
**AYRSHIRE JOINT STRUCTURE PLAN AND TRANSPORTATION COMMITTEE
8 MARCH 2002**

Recent Transport Publications

PURPOSE OF REPORT

- 1 To comment on a number of recent transport publications and consultation documents that could have implications for the Ayrshire authorities.

POLICY/CONSULTATION DOCUMENTS

Strategic Rail Authority: Strategic Plan

- 2 In January, the Strategic Rail Authority (SRA) published its Strategic Plan which sets out a series of measures to improve Britain's rail network and to meet the Government's growth targets of a 50% growth in passenger kilometres and an 80% increase in freight tonne-kilometres by 2010. The SRA has worked in association with the Scottish Executive to address the delivery of some of Scotland's major strategic rail priorities including the development of Edinburgh Waverley, capacity in the Central Belt and access to Glasgow and Edinburgh airports.
- 3 The short-term (to 2005) priorities outlined specifically for Ayrshire are platforms for longer trains on the Ayr to Glasgow line and additional capacity for the Kilmarnock to Glasgow line. General national funding schemes for freight facilities and local passenger improvements will also be available. Although the proposals in the Strategic Plan specific to Ayrshire are to be welcomed, there are still many elements of an improved rail system that have not been included. Many of these will be addressed through the development of the WESTRANS/SPT Joint Transport Strategy, the Ayrshire Transport Context work, and through joint working between Councils and SPT.

DTLR: 'A Project Appraisal Framework for Ports'

- 4 Following the publication of the policy framework 'Modern Ports – A UK Policy', the DTLR have now issued a consultation report on the development of an appraisal framework for ports projects in the UK. This forms part of a series of guidance and advice designed to make the appraisal of transport developments consistent with the government's sustainable policy objectives of safety, economy, accessibility, integration

and environment. A number of sub-objectives are also outlined including the improvement of accessibility to ports by non-road modes for cargo and by public transport for passengers, workers and users and to improve the facilities for transport interchange at ports. It is recommended that in Scotland, the guidance should also take account of the draft Scottish Transport Appraisal Guidance (STAG). This policy statement is generally welcomed, putting port development appraisal in line with the appraisal of other transport initiatives.

EC Transport White Paper

- 5 The European Commission have issued a White Paper on European transport policy for consultation. The document entitled 'Time to Decide', is aimed at shifting the balance of transport in Europe from road and aviation towards rail, shipping and intermodal operations by 2010. Although the paper has no legislative force, it outlines what the Commission believes national and local governments should be doing themselves in transport and other related fields. It is stated that by implementing the measures outlined, it will be possible to break the link between transport growth and economic growth without the need to restrict the mobility of people or goods. The Commission proposes an integrated package of 60 measures including charging for the use of infrastructure, setting modal shift targets, further development of the Trans-European Network and controlling the growth in air transport. This white paper will eventually provide the context for national transport policy.

RECENTLY COMPLETED STUDIES

Jayress Consultants: M77 Additional Public Transport Study

- 6 Following an announcement to proceed with the construction of the M77 Malletshead to Fenwick Extension, the Scottish Executive stated that it would consider the scope for complimentary measures to promote public transport usage along the corridor. Jayress Consultants were appointed to carry out the M77 Additional Public Transport Study to present a number of public transport options that would provide alternatives to travelling by car along the new route. The study found that 73% (22,622) of total trips from Ayrshire to the Glasgow conurbation were made by car whilst 23% were made by rail and only 4% were made by bus. It was stated that as the three community areas of Kilmarnock, Irvine/Kilwinning and Ayr/Prestwick/Troon generated 82% of all trips, there was a considerable opportunity for improved public transport penetration within these populated areas.
- 7 With regards to rail enhancements, it was suggested that two trains per hour along an improved Kilmarnock to Glasgow line could double rail patronage between Kilmarnock and Glasgow city centre to 1390 daily trips. Analysis of journeys indicated that there was demand for a direct rail link between Ayrshire and Lanarkshire. Options presented included a link between the Neilston and Kilmarnock lines, a link between the Ayr line and Hamilton via existing freight lines and the possibility of an integrated timetable to

enable a convenient service transfer at Pollokshaws West station. It was stated that any potential improvements to the Ayr-Glasgow line would be marginal in terms of additional patronage although the consultants acknowledged that some options were beyond the sensitivities of the available preliminary modal split model.

