

EAST AYRSHIRE

SPECIAL COMMUNITY PLANNING PARTNERSHIP BOARD: 26 NOVEMBER 2015

EAST AYRSHIRE TRANSPORT OUTCOMES REPORT 2015/16

Report by the Head of Policy and Planning, Strathclyde Partnership for Transport

INTRODUCTION

1. This report will:
 - inform the East Ayrshire Community Planning Partnership of the preparation by Strathclyde Partnership for Transport (SPT) of the East Ayrshire Transport Outcome Report (TOR);
 - highlight the connection between SPT activities and local outcomes from the Single Outcome Agreement; and
 - highlight the focus given within the TOR to the services and benefits that SPT has delivered in 2014/15 together with details of the SPT – East Ayrshire joint work streams for 2015/16.

BACKGROUND

2. SPT has prepared a TOR for East Ayrshire annually since 2008 as a means of demonstrating our commitment and contribution as a Community Planning partner through the delivery of key services, projects and initiatives.
3. The TOR is now directly linked to the SPT Regional Transport Strategy (RTS) Delivery Plan 2014 – 2017¹ and is the local monitoring and planning element of SPT's suite of strategic plans.
4. SPT officers worked with East Ayrshire colleagues to agree the key areas for partnership working (known as the 'joint work streams') for 2015/16.
5. The TOR summarises our commitment and contribution as a Community Planning Partner by detailing the links between the joint work streams and East Ayrshire's local outcomes from the Single Outcome Agreement. A copy of the East Ayrshire TOR 2015/16 is attached at Appendix 1.

CONTENT

6. The detailed content of the 2015/16 TOR is as follows:
 - *Working in Partnership* - This section sets out the 4 RTS Outcomes and the associated joint workstreams, as agreed with each council;

¹ http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2

- *Improving outcomes for local residents* – This section explains the relationships between the local outcomes from each council's Single Outcome Agreement and the TOR joint workstreams that most support the achievement of the local outcomes;
- *Living and Travelling in the local area* – This section presents a few key statistics and information about the local area including population and car ownership;
- *SPT Activity and Investments* – This section highlights the SPT activity including services and initiatives that have benefitted that council area's residents over the past year and capital investments made over the past three years;
- *Measuring progress* – This section shows a key transport-related measure for each strategic outcome with figures for both the local area and SPT area as a whole;
- *Main body of the document* – The main body of the TOR includes four sections – one for each of the four RTS Outcomes – and each section provides a progress update on investments, other work undertaken under each joint workstream and a look at the year ahead. Key supporting statistics are provided².
- *Appendices* – These sections provide a list of supported bus services operating in the council area during 2014/15 and a list of the 2015/16 capital projects for the council area.
- *Back cover* – The back cover includes contact details for the main public transport operators within the council area.

JOINT WORK STREAMS

7. The SPT – East Ayrshire joint work streams for 2015/16 are as follows:
 - Bus Policy, Statutory Quality Partnerships & Bus Infrastructure Improvements and Smart & Integrated Ticketing;
 - Strategic Rail Enhancements, Strategic Road Enhancements, Freight, and Integrating Land-Use and Transport Planning;
 - Socially Necessary Bus Services, Access to Healthcare and Equal Access Improvements;
 - Park and Ride, Cycling and Travel Behaviour Change.
8. The joint work streams will be reviewed annually and any new local priorities can be accommodated within the new TOR structure.

² Detailed background information for each workstream is located in the RTS Delivery Plan and the 2014/15 TOR

LOCAL OUTCOMES FOR EAST AYRSHIRE

9. The TOR summarise the role of transport in achieving local outcomes with the following outcomes specifically highlighted:
- Older people, vulnerable adults and their carers supported, included and empowered to live the healthiest life possible.
 - Connectivity and local transport solutions improved.
 - Our town centres and villages sustainably regenerated.
 - Local economy improved.
 - The natural environment protected, conserved and enhanced, and the negative effects of climate change mitigated.
 - Active, healthy lifestyles and positive behaviour change promoted.
 - Impact of multiple deprivation and poverty on the health and well-being of the most vulnerable individuals and communities addressed.
10. The TOR summarise the role of transport in achieving local outcomes. The relationship between the joint work streams and the SOA local outcomes is set out in section 3 of the TOR.

CONCLUSION

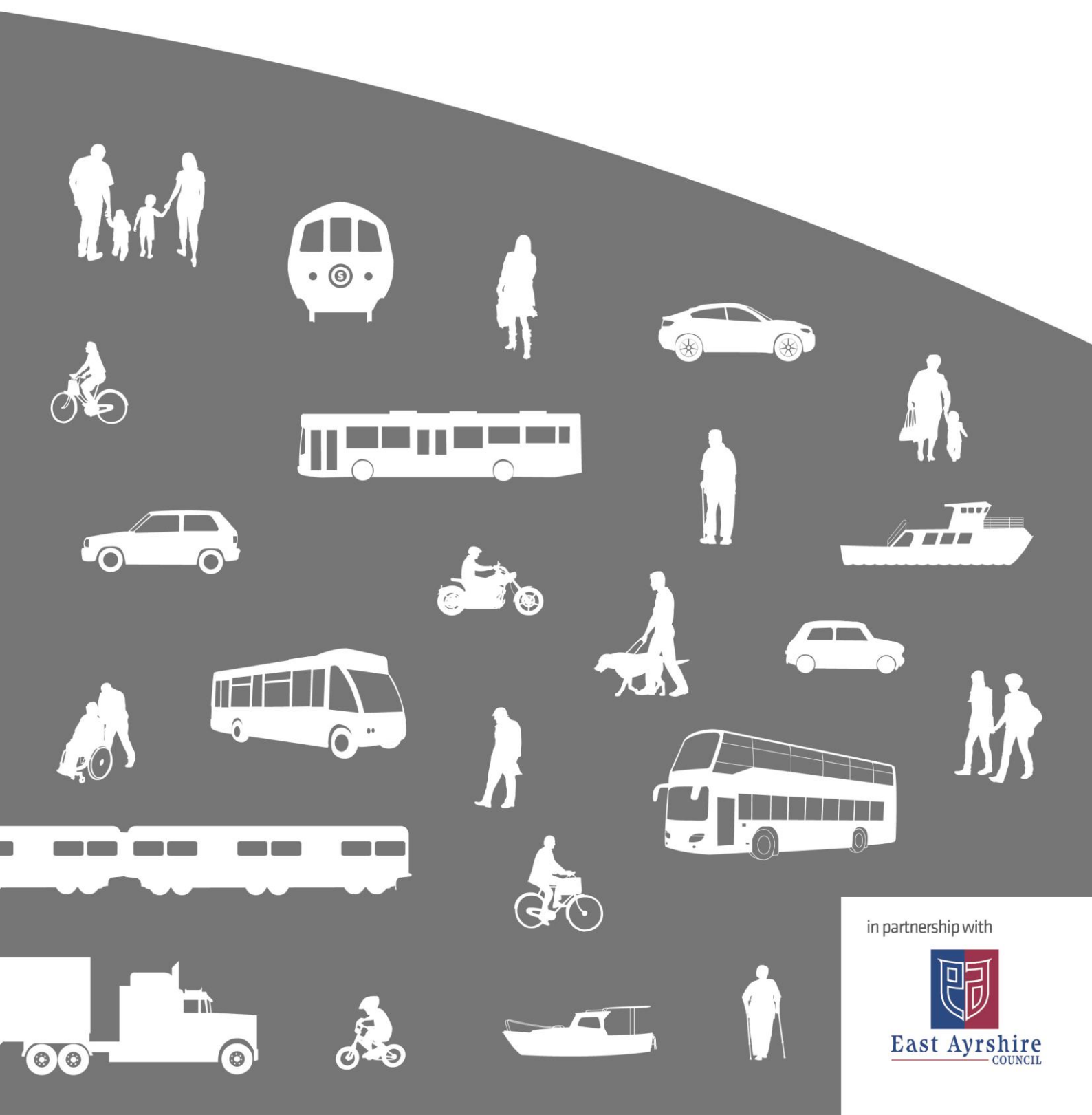
11. The TOR summarises the SPT activities and investments delivered in 2014/15 that benefitted East Ayrshire residents.
12. The TOR provides detailed information on the agreed SPT – East Ayrshire joint work streams for 2015/16 including key issues, progress to date and a look at the year ahead.
13. The TOR highlights the role of transport in achieving positive outcomes at the local level by noting the supporting relationship between the joint work streams agreed between SPT and East Ayrshire and the local outcomes set out in the Single Outcome Agreement.

RECOMMENDATIONS

14. The Community Planning Partnership Board is requested to:
- i) note the contents of this report.

Bruce Kiloh
Head of Policy and Planning
Strathclyde Partnership for Transport

Transport Outcomes Report: East Ayrshire 2015/16



in partnership with



East Ayrshire
COUNCIL

ABOUT US

Strathclyde Partnership for Transport (SPT) is the Regional Transport Partnership for the west of Scotland and is a partnership of twelve councils. SPT was established by the Transport (Scotland) Act 2005, which created Scotland's seven Regional Transport Partnerships. SPT is the Public Transport Authority for the west of Scotland and is responsible for the development of the Regional Transport Strategy (RTS).¹ SPT is a statutory participant in Community Planning and a 'key agency' in the Development Planning process.

