above for the development of East Ayrshire Council's Full Local Transport Strategy.

Stephen Chorley
Director of Development Services

KO/NP
19 May 2000

List of Appendices

Appendix 1 - Local Transport Strategy, Leaflet and Questionnaire

Appendix 2 - Written Comments

List of Background Papers

Interim Local Transport Strategy: Consultation Report

For further information please contact Keith Orton on 01563 576310

AGENDA