

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 7 MAY 2002

TRANSPORTATION PROPOSALS

Report By Director of Development Services

1. PURPOSE OF REPORT

1.1 The purpose of the report is to: -

- (a) advise the Committee that the Strategic Rail Authority has included the upgrading of the Kilmarnock to Glasgow rail line in its programme;
- (b) advise the Committee that Jayress Consultants have completed a Public Transport Study for the A77 corridor; and
- (c) seek the Committee's approval for a bid to the Scottish Executive's Public Transport Fund in August 2002.

2. BACKGROUND

2.1 In January, the Strategic Rail Authority (SRA) published its Strategic Plan which sets out a series of measures to improve Britain's rail network and to meet the Government's growth targets of a 50% growth in passenger kilometres and an 80% increase in freight tonne-kilometres by 2010. The SRA has worked in association with the Scottish Executive to address the delivery of some of Scotland's major strategic rail priorities including the development of Edinburgh Waverley, capacity in the Central Belt and access to Glasgow and Edinburgh airports.

2.2 The short-term (to 2005) priorities include for additional capacity for the Kilmarnock to Glasgow line to provide for a half hourly service. General national funding schemes for freight facilities and local passenger improvements will also be available. The proposals are to be welcomed, however there are still many elements of an improved rail system that have not been included. Some of these may be addressed through the joint working between the Council and SPT, and possibly applications to the Scottish Executive's Public Transport Fund.

3. RECENTLY COMPLETED STUDY

Jayress Consultants: M77 Additional Public Transport Study

3.1 Following the announcement to proceed with the construction of the M77 Malletsheugh to Fenwick extension, the Scottish Executive stated that it would consider the scope for complementary measures to promote public transport

usage along the corridor. Jayress Consultants were appointed to carry out the M77 Additional Public Transport Study to present a number of public transport options that would provide alternatives to travelling by car along the new route. The study found that 73% (22,622) of total trips from Ayrshire to the Glasgow conurbation were made by car whilst 23% were made by rail and only 4% were made by bus. It was stated that as the three community areas of Kilmarnock, Irvine/Kilwinning and Ayr/Prestwick/Troon generated 82% of all trips, there was a considerable opportunity for improved public transport penetration within these populated areas.

- 3.2** With regards to rail enhancements, it was suggested that two trains per hour along an improved Kilmarnock to Glasgow line could double rail patronage between Kilmarnock and Glasgow city centre to 1390 daily trips. Analysis of journeys indicated that there was demand for a direct rail link between Ayrshire and Lanarkshire. Options presented included a link between the Neilston and Kilmarnock lines and the possibility of integrated timetables.
- 3.3** It was suggested that there could be scope for an Ayrshire to Lanarkshire express bus service that could reduce the number of car commuting trips by up to 300 car journeys per day. It was also stated that there could be potential for park and ride facilities in conjunction with bus services at locations such as Kilmarnock town centre or the proposed Kingswell motorway service area. A further test was carried out to assess the additional rail patronage that could result from providing a subsidised park-and-ride facility using the under-utilised spaces in the multi-storey car park in Kilmarnock town centre close to the station. It was concluded that crediting the existing £2 charge against the cost of the driver's rail fare from Kilmarnock station could increase the number of rail users by 260 daily trips.
- 3.4** The results of all potential public transport development options have been submitted by Jayress to the Scottish Executive for comment. Any further studies will be dependent on the Executive's instructions to explore particular public transport developments identified in line with the main aim of the study, namely to reduce car commuting on the M77. The Committee will be kept informed of any further developments in this respect.

4. PUBLIC TRANSPORT FUND PROPOSALS

- 4.1** It is proposed to submit a bid to the Scottish Executive's Public Transport Fund for measures that will build upon the SRA's proposals to upgrade the Kilmarnock to Glasgow line which are reinforced by the recent Jayress study. The main elements of the bid would be:-

4.1.1 Kilmarnock to Cumnock Public Transport Corridor

- (i) Bus infrastructure measures such as the provision of enhanced shelters and bus stops with lighting where an electrical supply is available;
- (ii) Information panels which are Disability Discrimination Act (1995) compliant and raised kerbs to assist the elderly, disabled people and carers with young children where appropriate;
- (iii) Pedestrian access measures linking communities with bus stops;
- (iv) Subject to further investigation; the provision of new railway stations at Hurlford or Queens Drive, Mauchline and Cumnock, and associated park and ride facilities;
- (v) Bus connections to the above stations and the existing Auchinleck and New Cumnock Stations;
- (vi) Through ticketing on bus and train;
- (vii) Synchronised rail and bus timetables;
- (viii) Subject to further investigation, provision of a one-hourly train service between Kilmarnock and New Cumnock.