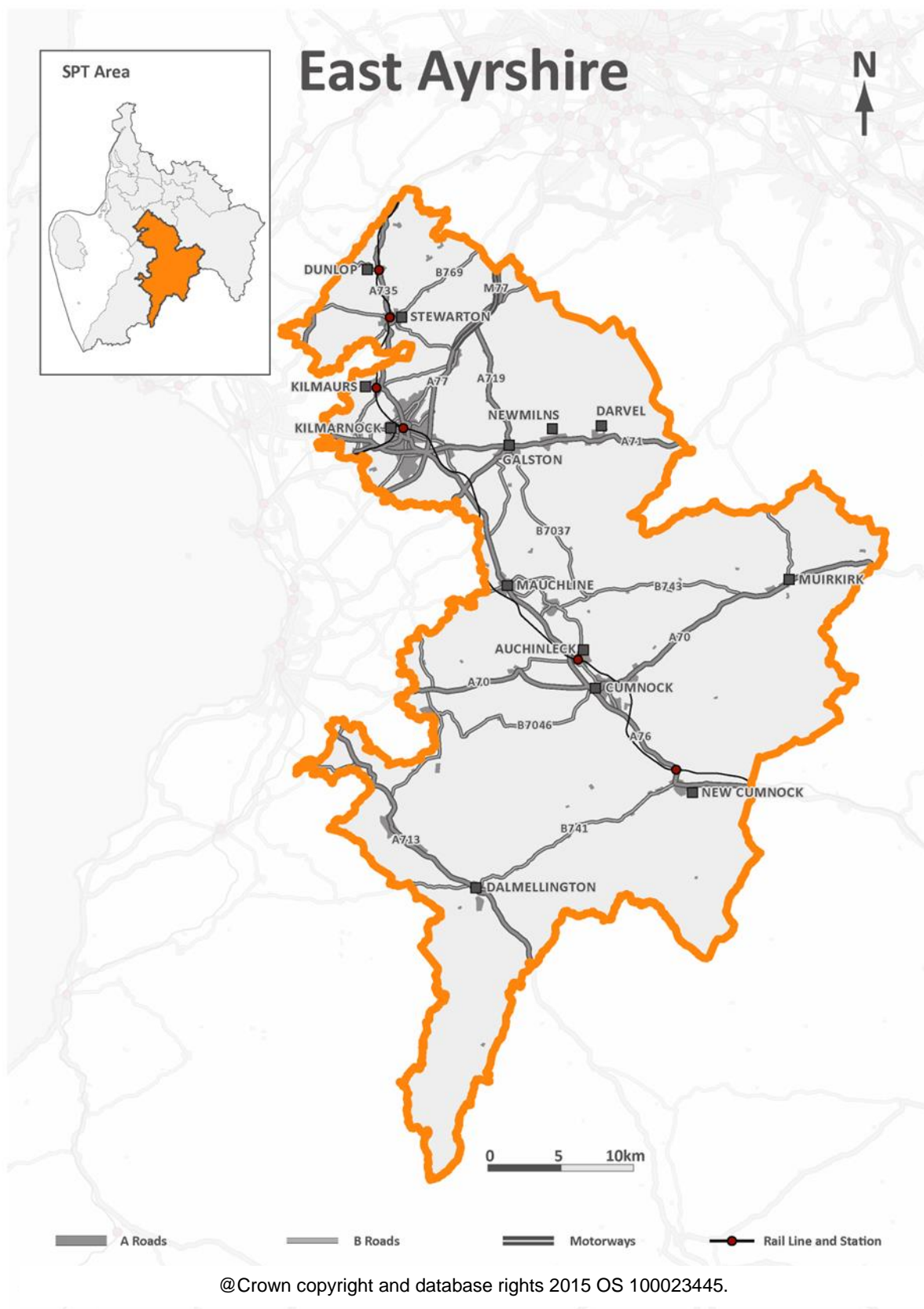
SPT has a range of operational responsibilities including the management and operation of the Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering schools transport on behalf of eleven of our partner councils and coordinating the MyBus demand responsive transport service. SPT also acts as the secretariat for the Strathclyde Concessionary Travel Scheme on behalf of our partner Councils and the coordination of ticketing schemes including Subway smartcard and the ZoneCard multi modal scheme.

East Ayrshire Council (EAC), in addition to wider responsibilities, is the local Roads Authority and Planning Authority for East Ayrshire. EAC is responsible for the development of the Local Transport Strategy² and Local Development Plan³ and is lead partner in the development of the East Ayrshire Single Outcome Agreement.⁴ Since 2013, the Ayrshire Roads Alliance (ARA) delivers shared Council roads and transportation services to communities across East and South Ayrshire Council areas. The ARA is responsible for maintenance of public roads, bridges, footways and footpaths, street lighting, traffic calming and road safety, roads design and structural design, parking enforcement and mobility, and winter maintenance.

SPT, EAC and partners work together to deliver a range of solutions to enhance and develop our transport network, infrastructure and services; to promote sustainable development; to mitigate and adapt to the impacts of climate change on the transport network and to promote accessible travel choices. This includes investment in and delivery of public transport infrastructure, active travel infrastructure, park and ride and strategic roads projects.

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1. Foreword

This Transport Outcomes Report (TOR), produced annually by SPT in partnership with each council in the west of Scotland, outlines the impact of transport improvements in each area to achieve more sustainable, healthy, inclusive and resilient communities across the SPT area.

SPT continues to focus on achieving the four strategic outcomes from the Regional Transport Strategy – Attractive, Seamless, Reliable Travel; Improved Connectivity; Access for All; and Reduced Emissions – which underpin the successful delivery of key social, economic, environmental and health outcomes at national, regional and local levels.

A quarter of East Ayrshire residents use the bus every week⁵ and one in every twelve (8%) use a bus to travel to work.⁶ It is therefore vital that the public transport network in East Ayrshire is stable, safe and integrated to support all residents to meet their everyday travel needs as well as encourage more people to choose public transport. The **Attractive, Seamless, Reliable Travel** section outlines key progress in this area.

More than 55,000 commuters travel to, from or across East Ayrshire every day⁷ and the local economy (taking in East Ayrshire and North Ayrshire) generates around 3% of the Scottish GVA.⁸ It is therefore vital that the strategic transport network is efficient, safe and reliable for employees and business; supports regeneration efforts and sustainable development; and is of a standard to attract investment to the area to sustain and grow the economy. The **Improved Connectivity** section outlines key progress in this area.

Transport should enable all residents to meet their everyday needs and live full, independent lives. In East Ayrshire, key accessibility concerns include improving transport for the three in every ten local residents living in remote or rural areas⁹, supporting the transport needs of an ageing population¹⁰ and connecting people living in areas of high deprivation with employment, healthcare and education opportunities. The **Access for All** section outlines key progress in this area.

Reducing the negative impacts of transport on the environment and on population health remains a priority for SPT and East Ayrshire Council. Carbon emissions from transport in East Ayrshire are falling slightly,¹¹ but much work remains to reduce travel by private car and encourage more people to walk and cycle more often. The **Reduced Emissions** section outlines key progress in this area.

This TOR outlines SPT's investments, projects and services for the past year and current year. The TOR also sets out the role of transport in achieving improved outcomes for local residents and business in East Ayrshire.

For the longer term, SPT will continue to work with East Ayrshire Council and our other partners on such key issues as regenerating Kilmarnock town centre; planning new transport infrastructure to support sustainable economic growth; and delivering material change to the regional bus market and public transport ticketing to realise safe, integrated, affordable and stable public transport services for all.

