

# EAST AYRSHIRE COUNCIL

## KILMARNOCK NORTH LOCAL AREA COMMITTEE - 18 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 Grassyards Road, Kay Park Terrace and Kay Park Crescent, Holehouse Road, De Walden Terrace

Figure 3 Western Road and Glasgow Road

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

- Cycle lanes will be delineated with traffic signs, white road markings and red textured surfacing. Routes will also consist of sections where cyclists are on quiet roads and sections where pedestrians and cyclists share the designated surface.
- Traffic Islands are to be provided on Glasgow Road near the roundabout with Western Road to improve safety at crossing points.
- The proposals have been designed to take account of existing parking needs.
- The proposals on Glasgow Road and Western Road will facilitate future access to long distance rural cycle links to Glasgow via Fenwick and the national cycle network via Irvine.

#### **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. Cyclists will be sign posted along Kay Park Terrace, although there would be no delineation of cycle lanes or restrictions to parking.

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** There have been two members of the public concerned about gaining access to their private runway and parking on Western Road.  
It was explained that the proposals would not affect access to runways and that parking has been included for frontages of houses on Western Road.

- 4.4** One enquiry was received requesting additional information on the proposals for Western Road.

**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 will 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) Agrees to the provision of Cycleways and Pedestrian facilities proposed for the Kilmarnock North Local Area.

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

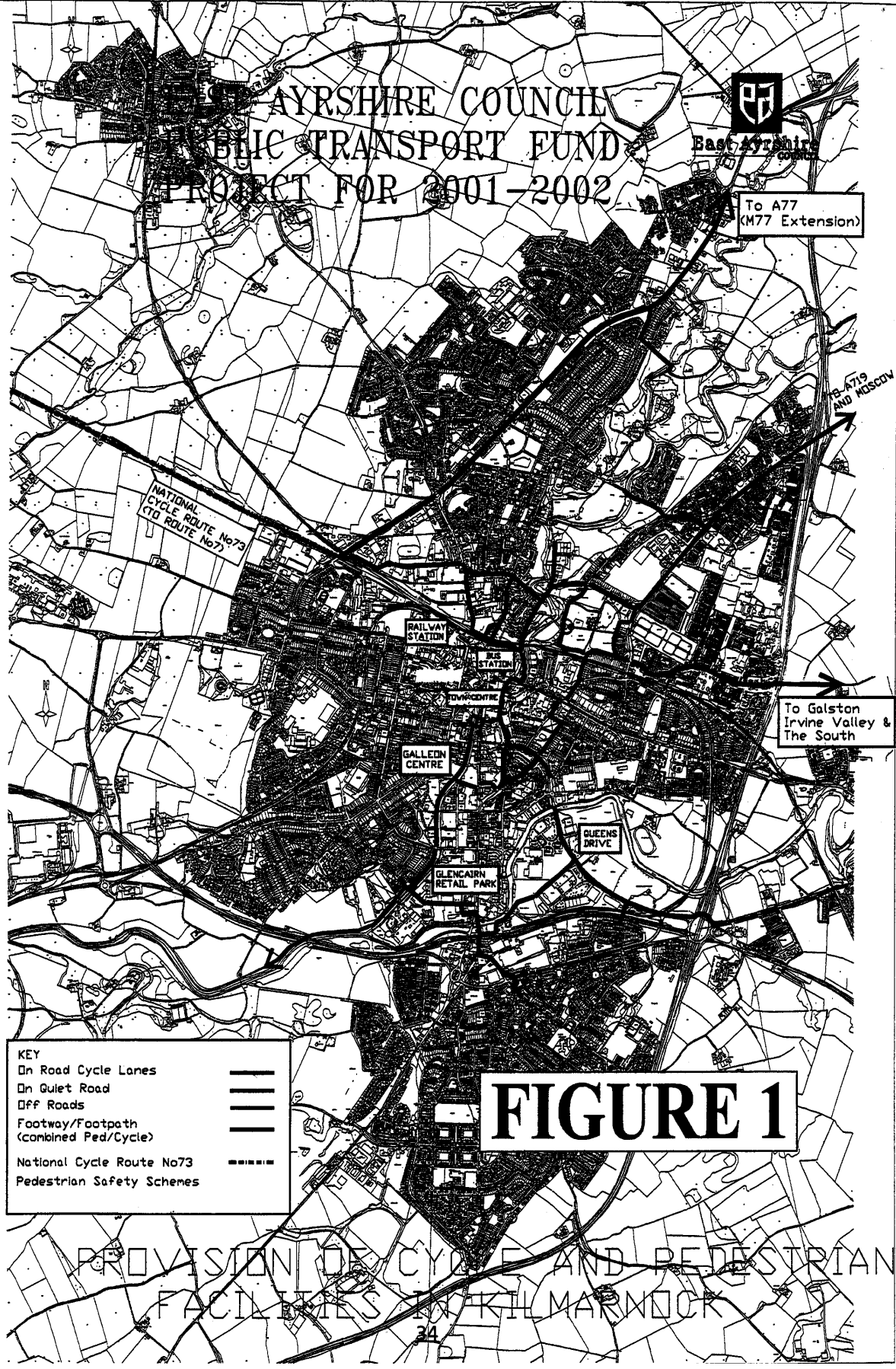
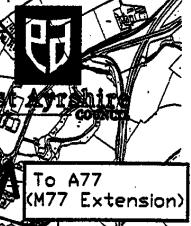
**NB**  
**30 August 2001**

