

EAST AYRSHIRE COUNCIL

KILMARNOCK CENTRAL LOCAL AREA COMMITTEE - 4 SEPTEMBER 2001

KILMARNOCK CYCLEWAYS AND PEDESTRIAN FACILITIES

Report By Director of Development Services

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to advise the Committee of proposals for the provision of cycleways and pedestrian facilities in Kilmarnock.

2. BACKGROUND

- 2.1 The Scottish Transport White Paper announced that a Public Transport Fund would be created to assist local authorities in providing value for many enhancements to the public transport network. Bids for 2001-2002 had to be set in the context of the interim Local Transport Strategy and the schemes had to contribute to the strategy objectives.
- 2.2 Eligible projects were limited to those which had the primary aim of encouraging the use of public transport, reducing traffic volumes, promoting social inclusion and improving the environment. Cycling and walking projects were eligible for consideration.
- 2.3 On 1 August 2001 the Development Services Committee approved the proposal to apply to the Public Transport Fund through the Scottish Executive as part of the capital allocation arrangements for projects commencing in 2001-2002. The proposed project was for cycle and pedestrian facilities in Kilmarnock. Cycleways would link communities to the town centre, bus and rail stations. Further proposals for cycleways will provide connections to the national cycle routes, to Glasgow and the Irvine Valley. (Figure 1)
- 2.4 East Ayrshire Council was subsequently awarded an allocation of £670,000 from the Public Transport Fund. The projects are to be completed over a period of two years (2001 – 2003).

3. PROPOSALS

- 3.1 The proposals for cycleways and pedestrian facilities are shown on the following plans :-

Figure 2 Shows proposals on streets - Grassyards Road, Holehouse Road, De Walden Terrace, Kay Park Terrace and Kay Park Crescent

Figure 3 Queens Drive and Little Bellsland Road

Figure 4 Shows proposals on Streets – McLelland Drive, Fairyhill Road, Holmquarry Road, Low Glencairn Street, Old Street, Academy Street, Little Bellsland Road, Armour Street and Howard Park,

3.2 The proposals aim to reduce traffic speeds, improve conditions for pedestrians and cyclists and reduce the potential for road accidents.

- Toucan crossings are to be provided on McLelland Drive near its junction with Fairyhill Road, on Armour Street near the access to the MacDonalds Restaurant and on Queens Drive near Little Bellsland Road
- Cycle lanes will be delineated with traffic signs, white road markings and red textured surfacing. Routes will consist of sections where pedestrian and cyclists are segregated, sections where cyclists are on quiet roads and sections where pedestrians and cyclists share the designated surface.
- A toucan crossing is similar to a pelican crossing with an additional facility for cyclists.
- The proposals have been designed to take account of existing parking needs.

4. CONSULTATION

4.1 A portion of the Public Transport Fund award has to be spent in this financial year and, in order to achieve the necessary progress, consultation has taken place with other interested parties including Community Council's, Councillors, frontagers on the affected streets, emergency services and Local Committee Chairs.

4.2 There have been a number of individual responses to this consultation. 9 responses were by phone, 7 of those were from residents of Kay Park Terrace who generally required clarification regarding impact on parking and also the view was expressed that the cycleway could be directed through the Kay Park instead of Kay Park Terrace.

It was explained to the residents that there would be no impact on parking on Kay Park Terrace and there would be no delineation of cycle lanes on this section of the route.

With regard to the use of pathways through the park, there is insufficient lighting and also the route along Kay Park Terrace will link into future proposals for a route to the Irvine Valley. However, as the cycle route skirts the perimeter of the park, cyclists will be able to take access for recreational purposes.

4.3 Two letters and one phone call were received regarding De Walden Terrace requiring clarification of the proposals and assurance that parking would not be affected. Similar to Kay Park Terrace, De Walden Terrace will be sign posted as part of the cycle route. There will be no delineation of cycle lanes on this minor road and no impact on parking.

5. TIMESCALE

- 5.1** A high percentage of the cycleway provision consists of road markings and red textured surfacing, which is weather dependent. It is therefore proposed that work will commence as soon as possible, following the considerations of this Local Committee meeting.

6. FINANCIAL IMPLICATIONS

- 7.1** The proposals would be funded from Public Transport Fund award.

8. LEGAL IMPLICATIONS

- 8.1** Traffic Regulation Orders redefining rights of passage will be promoted where necessary.

9. RECOMMENDATIONS

- 9.1** It is recommended that the committee :-
- (i) Agree to endorse the provision of Cycleways and Pedestrian facilities proposed for the Kilmarnock Central Local Area.

Stephen Chorley
Director of Development Services

NB
16 August 2001

LIST OF BACKGROUND PAPERS

Nil

For further information please contact Keith Orton on 01563 576310

AGENDA