



Active Travel Route - Prestwick to Dundonald

Engagement Report

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Revision 0

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1. Introduction

1.1 Background

Sweco UK Ltd. (Sweco) have been commissioned by Ayrshire Roads Alliance (ARA) to carry out a feasibility study and option appraisal of a new and/or upgraded active travel link, connecting Prestwick to Dundonald in South Ayrshire. As part of the works, it is proposed that the new route will replace the existing sections of National Cycle Network 7 (NCN 7) and Local Cycle Network (LCN) through Troon, becoming the spine of the cycle network within the town.

1.2 Context

The main aim and objective of this proposed active travel link is to encourage a greater number of walking and cycling journeys throughout the towns of Prestwick, Troon, Barassie and Dundonald as well as between these and beyond. Providing active travel links between these areas, as well as upgrading and improving existing active travel routes, will help achieve this. By connecting to the NCN 7, the proposed route will become part of the wider cycle network in the west of Scotland.

1.3 Location

The proposed route connecting Prestwick to Dundonald is shown in Figure 1.1. Dundonald is a village situated between Troon and Kilmarnock. Prestwick is a coastal town adjoining Ayr. In addition to the proposed upgrade of the route between Prestwick and Dundonald, Ayrshire Roads Alliance also aim to deliver a route between Ayr and Prestwick. Further, North Ayrshire Council are also looking at the feasibility of a route between Barassie and Irvine. All three of these schemes, if successfully delivered through to construction, would provide a significantly improved route and provision between some of the main towns in South and North Ayrshire.