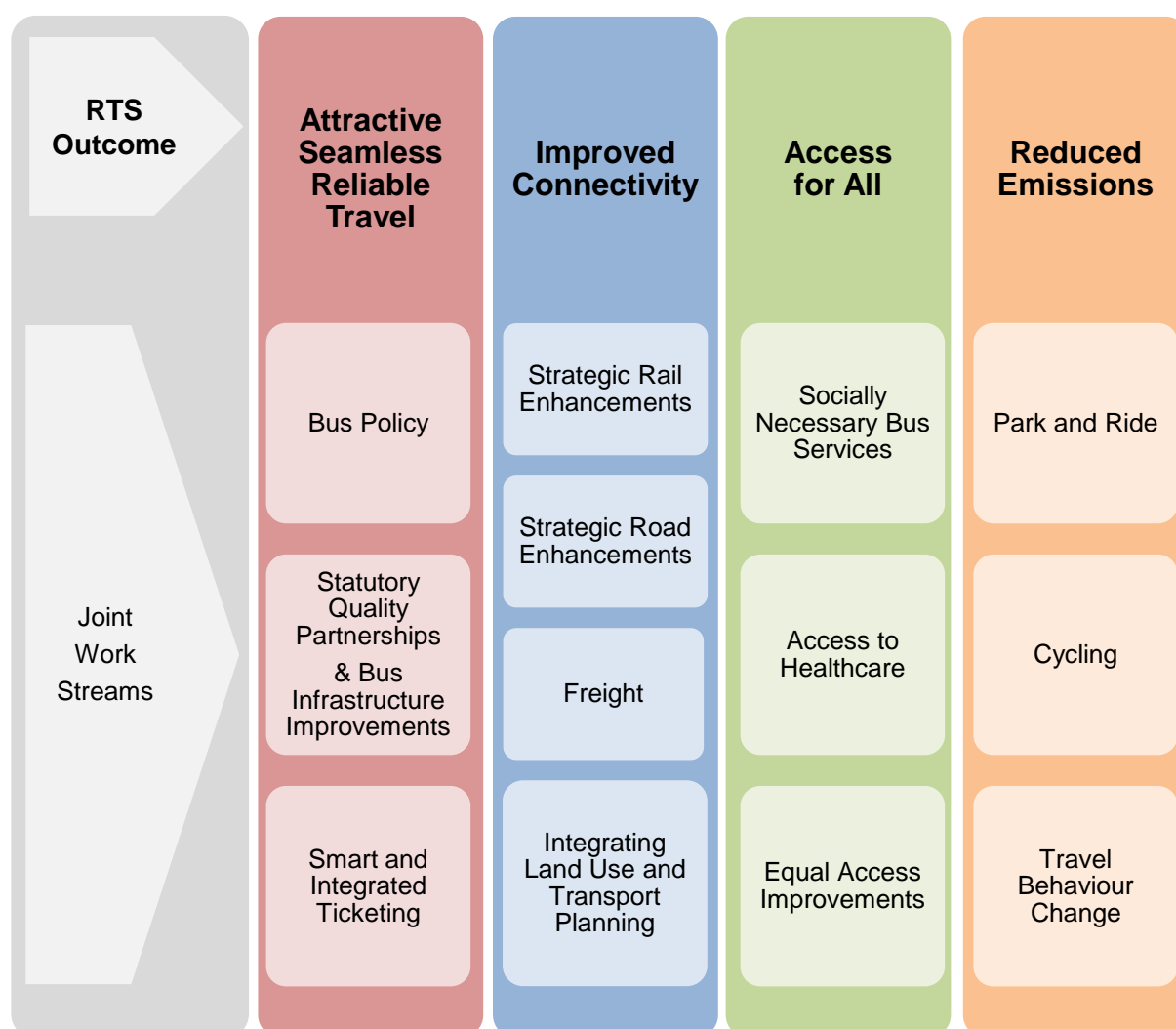
2. Working in partnership with East Ayrshire

The 2015/16 Transport Outcomes Report follows the same structure as last year's report, with the principal sections based on the four strategic outcomes and the associated joint work streams, which fall from the Regional Transport Strategy Delivery Plan 2014-2017.¹² These are set out in Figure 2.1 below. This year's report provides an update on the joint work streams, whilst the 2014/15 TOR and the Delivery Plan provide additional background information on the work streams.

SPT and East Ayrshire officers agree the joint work streams each year. The principle of the 'joint work streams' underlines the shared responsibility of delivering the projects and services that support each strategic outcome, whether through policy development, stakeholder engagement, planning, project delivery or funding.

Services, projects, investments and initiatives that benefit the local area are detailed under each joint work stream within the main body of the report (sections 7 – 10).

Figure 2.1: RTS Outcomes and SPT-East Ayrshire 2015/16 joint work streams



3. Improving outcomes for East Ayrshire residents

SPT is a statutory participant in Community Planning and works in partnership with East Ayrshire Council (EAC) and other partners across a range of themes including health, education, accessibility, social inclusion, equalities and community safety. Our four strategic outcomes are closely linked to national community planning policy priorities including independence for older people, improving the lives of young people, economic growth, stronger communities, more employment and reducing health inequalities.

Transport has an important role in achieving the aims of the East Ayrshire Single Outcome Agreement (SOA) 2015 - 2018. Figure 3.1 shows the relationship between the TOR joint work streams and the SOA local priorities. The text below provides more detail on the relationships.

For local outcome 1 (as numbered in figure 3.1) - Safe, accessible transport supports independent living by improving access to services and facilities and reducing isolation by making it easier to visit family and friends and attend social events. Improving conditions for active travel encourages healthy, active lifestyles. Sustainable development improves access to local services and facilities.

For local outcomes 2 & 3 - Good access to services supports residents in fully realising the benefits of available healthcare, education, training and employment opportunities. Promoting active travel and investing in cycling infrastructure supports healthy, active lifestyles. Sustainable development supports healthier lifestyles and improves local access to goods and services.

For local outcomes 4, 5 6 and 7 - High-quality, modern transport infrastructure supports physical regeneration efforts; an efficient, reliable transport network built upon sustainable land use development reduces the cost of transport and congestion for business and residents and supports environmental targets; and good access improves employment opportunities. Active travel infrastructure and behaviour change initiatives encourages residents to travel more sustainably and to support local business.

Figure 3.1 East Ayrshire local priorities and TOR joint work streams

		Joint work streams												
		Bus Policy	SQP / Bus Infrastructure	Ticketing	Rail	Roads	Freight	Land use & transport planning	Socially necessary services	Access to healthcare	Equal Access	Park & Ride	Cycling	Travel Behaviour Change
East Ayrshire CPP SOA Local Outcomes	1) Older people, vulnerable adults and their carers supported, included and empowered to live the healthiest life possible.							✓	✓	✓	✓		✓	
	2) Active, healthy lifestyles and positive behaviour change promoted.							✓	✓	✓	✓		✓	✓
	3) Impact of multiple deprivation and poverty on the health and well-being of the most vulnerable individuals and communities addressed.							✓	✓	✓	✓		✓	✓
	4) Connectivity and local transport solutions improved.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	5) Our town centres and villages sustainably regenerated.	✓	✓		✓	✓	✓	✓	✓		✓	✓	✓	
	6) Local economy improved.	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	
	7) The natural environment protected, conserved and enhanced, and the negative effects of climate change mitigated.	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓

4. Living and travelling in East Ayrshire

This section provides a brief overview of key demographics and characteristics that influence travel behaviour and mode choice.

4.1 Resident population

The resident population of East Ayrshire decreased very slightly (-0.2%) between 2013 and 2014. The number of older residents (aged 45 or older) increased by nearly 600 people between 2013 and 2014, whilst the number of younger residents (aged 44 or younger) decreased nearly 900. The projected figures indicate largest growth likely to be in residents aged 30-44 and 75 or older, whilst the number of residents aged 45-74 is projected to decrease.

Table 4.1: East Ayrshire resident population by year¹³ and projected population¹⁴

	2013	2014	Change 2013 - 2014		2027 Projection
			Total	Percent	
Total population	122,440	122,150	-290	-0.2%	123,618
Aged 15 years or younger	21,375	21,162	-213	-1.0%	21,383
Aged 16 years - 29 years	20,451	20,408	-43	-0.2%	17,725
Aged 30 years - 44 years	22,784	22,177	-607	-2.7%	28,608
Aged 45 years - 59 years	27,267	27,531	264	1.0%	26,084
Aged 60 years - 74 years	20,747	20,889	142	0.7%	15,155
Aged 75 years or older	9,816	9,983	167	1.7%	14,663

4.2 Urban – Rural composition

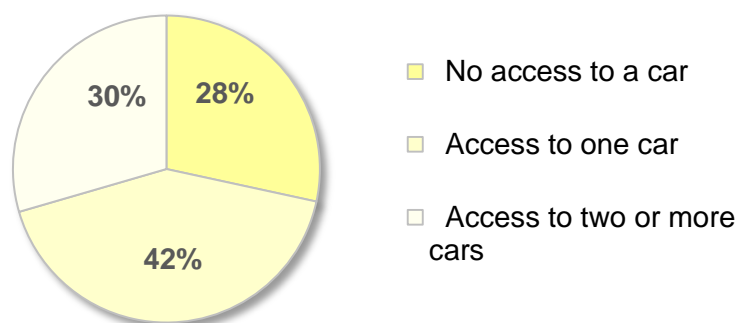
Just over one-third (36%) of East Ayrshire residents live in urban areas (i.e. Kilmarnock) and about one-third (34%) live in small towns. More than one-quarter (29%) of residents live in rural areas, which make up the majority of the East Ayrshire land area (98%).

Table 4.2 East Ayrshire population¹⁵ and land area by urban-rural classification¹⁶

Urban-rural classification	Population		Area (hectares)	
	Total	Percent	Total	Percent
Total	122,440	100%	126,200	100%
Urban areas	44,633	36%	1,447	1%
Accessible small towns	32,532	27%	1,066	1%
Remote small towns	8,727	7%	336	> 1%
Accessible rural areas	27,424	22%	89,116	71%
Remote rural areas	9,124	7%	34,236	27%