**LIST OF BACKGROUND PAPERS**

**Nil**

**For further information please contact Neil Bell on 01563 576310**

AYRSHIRE COUNCIL  
 PUBLIC TRANSPORT FUND  
 PROJECT FOR 2001-2002

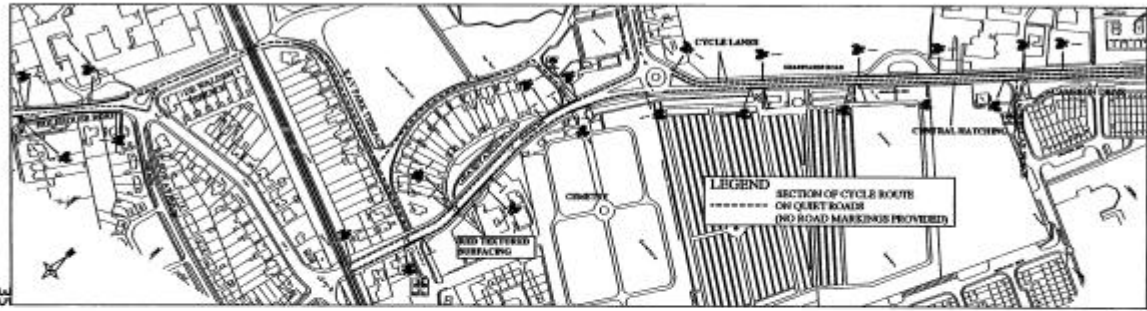


KEY	
On Road Cycle Lanes	=====
On Quiet Road	=====
Off Roads	=====
Footway/Footpath (combined Ped/Cycle)	=====
National Cycle Route No73	-----
Pedestrian Safety Schemes	-----

**FIGURE 1**

PROVISION OF CYCLE AND PEDESTRIAN FACILITIES IN KILMARNOCK

PROPOSED CYCLE AND PEDESTRIAN FACILITIES ON GRASSYARDS ROAD AREA



HOLEHOUSE ROAD TO MACKELLAR PLACE



CAMERON DRIVE TO GRASSYARDS INTERCHANGE

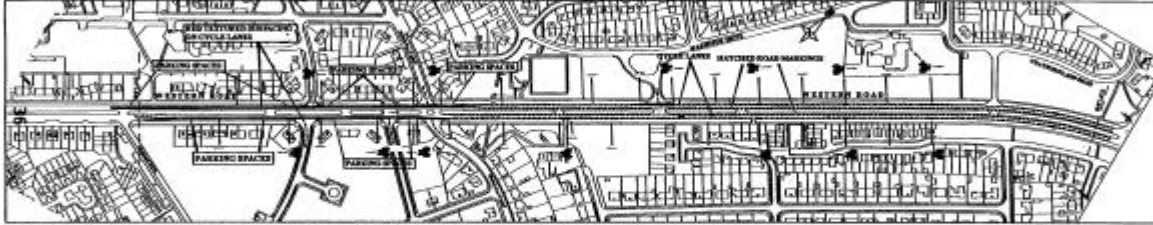
**FIGURE 2**



**PROPOSED PEDESTRIAN AND CYCLE FACILITIES ON WESTERN ROAD**



**FIGURE 1 - MUNRO AVENUE TO INNELLAN DRIVE**



**FIGURE 2 - INNELLAN DRIVE TO CRAUFURDLAND ROAD**



**FIGURE 3 - INCHMURRIN DRIVE TO SOUTHCRAIGS ROUNDABOUT**

**FIGURE 3**