Figure 1.1 Proposed Active Travel Route

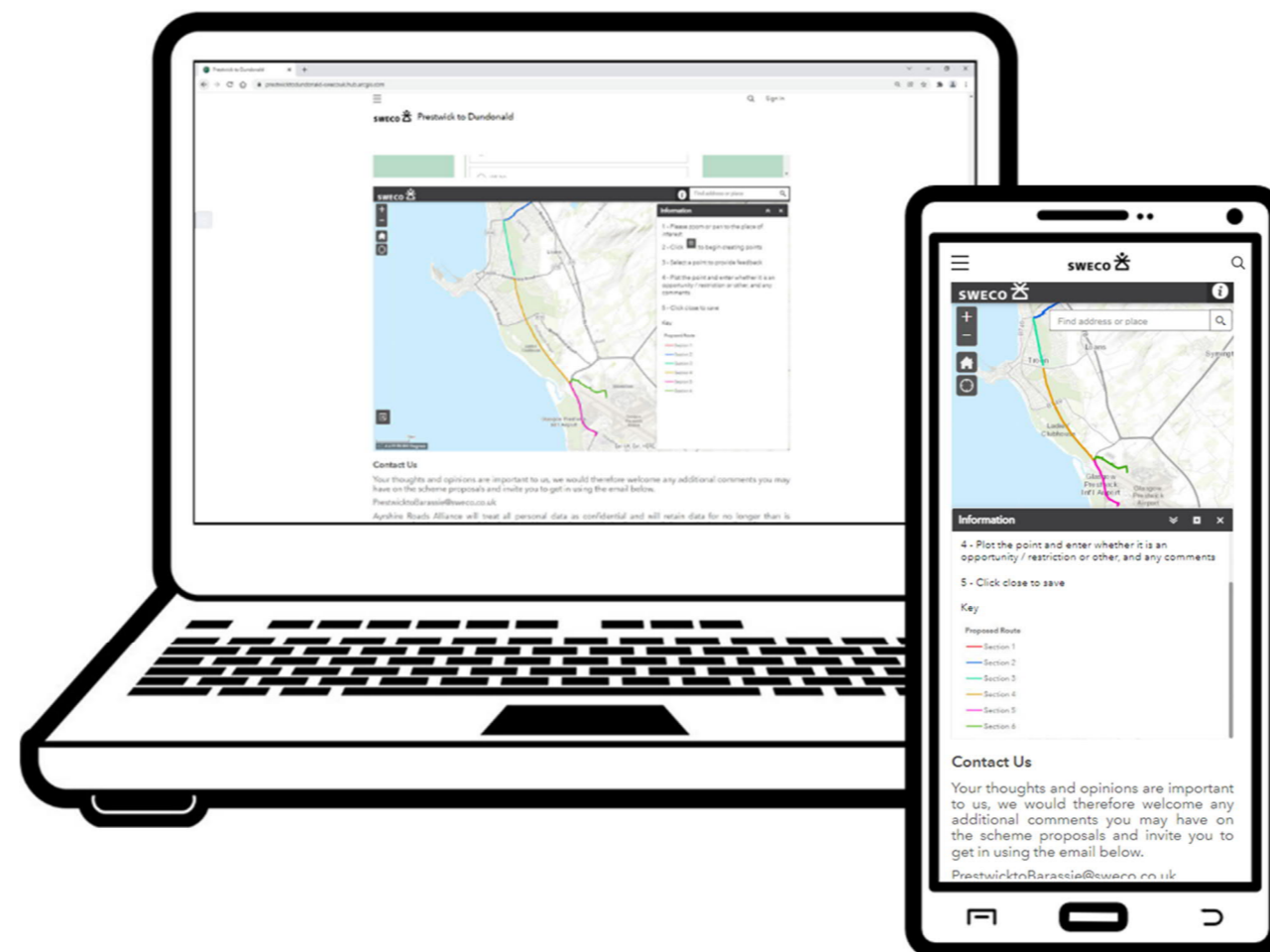
2. Stakeholder and Public Engagement

In order to garner the opinions and feedback of the route from the public, local businesses and stakeholders, an ArcGIS Hub site was produced for consultation. The Hub site presented the route proposals and examples of the potential provision within the proposed route.

The Hub site included a survey, with the aim to understand what modes of travel are currently used and why. It also gave the opportunity for the public and stakeholders to give more specific and detailed feedback on each proposed route section. An interactive map was used within the Hub site to allow comments to be added at specific locations of the route. Consultation packs showing the proposed route and general provision options were also shared with key stakeholders in order to gain further feedback. The key stakeholders identified were as follows:

- Elected Local Councillors
- South Ayrshire Paths Initiative
- Network Rail
- South Ayrshire Paths Officer
- Sustrans
- Marr College
- Prestwick Airport
- Private Landowners
- Troon Links Golf Courses

This feedback will be collated and used to generate and optimise the potential options and ensure that the design of the cycle route will be tailored to the needs of the public and key stakeholders impacted or working alongside the route.