4.3 Access to car

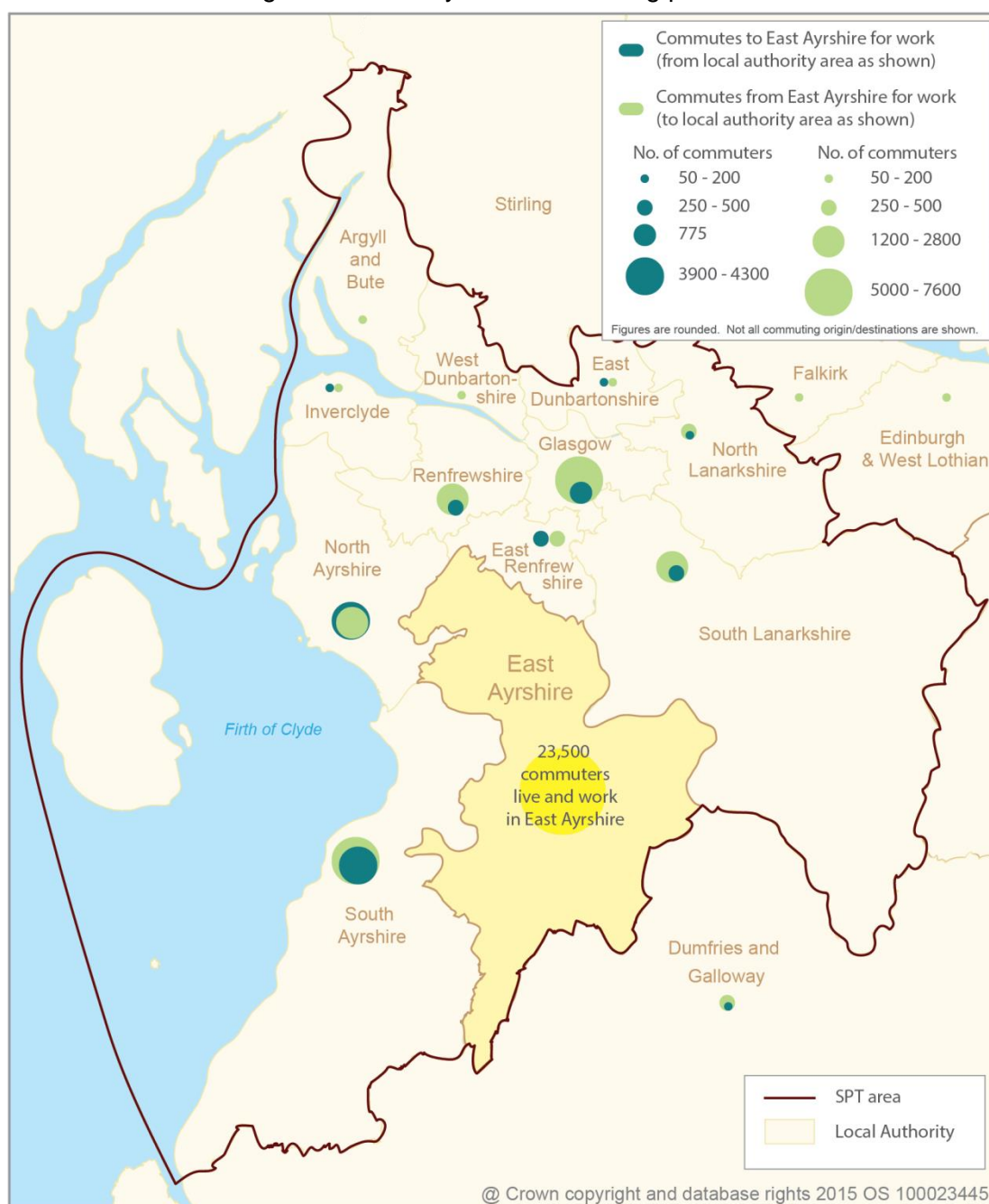
More than one-quarter (28%) of households in East Ayrshire do not have access to a car and nearly half of all households (45%) located in the most deprived areas in East Ayrshire do not have access to a car.¹⁷ Approximately one in every 3 households in either remote rural areas or remote small towns in East Ayrshire do not have access to a car.¹⁸ Figure 4.1 provides further detail.

Figure 4.1 Household access to cars¹⁹

4.4 Commuting trips

Around 60,000 commuters travel from, to or across East Ayrshire on an average weekday. Figure 4.2 shows the commuters' origins and destinations by local authority area.²⁰

Figure 4.2 East Ayrshire commuting patterns



5. Delivering transport improvements for East Ayrshire

Figure 5.1: Summary of SPT investments and services in East Ayrshire

RTS Outcome	2013/14 activity and 2011/12 - 2013/14 capital projects for EAC
Attractive Seamless Reliable Travel	<ul style="list-style-type: none"> • £100,000 in grants from the SPT capital programme for bus infrastructure improvements • 13 identified breaches of traffic regulations and 1 report made to the Traffic Commissioner across 23 days of local service monitoring • 929 bus stops and 827 pole-mounted information cases maintained (bus stops under agency agreement) • 3 bus shelter replacements, 9 bus stop pole upgrades and 53 bus stop graphics upgrades delivered by SPT in East Ayrshire with £13,000 from SPT capital programme • 38,000 bus departures from Buchanan Bus Station for services to East Ayrshire • 8,000 bus departures from East Kilbride Bus Station for services to East Ayrshire • 4,000 bus departures from Hamilton Bus Station for services to East Ayrshire • 13,000 ZoneCard tickets purchased by East Ayrshire residents • £370,000 in estimated savings for East Ayrshire residents through ZoneCard ticketing
Improved Connectivity	<ul style="list-style-type: none"> • £280,000 in grants from SPT capital programme for A70/A71 Route Improvements • £75,000 in grants from SPT capital programme to undertake Make It Kilmarnock Transport Study • £16,000 in grants from SPT capital programme for A76 corridor multi-modal transport study • Development of Ayrshire Freight Strategy
Access for All	<ul style="list-style-type: none"> • 15 supported local bus services on 13 contracts carrying 350,000 passengers in total at a cost of £710,000 • 4 contracts for MyBus services carrying 35,000 passengers at a cost of £380,000 • £84,000 in grants to Coalfield Community Transport • 177 school contracts carrying over 3,500 schoolchildren per school day at a cost of £3,100,000 (under agency agreement) • School contract inspections - 91 on site inspections, 167 vehicles inspected and 549 Disclosure Scotland clearance applications processed • Estimated savings of £390,000 on rail and Subway travel for East Ayrshire residents through the Strathclyde Concessionary Travel Scheme • 900 National Entitlement Card (NEC) renewals or applications processed for East Ayrshire residents and 1,500 NEC enquiries from East Ayrshire residents • 2 Travel Points, 40 Mobile Travel Centre visits, 1,063,000 Travel Centre enquiries
Reduced Emissions	<ul style="list-style-type: none"> • £130,000 in grants from the SPT capital programme for walking and cycling improvements • £13,000 in grants from the SPT capital programme for development of Kilmaurs park and ride expansion

ATTRACTIVE SEAMLESS RELIABLE • IMPROVED CONNECTIVITY • ACCESS FOR ALL • REDUCED EMISSIONS

6. Measuring progress

The figures below are measures of key travel and transport issues at the local and regional level.

Figure 6.1: Satisfaction with public transport²¹

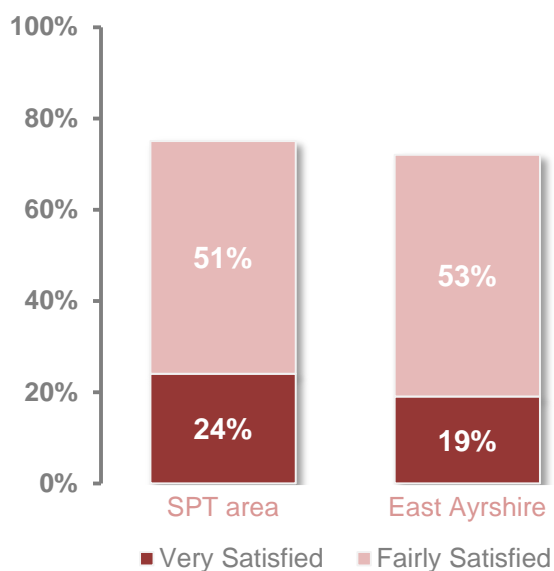


Figure 6.2: Congestion delays experienced by drivers²²

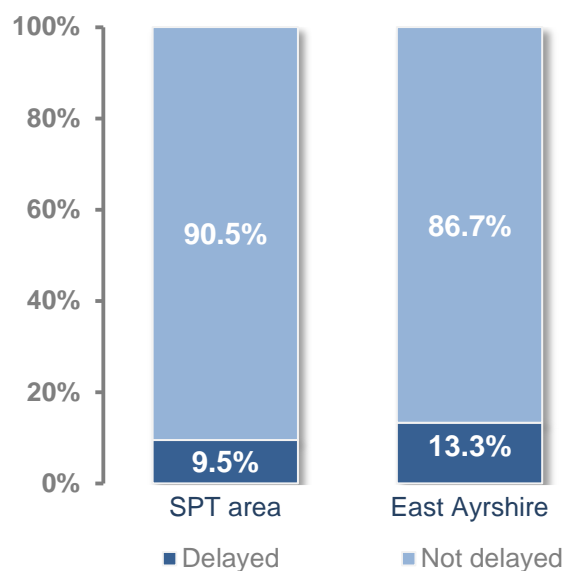


Figure 6.3: Convenience of public transport²³

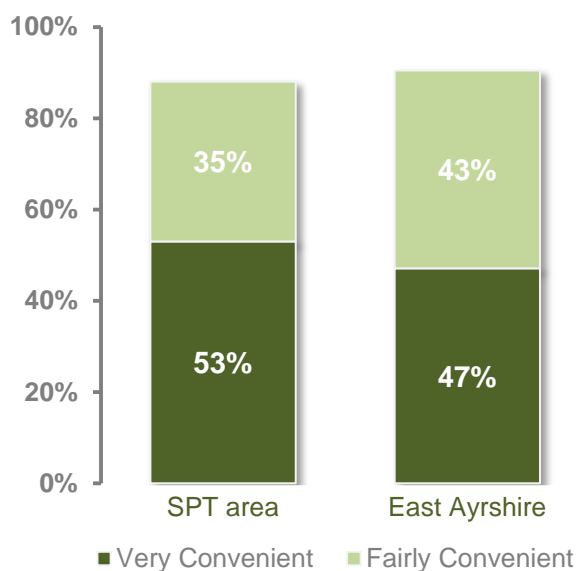
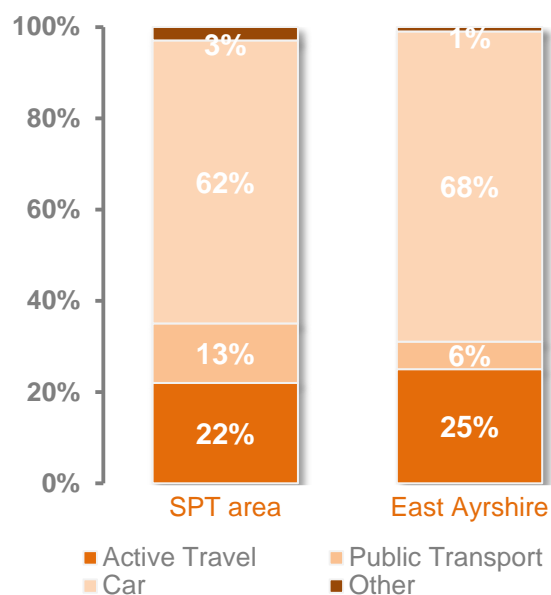