- 8 It was suggested that there could be scope for an Ayrshire to Lanarkshire express bus service that could reduce the number of car commuting trips by up to 300 car journeys per day. It was also stated that there could be potential for park and ride facilities in conjunction with bus services at locations such as Kilmarnock town centre or the proposed Kingswell motorway service area. A further test was carried out to assess the additional rail patronage that could result from providing a subsidised park-and-ride facility using the 320 spaces surplus to current demand in the multi-storey car park in Kilmarnock town centre close to the station. It was concluded that crediting the existing £2 charge against the cost of the driver's rail fare from Kilmarnock station could increase the number of rail users by 260 daily trips. The provision of an interchange facility with Glasgow Underground such as a new station adjacent to West Street was also seen as a further test option for increasing rail use to areas other than the city centre.
- 9 The results of all potential public transport development options have been submitted by Jayress to the Scottish Executive for comment. Any further studies will be dependent on the Executive's instructions to explore particular public transport developments identified in line with the main aim of the study, namely to reduce car commuting on the M77. The Committee will be kept informed of any further developments in this respect.

Scottish Executive: Review of Local Transport Strategies and RTRA Reports

- 10 In 2001, Consultants Steer Davies Gleave, carried out a comprehensive review of Local and Public Transport Strategies and Road Traffic Reduction Act (RTRA) reports on behalf of the Scottish Executive. The aim of the study was to examine the processes, content and outputs of such reports, highlight good practice and areas for improvement and assess the input of these local documents into the emerging regional transport strategies. The study also aimed to evaluate the overall impact of RTRA targets on national traffic trends.
- 11 Elements of good practice to emerge from the documents included consultation, effective policy integration, the inclusion of a strategic vision, clear objectives, discussion of problems and opportunities and appraisal. Several restraining factors were identified in relation to the production of the transport strategies including lack of data, limited staff resources and uncertain funding. Within Ayrshire, South Ayrshire Council in particular was commended for its roving bus exhibition for consultation in rural areas. The Ayrshire Transport Group, working through the Ayrshire Joint Structure Plan Committee, was identified as a good example of sub-regional joint working, particularly in terms of policy development, data collection and monitoring.
- 12 In relation to the Road Traffic Reduction Act reports, it was stated that most authorities had undertaken an assessment of existing traffic levels, background traffic growth and

forecasted growth. However, it was cited that certain authorities had experienced difficulties due to the technical nature of the reports and the reliance on historical traffic data. It was outlined that 12 authorities had failed to set any traffic reduction targets due to reasons such as perceived negative economic impacts, uncertain levels of external funding, lack of influence/control and manageable existing traffic levels. In a do-nothing scenario, it was highlighted that traffic was expected to increase by 16% throughout Scotland by 2011. However, analysis of the overall impact of existing RTRA targets revealed that national traffic levels could increase by only 8% by 2011, albeit mostly due to the strong reduction targets set by Edinburgh and Aberdeen. The consultants concluded that authorities would welcome improved guidance on the preparation of future reports and targets.

CONCLUSION

- 12 A number of publications and consultation documents in relation to transport have recently been published. These have been summarised to inform the Committee and to identify any potential implications for the Ayrshire authorities. In general they will inform future working of the Committee, particularly with regard to the Transport Context.

RECOMMENDATION

- 13 It is recommended the Committee note the contents of this report.

Ian Johnson
Manager
Ayrshire Joint Structure Plan and Transportation Committee

Person to Contact: Claire Walsh - 01292 673765