

EAST AYRSHIRE COUNCIL

NORTHERN AREA LOCAL COMMITTEE -1 NOVEMBER 2000

RAIL ISSUES AT KILMAURS

Report By Director of Development Services

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to inform the Committee of Strathclyde Passenger Transport's response to two rail issues raised at a previous Northern Area Local Committee.

2. BACKGROUND

- 2.1 During the open forum of the Northern Area Local Committee on 16 March 2000, the following issues were raised regarding rail services at Kilmaurs Station:-
- (a) lack of passenger seating for customers embarking from Kilmaurs Station travelling to Glasgow; and
 - (b) whether the length of the platform at Kilmaurs precluded the introduction of additional rolling stock.

3. PASSENGER SEATING CAPACITY

- 3.1 SPT undertake regular passenger count surveys throughout the supported rail network which allow identification of any trains where passengers have to stand as no seats are available. These passenger counts represent an average level of passenger demand and it is recognised that, as a result of seasonal differences, demand could be greater or less.
- 3.2 The most recent surveys indicate that neither of the two am peak services to Glasgow departing Kilmaurs at 0736 and 0802 are overcrowded and, at that point on their journey are carrying a passenger load which equates to approximately one third of available seating capacity. The passenger counts indicate that none of the other trains departing Kilmaurs throughout the day have a capacity problem. A similar situation exists for Stewarton and Dunlop.
- 3.3 SPT recognise that there may be occasional problems due to the occurrence of short formed trains (i.e. 2 coach trains instead of 4 coaches) which will result in less available seating on some services. However, SPT report that only 4% of all trains on this line are short formed. A short formed train following a cancellation would further reduce the available seating capacity.

4. PLATFORM LENGTH

- 4.1 The platform at Kilmaurs station has capacity for four coaches, the maximum number of any service currently serving Kilmaurs. This is also currently the maximum length of train on any of the Diesel Multiple Unit (DMU) services throughout Strathclyde. Platform lengthening would be required to accommodate additional rolling stock but there are no plans for this at present.
- 4.2 SPT, in conjunction with Railtrack, Scotrail, and the Shadow Strategic Rail Authority are presently examining the feasibility of providing half-hourly services between Kilmarnock and Glasgow. The study will consider the likely increase in passenger numbers resulting from an increase in service level to half-hourly, but the length of platforms on the line is unlikely to be an issue.

5. LEGAL IMPLICATIONS

- 5.1 Nil

6. FINANCIAL IMPLICATIONS

- 6.1 Nil

7. RECOMMENDATIONS

- 7.1 It is recommended that the Committee notes SPT's response to rail issues at Kilmaurs Station raised at the Northern Area Local Committee.

Stephen Chorley
Director of Development Services
19 October 2000

LIST OF BACKGROUND PAPERS

Nil

For further information please contact Kerr Chalmers on 01563555715.

AGENDA