Figure 6.4: Main mode of travel²⁴



7. Achieving ‘Attractive Seamless Reliable Travel’

7.1 Bus Policy

SPT continues to progress its ‘10 Point Plan’ for bus policy, which sets out a menu of proposed changes to legislation, regulations and powers, which would strengthen the role of Public Transport Authorities like SPT in delivering a better offering for bus passengers and a more active return for the considerable public sector investment in the bus market. A key progression this year has been Transport Scotland’s consultation on proposed changes to the bus registration process, which were very much in line with SPT’s 10 Point Plan. SPT will continue to work with the national Bus Stakeholder Group and other partners to progress our bus policy initiatives.

7.2 Statutory Quality Partnerships & Bus Infrastructure

SPT service compliance inspectors identified 13 breaches of traffic regulations and made 1 report to the Traffic Commissioner across 23 days of local service monitoring in East Ayrshire during 2014/15. These include instances of engine idling and services not operating as registered. Inspectors will continue to undertake local monitoring throughout 2015/16.

SPT bus station staff managed 38,000 departures at Buchanan bus station, 8,000 departures at East Kilbride bus station and 4,000 departures at Hamilton bus station for bus services operating within East Ayrshire during 2014/15.

In 2014/15, SPT maintained 929 bus stops under agency agreement and maintained 827 SPT-owned, pole-mounted information cases in East Ayrshire. SPT delivered 3 new bus shelters, 9 bus stop pole upgrades and 53 bus stop graphics upgrades in 2014/15 in East Ayrshire.

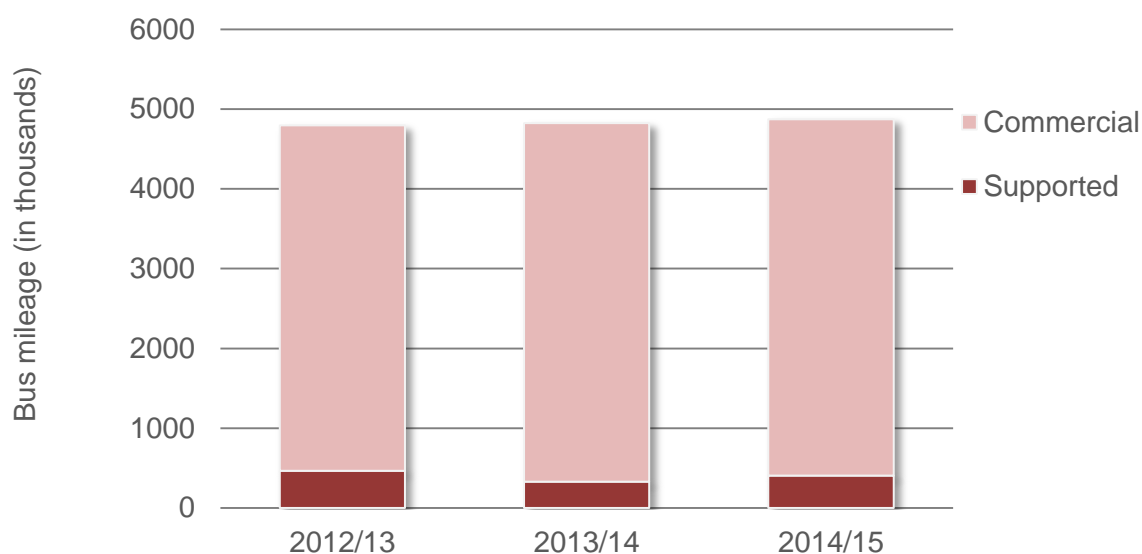
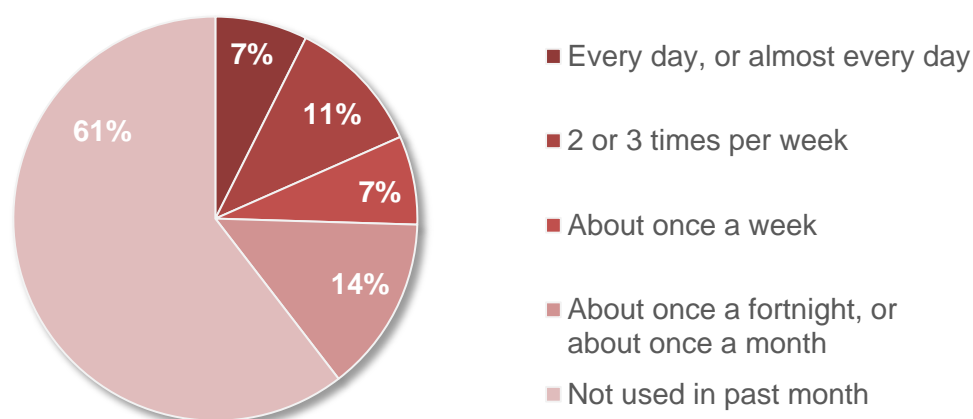
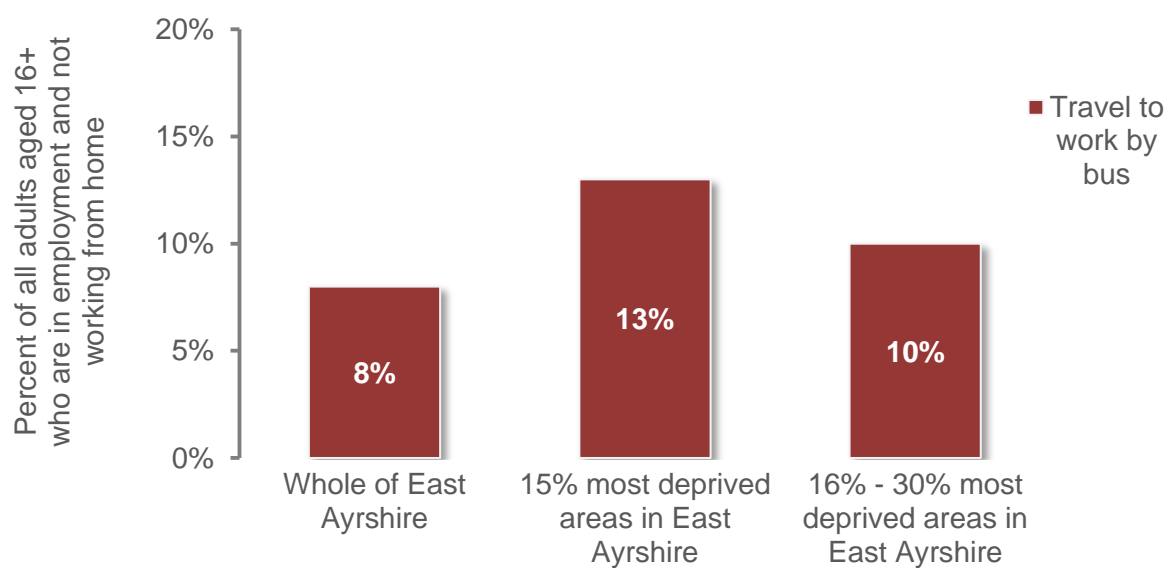
East Ayrshire Council delivered infrastructure improvements including bus stop upgrades and new shelters in Kilmarnock, Mauchline, Auchinleck, Dalrymple and Fenwick with £50,000 investment from the SPT capital programme in 2014/15. EAC will seek to deliver improvements to Kilmarnock and Cumnock bus stations and further bus passenger infrastructure improvements throughout East Ayrshire with £150,000 in approved SPT capital funds in 2015/16.

7.3 Smart and Integrated Ticketing

SPT continues to promote ZoneCard integrated ticketing products and provides administrative and secretarial support to the ZoneCard Forum. East Ayrshire residents bought an estimated 13,000 ZoneCards and made around 590,000 trips using a ZoneCard in 2014/15 – saving East Ayrshire residents an estimated £370,000.

SPT is working with ScotRail to integrate rail and Subway ticketing systems in 2015/16, allowing passengers to pay for rail or Subway travel with either ScotRail or Subway smartcards. Additionally, a substantial proportion of the Strathclyde Bus Investment Programme is targeted towards developing an interface with commercial bus operators with the aim of establishing fully integrated ticketing across all public transport modes.

