

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 12 MARCH 2003

KILMARNOCK TOWN CENTRE TRAFFIC CIRCULATION

Report by the Director of Development Services

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to seek approval of the Committee for a bus lane proposal in Kilmarnock Town Centre.

2. BACKGROUND

- 2.1 At its meeting on 15 January 2003, the Committee considered four traffic circulation options. It was agreed: -

- (i) The option to reverse the direction of flow on Union Street would not be pursued further at this time, but may form part of a future comprehensive redevelopment at the top of the town;
- (ii) The principle of providing a with-flow bus lane on John Finnie Street was agreed. The extent of the bus lane was to be the subject of further consultations;
- (iii) The option for a contra-flow bus lane on Sturrock Street would be the subject of further consultation;
- (iv) The option for a contra-flow bus lane on John Finnie Street, St Marnock Street, King Street & Fowlds Street would not be pursued any further because of the adverse impact on servicing premises, loss of parking, access difficulties, safety for pedestrians and traffic flows.

3. ADDITIONAL CONSULTATION

- 3.1 The Council's specialist transportation consultant, Faber Maunsell, has now carried out further consultation regarding (ii) and (iii) above with bus operators, SPT, Strathclyde Police and major Sturrock Street retailers. The comments are summarised in Table 1 below.

- 3.2 The view of bus operators and SPT is that a contra-flow bus lane on Sturrock Street would only benefit two buses per hour at present and could not therefore justify the provision of a contra-flow bus lane.

- 3.3 The view of the consultees is that a reduced section of with-flow bus lane on John Finnie Street north of John Dickie Street combined with pre-signals to give buses priority would be the most appropriate solution.

3.4 A shorter section of bus lane would also make it easier to: -

- (a) accommodate kerbside servicing for the commercial premises on the eastern side of John Finnie Street that do not have off-road servicing; and
- (b) enhance safety for the substantial number of pedestrians crossing John Finnie Street.

Table 1: Consultation Summary

Consultee	Sturrock Street Contra-Flow Bus Lane	John Finnie Street With-Flow Bus Lane
First Group	<ul style="list-style-type: none"> ▪ no benefit for existing bus services ▪ Titchfield St/John Finnie St provides better access for bus users ▪ controls needed at car park entrances 	<ul style="list-style-type: none"> ▪ would benefit bus services ▪ all day bus lane over full length of John Finnie Street is favoured ▪ pre-signals for buses approaching West George St would be beneficial
Stagecoach	<ul style="list-style-type: none"> ▪ operates only two services per hour which would benefit from contra flow lane ▪ not enough bus flow to justify facility ▪ would take buses away from Titchfield St which is the desired line 	<ul style="list-style-type: none"> ▪ an all day bus lane from John Dickie St to the junction with West George St would be most appropriate
SPT	<ul style="list-style-type: none"> ▪ not enough public transport demand to justify contra-flow lane ▪ could detract businesses from the town centre ▪ hopper buses would not benefit to the extent of justifying a contra-flow lane ▪ careful attention to safety measures would be required 	<ul style="list-style-type: none"> ▪ favoured a shorter all-day bus lane between John Dickie Street and the West George Street junction
Strathclyde Police	<ul style="list-style-type: none"> ▪ serious concerns about the impact on pedestrian safety (one-way system has been in place so long, pedestrians may forget to look in both directions) 	<ul style="list-style-type: none"> ▪ would favour bus lane from John Dickie St to West George St junction ▪ servicing accesses must be maintained for commercial premises ▪ pedestrians require adequate protection
British Home Stores	<ul style="list-style-type: none"> ▪ not affected; premises serviced from loading area above Burns Mall 	not affected
Marks & Spencer	<ul style="list-style-type: none"> ▪ 3 deliveries per day (morning peak, between peaks and evening peak) all by articulated lorries via Sturrock St ▪ better control of car park access required to prevent rat-running through M&S loading bay 	not affected

4. CONSULTATION AND TIMESCALE

- 4.1** Faber Maunsell will carry out further consultations on the detailed aspects of the town centre proposals. This will take the form of a public exhibition and a workshop. A leaflet and questionnaire will be prepared and distributed in the course of the evaluation process. The views of the business community, public representative groups, transport operators and Council Members will be taken into account in finalising the preliminary design of the town centre proposal.
- 4.2** The consultation process and preparation of preliminary design is programmed to be completed by the end of April. Thereafter the final design of the town centre traffic circulation measures and SCOOT system will be carried out. The implementation of the £1.8m project is programmed to commence in the summer.

5. FINANCIAL IMPLICATIONS

- 5.1** The cost of the town centre improvement measures is being met from the additional capital allocation from the Scottish Executive's Public Transport Fund award in 2001. The agreed budget provides an expenditure of £1.3m in 2003-04 and £0.490 in 2004-05.

6. LEGAL IMPLICATIONS

- 6.1** Nil

7. RECOMMENDATIONS

- 7.1** It is recommended that the Committee agrees: -
- (i) a contra-flow bus lane in Sturrock Street will not be provided; and
 - (ii) a with-flow bus lane will be provided on John Finnie Street from John Dickie Street to the West George Street junction.

Stephen Chorley
Director of Development Services

KO/KC/YK
25 February 2003

LIST OF BACKGROUND PAPERS

- 1. Public Transport Fund Bid, Development Services Committee – 18 December 2001**
- 2. Kilmarnock Town Centre Traffic Circulation, Development Services Committee – 15 January 2003**

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