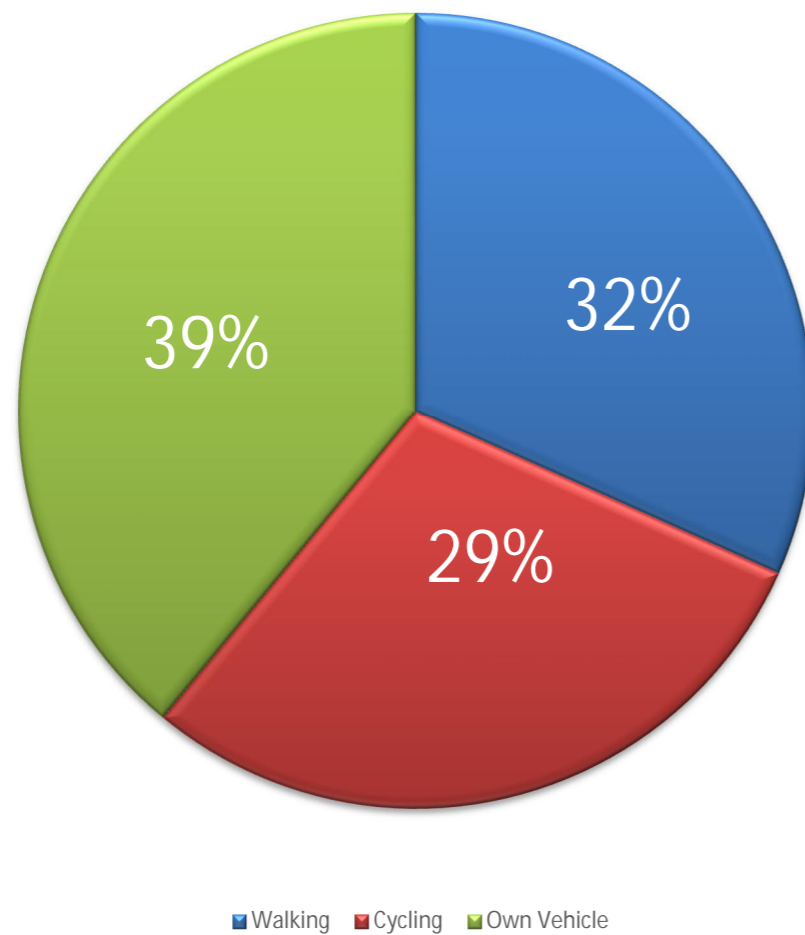


2.1 Consultation Feedback

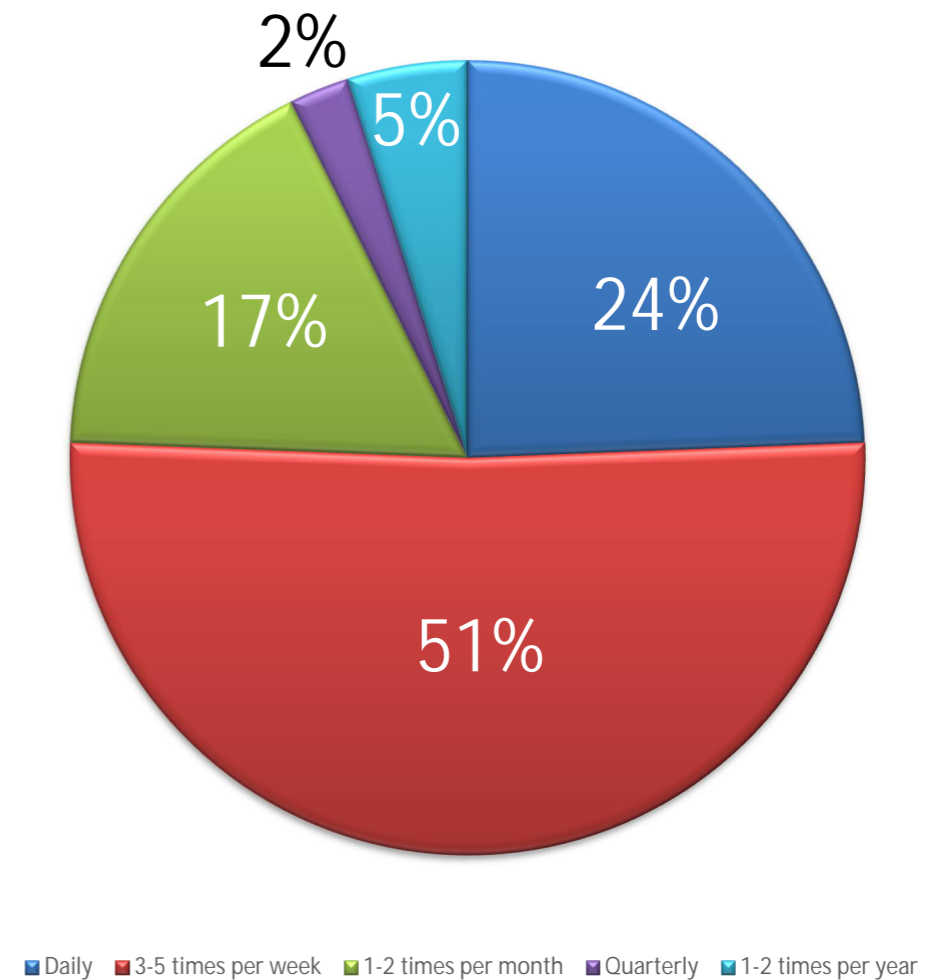
The Hub site had over 350 views while the survey received 41 direct responses. Overall, the survey data shows that there is strong support for the implementation and upgrade of an active travel route connecting Prestwick and Dundonald.

Current Travel Habits and Opinions on Existing Provision

What is your current method of travel for short journeys?



How often do you use active travel modes?



The following quotes are taken from feedback on existing active travel provision connecting Prestwick and Dundonald.

“As a cyclist, shared use paths are not fit for purpose. They are well intentioned but many dog walkers use extending leads which let dogs go outwith their control. Also, many walkers and runners use in-ear or over-ear headphones and are not aware of cyclist coming up behind them”

“The route is very disjointed and has too many barriers to make it something I would like to ride on”

“It's a good path however there is much room for improvement. It can be difficult when it's busy and the lighting in sections isn't great”

“Poor surfacing in parts and debris causing punctures, shared infrastructure between users with different travel speeds and multiple points where a stop to cross a road is required”

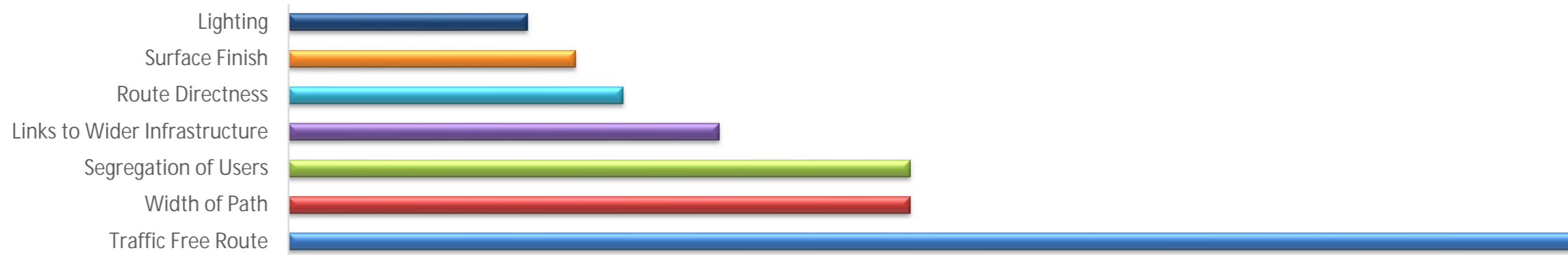
“The current shared use path along the a79 is too open to the road traffic, which can be driving at up to 50mph”