7.4 Additional figures in support of Attractive Seamless Reliable Travel

Figure 7.1 Bus mileage in East Ayrshire²⁵Figure 7.2 Use of local bus services (adults aged 16+ living in East Ayrshire), 2012/13²⁶Figure 7.3 Proportion of adults who travel to work by bus (by area)²⁷

8. Achieving 'Improved Connectivity'

8.1 Rail

Network Rail, working in partnership with EAC, will deliver significant improvements at Kilmarnock station in 2016/17 through the Access for All programme. SPT will continue to work with EAC to deliver outcomes from the Make It Kilmarnock transport study including ensuring good access between the station and the town centre.

SPT, through the West of Scotland Rail Forum and other engagement activities, will continue to co-ordinate and lead on regional input to the ScotRail franchise including service and timetable changes, fares and ticketing; investment in rail infrastructure; network planning; and new station development.

8.2 Roads & Freight

SPT and EAC are working in partnership to deliver a major realignment of the A70 at Glenbuck. The A70 is a key route between East Ayrshire and the M74 and to Edinburgh and there is a history of road accidents along this stretch of road, which consists of 4 sharp reverse bends and limited forward visibility. This project will improve safety for road users and improve journey time reliability by reducing road closures following road accidents.

In 2014/15, EAC undertook ground investigations, design, planning application and land negotiations with £120,000 from the SPT capital programme. Construction of the new carriageway will commence in Oct/Nov 2015 subject to land agreements and planning consent with completion expected in 2016/17. SPT has approved £500,000 in capital funds for this project in 2015/16 with EAC contributing up to £700,000.

SPT, Ayrshire Roads Alliance and North Ayrshire Council are developing a pan-Ayrshire freight strategy to understand freight movements within and through Ayrshire and to consult with the freight industry on such things as infrastructure constraints and availability of information on road works and development. The strategy will establish a hierarchy of freight routes as a guide for hauliers and for road maintenance planning and outline potential solutions for more sustainable movement of freight.

A web portal will support the delivery of the freight strategy to improve information flow between public sector bodies and freight industry partners. The portal will include interactive maps showing the established route hierarchy, route constraints like weight restrictions and key destinations like industrial estates.

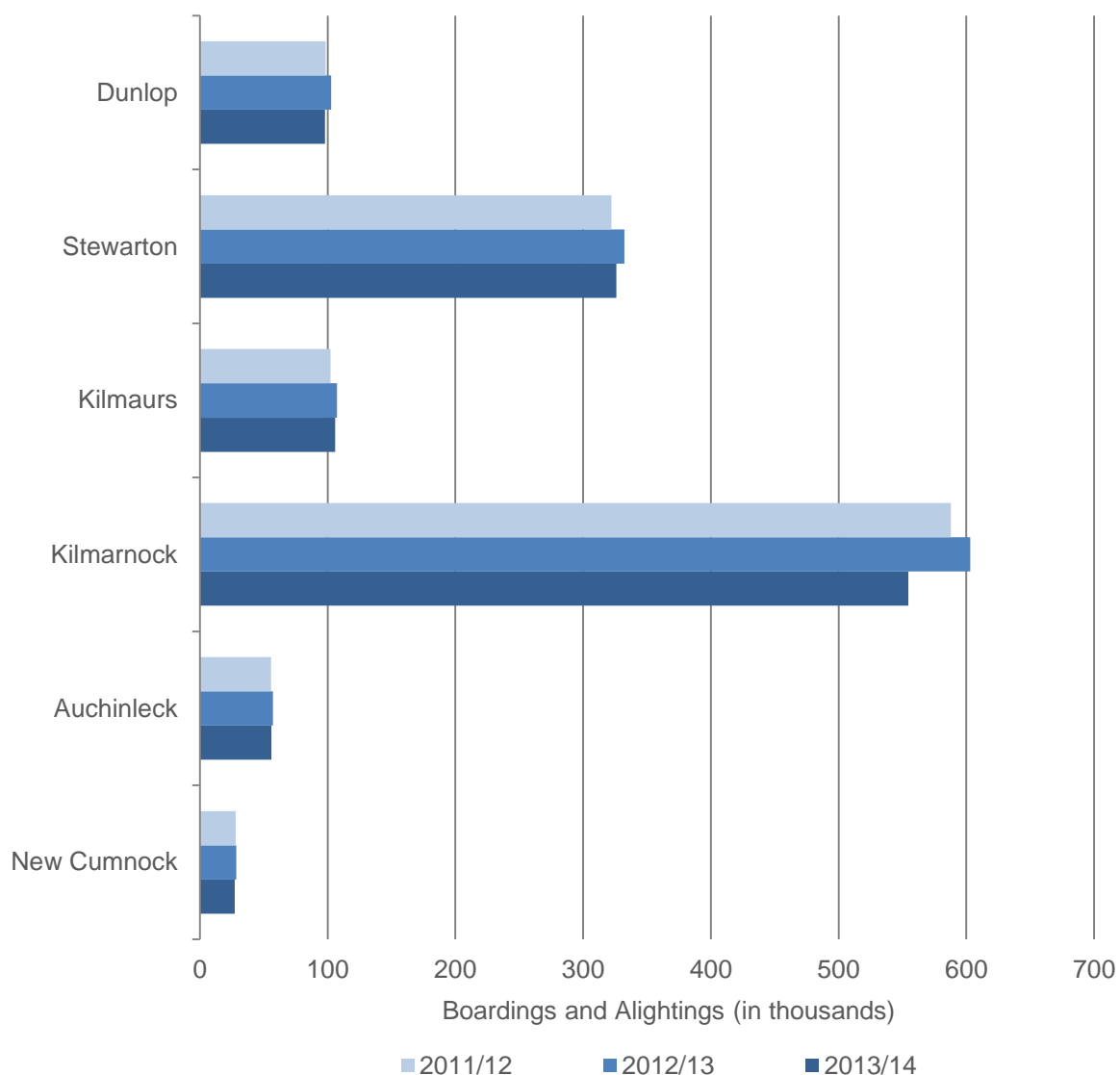
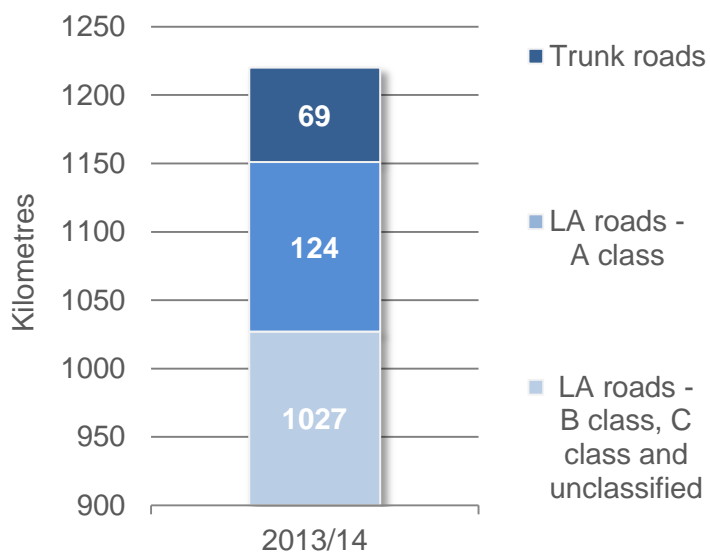
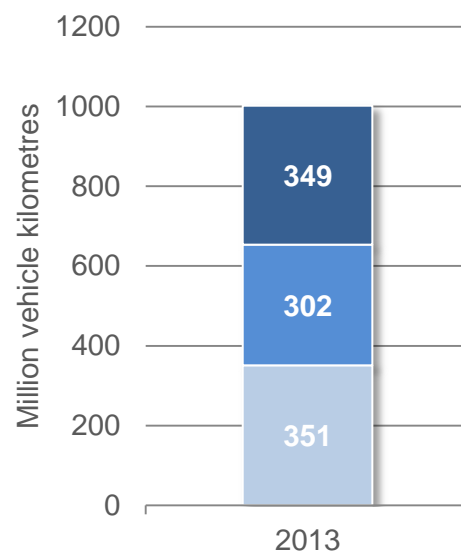
Additionally, SPT, Ayrshire Roads Alliance, Dumfries and Galloway Council and other members of the A76 Partnership are undertaking a multi-modal study of the A76 strategic corridor to examine current passenger and freight demand on the corridor and review provision of bus and rail services. The analysis will underpin the development of future plans for the corridor.

8.3 Integrating Transport and Land Use Planning

In 2014/15 SPT reviewed development proposals across East Ayrshire for potential impacts on the strategic transport network and as a key agency reviewed a draft pre-consultation draft of the East Ayrshire Proposed Local Development Plan.

In 2015/16, SPT will continue to work with the Council and developers to embed sustainable transport measures in new development and respond on the East Ayrshire Proposed Local Development Plan. SPT and EAC will work together to deliver the outcomes of the Make It Kilmarnock Transport Study to support the regeneration of the town centre.