4.1.2 Cumnock Access Measures

The proposals would contain similar elements to those contained in last year's PTF bid in Kilmarnock: -

- (i) Enhanced pedestrian facilities;
- (ii) Enhanced links between residential areas and the town centre, bus station, schools, hospital, shopping centre, riverside walk, Logan etc;
- (iii) Quality bus corridors, i.e. provision of bus shelters, information panels, illumination at bus stops and shelters, raised kerbs at key locations, low floor buses etc;
- (iv) Pedestrian/cycle links and safety measures including improved lighting where necessary;
- (v) Secondary bus stance at Glaisnock shopping centre (associated with future redevelopment of the site);
- (vi) Specific provision for park and ride adjacent to the bus station;

4.1.3 Irvine Valley Public Transport Corridor

The proposal is for a bus based transportation corridor including: -

- (i) Lighting and information at all bus stops;
- (ii) Bus shelters at key locations;
- (iii) Raised kerbs at key bus stops and shelter locations;
- (iv) Traffic management measures where existing congestion delays the movement of buses i.e. Newmilns, Hurlford Cross, Bellfield Interchange;
- (v) Enhanced pedestrian links to bus stops etc. including new parking facilities where required and traffic management measures.

5. INITIAL CONSIDERATIONS

- 5.1** An initial assessment of the traffic data collected during surveys on the A76 shows that 40% of the car borne trips are between the Mauchline area and Kilmarnock area and a further 51% are between the Cumnock area and Kilmarnock area. There is, therefore, potential to attract a proportion of these movements to an enhanced rail service.
- 5.2** Additionally, the levels of unemployment in the Coalfield SIP area are significantly higher than the national average. An enhanced rail service would, therefore, form a key element in addressing social inclusion issues and providing access to job opportunities in Kilmarnock and Glasgow.

6. PTF BID

- 6.1** The PTF proposals include major rail enhancements. These will require feasibility studies to examine whether or not it is possible to provide suitable sites for new railway stations. Extensive investigation of the operational implications will also be required to determine signalling, rolling stock and track requirements.
- 6.2** It is therefore proposed to make a bid for an allocation from the Executive's Preparation Pool to allow detailed studies to be carried out with a view to seeking financial support for the project in 2003. Because of the specialist nature of the work, it will be necessary to employ a specialist consultant to assist in the formulation of the Preparation Pool Bid.
- 6.3** An initial assessment carried out by SPT has indicated that new stations at Cumnock, Mauchline and Queens Drive/Hurlford would not be high in its priorities. However, the proposals have the potential to transfer some of the existing car borne traffic from the busy A76 trunk road which would enhance the environment in Mauchline and improve safety. The proposals could also address social inclusion issues in the Coalfield SIP by providing better links between the workforce and work opportunities. It is therefore proposed that the assessment should be continued to the next level and the requisite approval is sought from SPT for a bid to the preparation pool as described above.
- 6.4** Extensive consultation will be required with SPT, the rail authorities, bus operators and other interested parties in the course of preparing the bid.

7. LEGAL IMPLICATIONS

- 7.1** There are no legal implications.

8. FINANCIAL IMPLICATIONS

- 8.1** It is proposed to seek contributions from the Coalfield SIP, Scottish Enterprise Ayrshire and other parties to help meet the cost of preparing the Preparation Pool bid.

9. RECOMMENDATIONS

- 9.1** It is recommended that the Committee:-

- (a) notes that the Strategic Rail Authority has included the upgrading of the Kilmarnock to Glasgow rail line in its programme;
- (b) notes that Jayress Consultants have completed a Public Transport Study for the A77 corridor; and
- (c) gives approval for a bid to the Scottish Executive's Public Transport Fund for the public transport improvements set out in section 4 above.

Stephen Chorley
Director of Development Services

KO/SH
22 April 2002

BACKGROUND PAPERS

NIL

For further information on the content of this report contact Keith Orton on 01563 555714.

Implementation Officer: Keith Orton

AGENDA