“There is a pinch point by Shawfarm roundabout just as you enter Prestwick that has a guardrail on one side and trees on the other. If this section was wider, it would save cyclist from dismounting if cyclists or pedestrian are coming from other direction”

“a mix and match of infrastructure. One minute on the pavement, on the road and on a narrow path.”

Opinions on Proposed Route

What do you consider to be the most important factor in good active travel infrastructure?



2.2 Stakeholder Feedback

Table 2.1 summarises the stakeholder feedback received with regards to the proposed active travel route

Stakeholder	Summary of Comments
Local Councillors	<p>The following comments were received by Craig Mackay, Councillor for Troon.</p> <p>“Thank you for advance sight of this. I think it's a very positive consultation and provided a good level of detail on the proposed route.</p> <p>One aspect that might merit mention is the connection northwards. I understand this bid was originally intended to be in conjunction with North Ayrshire Council to enable the corridor to continue through to Irvine - is this no longer the case? The awkward bottleneck of the NCN7 going over the railway bridge just on the council boundary somehow needs to be addressed.”</p>
South Ayrshire Paths Initiative	<ul style="list-style-type: none"> • Would like to see full segregation on ramp on Kilmarnock Road. • Trees adjacent to Fullarton Drive on Section 3 were planted to give privacy for residents. Widening path / removal of trees will reduce privacy for adjacent residents. • Lighting on routes adjacent to houses may contribute to light pollution. Suggests low height lighting to reduce impact on adjacent houses. Lighting may also encourage anti-social behaviour. • Council vehicles currently use the existing LCN adjacent to Marr College for access reasons. • Lack of bin provision on existing route. Must be implemented within proposals.
Network Rail	No response was received from Network Rail
South Ayrshire Paths Officer	Initial acknowledgement of consultation received but no comments provided with regards to the proposals
Sustrans	<ul style="list-style-type: none"> • Very supportive of general proposals and in particular moving sections of current NCN Route 7 from on road to traffic free
Marr College	<ul style="list-style-type: none"> • Basketball court is unused and there are currently no long-term plans for its use • Preference would be to keep the path as close to edge of school grounds as possible • There are currently a lot of pupils crossing the existing LCN to get to/from the college. Asked that consideration be given as to how crossing facilities will be incorporated into the new route.
Prestwick Airport	<ul style="list-style-type: none"> • Option 2 (running along east side of car park) – Executive team have considered this option and have said this isn't viable due to the impact on the car park and the anticipated loss of revenue • Option 3 (running along west side of car park) – This area regularly floods so wouldn't be advised
Private Landowners	Liaison with private landowners shall be progressed in due course once affected landowners are identified
Troon Links Golf Courses	<ul style="list-style-type: none"> • Potential impact of 2nd 5th and 6th tee on Lochgreen and increased risk to cyclists from errant tee shots and approach shots to 5th green. • Potential impact of tree/natural screening from tree removal on 2nd and 3rd holes of Lochgreen. • Underpass at Craigend Road requires buggy access from 3rd Green to 4th Tee.

	<ul style="list-style-type: none"> • Existing Cycle Route from Willockston Road to Craigend Road – is shared use for golf machinery and vehicular access. • Area of grass to west of above route has been identified as an area of tree planting for Troon Rotary Club (70 no trees to be planted here). • Proposals for shared access underneath Dundonald Road and creation of Golf Buggy crossing point adjacent to Marr College we are fully supportive of. • Access from Marr College to Darley Greenshed needs to be maintained. This is Golf Maintenance Equipment and occasional Vehicular traffic. • Potential impact of 8th tee and 13th hole on Darley and increased risk to cyclists from errant tee shots and approach shots to 13th green. • Would request that any lighting proposals for all stretches adjacent to golf course are kept ground level or minimal height as opposed to 5m columns. • Darley practice area which is between Darley Green shed and 8th tee. This too may be adversely impacted by widening of proposed route.
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Table 2.1 Stakeholder Engagement Feedback