8.4 Additional figures in support of Improved Connectivity

Figure 8.1 Patronage at rail stations in East Ayrshire²⁸Figures 8.2 Road lengths on roads in EA²⁹Figure 8.3 Traffic volumes on roads in EA³⁰

9. Achieving 'Access for All'

9.1 Socially Necessary Services

In 2014/15, SPT supported 15 local bus services in East Ayrshire on contracts that carried 350,000 passengers in total. Appendix 1 provides a complete list of supported bus services in East Ayrshire in 2014/15. MyBus services in East Ayrshire carried 35,000 passengers in 2014/15.

In 2014/15, SPT supported the Coalfield Community Transport with £84,000 in grants to provide community transport services in East Ayrshire.

In 2014/15, SPT managed 177 school bus contracts on behalf of East Ayrshire Council that transported 3,500 children to school every school day. SPT compliance inspectors made 91 inspections on site at schools, SPT vehicle examiners inspected 167 vehicles operating on school contracts and SPT processed 549 Disclosure Scotland clearance applications for potential drivers on school contracts.

In 2015/16, SPT will continue to provide socially necessary services in East Ayrshire to support greater access to education, employment, healthcare, shopping and other travel purposes. SPT also will continue to work with partners to improve Community Transport across the region through the West of Scotland Community Transport Forum.

9.2 Access to Healthcare

In 2014/15, SPT supported local bus services that provided direct access to Crosshouse and Ayr Hospitals, provided MyBus services for healthcare appointments and supported the Coalfield Community Transport to provide better access to local healthcare facilities in the Cumnock area.

In 2014/15, SPT will continue to provide and support socially necessary bus service to improve direct access to healthcare.

9.3 Equal Access

In 2014/15, the SPT Mobile Travel Centre made 40 visits to Kilmarnock, Mauchline, Cumnock and Auchinleck to provide travel advice and information to residents, SPT Travel Centre staff helped 1,063,000 people with travel enquiries and SPT maintained 2 Travel Points in Kilmarnock to provide public transport timetables and journey planning information in easily accessible locations.

In 2014/15, East Ayrshire residents saved an estimated £390,000 on rail and Subway travel through the Strathclyde Concessionary Travel Scheme and SPT processed 900 National Entitlement Card (NEC) applications or renewals on behalf of EAC and handled 1,500 enquiries on NECs from East Ayrshire residents. SPT will continue to deliver these services in 2015/16.

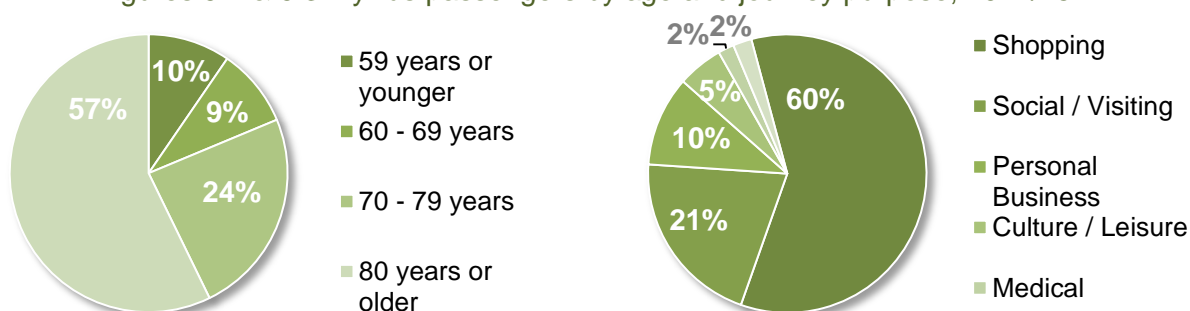
Network Rail, working in partnership with EAC, will deliver significant accessibility improvements at Kilmarnock station through the Access for All programme in 2016/17.

9.4 Additional figures in support of Access for All

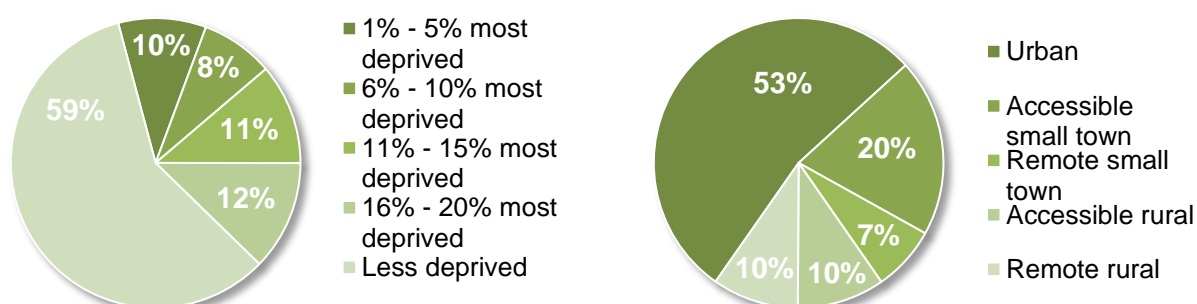
Figure 9.1
Supported bus
services in East
Ayrshire,
2014/15
(indicative
network)



Figures 9.2 & 9.3 MyBus passengers by age and journey purpose, 2014/15



Figures 9.4 & 9.5 MyBus passengers by deprivation levels (of areas of residence)³¹ and urban-rural characteristics (of area of residence), 2014/15³²



10. Achieving ‘Reduced Emissions’

10.1 Park and Ride

EAC was granted planning permission to expand Kilmaurs Park and Ride car park in 2013/14 to double the existing capacity. Patronage at Kilmaurs Station has been growing steadily with the number of boardings and alightings now well over 100,000 per year. In 2015/16, EAC will seek to construct the car park expansion with £125,000 in capital funding from SPT.

EAC and SPT will continue to work together to identify a potential solution for bus park and ride in Northwest Kilmarnock to encourage safe and accessible access to express bus services to Glasgow.

10.2 Cycling

In 2014/15, EAC delivered phase 1 of the Galston – Newmilns cycle route with £134,000 in SPT capital funding. In 2015/16, EAC will seek to deliver phase 2 of the cycle route with £200,000 in SPT capital funding. The route is part of longer-term ambitions to provide a continuous path through the Irvine Valley to Hurlford / Kilmarnock.

Additionally, in 2015/16, EAC will seek to deliver elements of the Kilmarnock Green Infrastructure Project including a ‘spinal’ route linking communities in the north and the south of the town with the town centre. SPT is providing £100,000 in capital funding for this project.

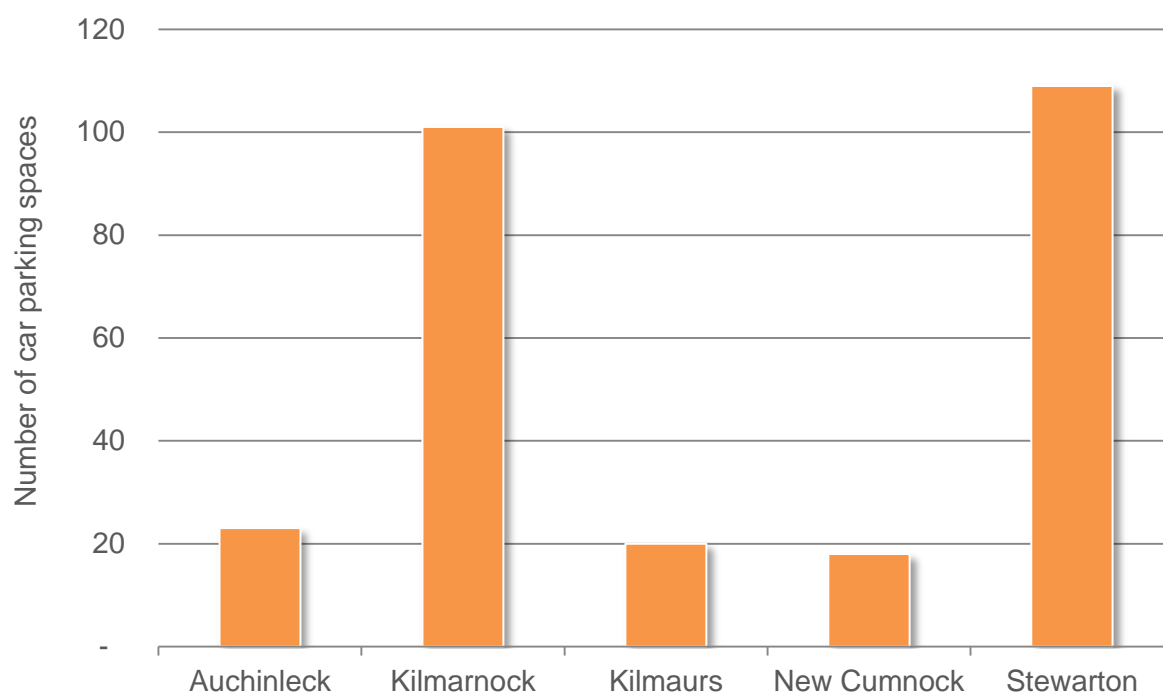
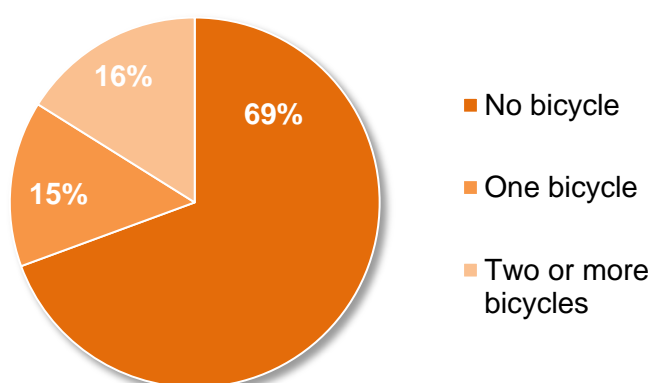
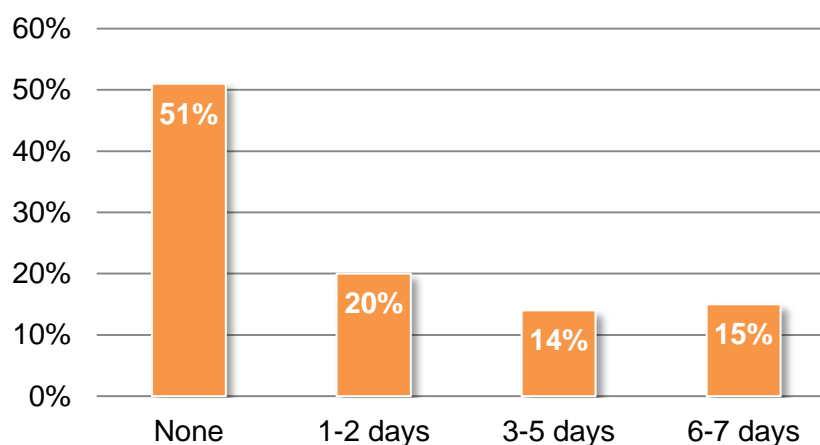
10.3 Travel Behaviour Change

SPT will continue to support car sharing through JourneyShare, which currently has 4,635 members across the region, and will continue to promote best practice in sustainable travel promotion through the Sustainable Travel Group, of which East Ayrshire Council is a member. Topics in 2014/15 included Smarter Choices, Smarter Places; Community Links funding; local cycling strategies; cycle routes to the South Glasgow Hospitals; integrating rail and active travel; delivering cycle friendly campuses for tertiary education institutions; and influencing travel habits.

SPT will continue to support the season ticket employer loan scheme; to encourage mode shift for commuter journeys through Bike Week, Walk to Work Week and the Cycle to Work scheme; to improve conditions for cycling and walking through the SPT capital programme and will provide travel planning support within available resources.

10.4 Additional figures in support of Reduced Emissions

Figure 10.1 Park and ride sites and capacity in East Ayrshire, 2014

Figure 10.2 Number of bicycles available for private use by households (in East Ayrshire), 2012/13³³Figure 10.3 Frequency of walking in past week as a means of transport (adults aged 16+ in East Ayrshire), 2012³⁴

Appendix 1: 2014/15 supported bus services in East Ayrshire

Service Number	Route
42A	Ayr-Cumnock
110	Kilmarnock - Troon
113	Stewarton - Irvine
219 / 319	Stewarton Local
332 / 332A	Galston - Fenwick - Kilmarnock
334	Grange Estate - Kilmarnock Palace Theatre
337	Beith – Crosshouse Hospital - Kilmarnock
343	Ayr – New Cumnock
347	Rankinston - Ayr Hospital - Ayr
347A	Sinclairston – Skares – Cumnock
352	Ayr - Bellsbank
356	Cumnock - New Cumnock – Dalmellington - Bellsbank
X50	Cumnock -Sorn
X76	Kilmarnock - Cumnock - Muirkirk

Appendix 2: 2015/16 capital projects

SPT invested £690,000 in capital projects delivered by East Ayrshire Council over financial years 2012/13, 2013/14 and 2014/15.

Table 1 below provides a summary of EAC category 1 projects in the 2015/16 SPT capital programme.

Table 1: East Ayrshire projects in 2015/16 SPT capital programme (April 2015)

Project	Details	Approved grant
Kilmaurs Park and Ride Extension	Additional 22 Park and Ride car parking spaces at Kilmaurs rail station	£125,000
A70 and A71 Route Improvements	Relignment of A70 at Glenbuck to improve road safety; A70 is a regional strategic route between Ayrshire and Lanarkshire/M74 (phased project)	£500,000
Quality Bus Infrastructure Improvements	Infrastructure improvements for bus passengers including bus shelters	£50,000
Walking and Cycling Improvements (Galston to Newmilns)	To deliver phase 2 of the Galston - Newmilns cycle route	£200,000
Bus Station Improvements	To deliver improvements at Kilmarnock and Cumnock bus stations	£100,000
Kilmarnock Town Centre Cycle Network	To deliver cycle route to improve connections between north and south Kilmarnock via the town centre	£100,000
Make it Kilmarnock Sustainable Transport Improvements	To complete design for sustainable transport improvements on London Road	£20,000
Total		£1,095,000

Data sources and references

- ¹ A Catalyst for Change. The Regional Transport Strategy for the west of Scotland 2008 – 2021. <http://www.spt.co.uk/corporate/about/strategy/regional-transport-strategy/>
- ² 'Accessing a Sustainable Future' The East Ayrshire Local Transport Strategy 2009-2014 <http://www.east-ayrshire.gov.uk/Resources/PDF/L/LTSCover,ContentsandForeword.pdf>
- ³ East Ayrshire Local Plan 2010 <http://www.east-ayrshire.gov.uk/PlanningAndTheEnvironment/Development-plans/LocalAndStatutoryDevelopmentPlans/LocalPlan2010.aspx>
- ⁴ East Ayrshire Community Planning Partnership Single Outcome Agreement 2015 - 2018 http://www.eastayrshirecommunityplan.org/portal.asp?P_ID=32&URL=/cats/SingleOutcomeAgreement/SingleOutcomeAgreement_2015_2018.pdf
- ⁵ Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Adults aged 16+ Sample size =
- ⁶ Scotland Census 2011, National Records of Scotland. Adults aged 16-74 in employment and not working from home.
- ⁷ Scotland Census 2011, National Records of Scotland. Using flow data available from Office for National Statistics.
- ⁸ Gross Value Added; Annual Business Inquiry 2013; Office for National Statistics.
- ⁹ 2013 small area population estimates; National Records of Scotland. Scottish Government Urban Rural Classification 2012.
- ¹⁰ 2012-based Population Projections for Scottish Areas, National Records of Scotland.
- ¹¹ UK local and regional CO₂ Emissions Estimates 2005 – 2012, Department for Energy and Climate Change
- ¹² http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2
- ¹³ 2013 and 2014 mid-year population estimates; National Records of Scotland.
- ¹⁴ 2012-based Population Projections for Scottish Areas; National Records of Scotland.
- ¹⁵ 2013 small area population estimates; National Records of Scotland.
- ¹⁶ Scottish Government Urban-Rural Classification 2011-2012.
- ¹⁷ Scotland Census 2011, National Records of Scotland and Scottish Index of Multiple Deprivations 2012, Scottish Government.
- ¹⁸ Scotland Census 2011, National Records of Scotland. Scottish Government Urban-Rural Classification 2011-2012.
- ¹⁹ Scotland Census 2011, National Records of Scotland.
- ²⁰ Scotland Census 2011, National Records of Scotland. Using flow data available from Office for National Statistics.
- ²¹ Scottish Household Survey Local Area Analysis 2012/2013. Transport Scotland. Sample size = 346.
- ²² Scottish Household Survey Local Area Analysis 2012/2013. Transport Scotland. Sample size = 205.
- ²³ Scottish Household Survey Local Area Analysis 2012/2013. Transport Scotland. Sample size = 223.
- ²⁴ Scottish Household Survey Local Area Analysis 2012/2013. Transport Scotland. Sample size = 836.
- ²⁵ SPT PTIS database.
- ²⁶ Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Sample size = 223.
- ²⁷ Scotland Census 2011. National Records of Scotland and Scottish Index of Multiple Deprivation 2012, Scottish Government.
- ²⁸ Station Usage Estimates 2011/12, 2012/13 and 2013/14. Office of Rail and Road. Any change between 2012/13 and 2013/14 may be a result of the change in methodology regarding estimation of trips made using ZoneCard products; therefore the real change in patronage may be more or less than the figures shown.
- ²⁹ Table 4.2 Public road lengths by council area and class, 2013/14. Scottish Transport Statistics 2014 edition; Transport Scotland.
- ³⁰ Traffic volume estimates. Table 5.4 Traffic on major roads (by class/type) and on minor roads, by Council, 2013. Scottish Transport Statistics 2014 edition; Transport Scotland. Department for Transport figures – not national statistics.
- ³¹ Scottish Index of Multiple Deprivation 2012. Figures shown are for proportion of East Ayrshire MyBus passengers living in areas by level of multiple deprivation. For example, 10% of EAC MyBus passengers live in areas classified as the 5% most deprived areas in Scotland.
- ³² Scottish Government Urban Rural Classification 2011-2012. Figures shows are for proportion of East Ayrshire MyBus passengers living in areas by urban-rural characteristic. For example, 10% of EAC MyBus passengers live in accessible rural areas.
- ³³ Scottish Household Survey Local Area Analysis 2012/2013. Transport Scotland. Sample size = 458.
- ³⁴ Scottish Household Survey Local Area Analysis 2012/2013. Transport Scotland. Sample size = 222.

Useful contacts

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Coalfield Community Transport

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01290 429088
enquiries@yellowbuses.org.uk
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Fishers Tours

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