

Q1. The introduction of a half hourly service from Kilmarnock to Glasgow and the other stations on the line ie. Kilmaurs, Stewarton and Dunlop is essential to improve connectivity for economic regeneration, to address social inclusion issues, to improve travel choices and to reduce the reliance on private car travel in the A77/M77 strategic transport corridor.

The recasting of the Ayr-Girvan and Stranraer-Glasgow services should include the introduction of a regular 2 hour service, or better, south of Kilmarnock to Auchinleck, New Cumnock and beyond to improve connectivity to the former Coalfield Regeneration Area, as a means of stimulating the economic, attracting tourism and supporting jobs in the areas experiencing extensive economic, social and accessibility deprivation.

In addition, it is not possible to travel from Kilmarnock to Ayr by rail and return during normal commuting times ie the first departure from Kilmarnock to Ayr is at 09:10 and there are no arrivals in Kilmarnock between 15:42 and 19:40. It is strongly recommended that any recasting of services is targetted at improving the regularity of the service on this route, particularly during peak commuting periods.

Q2. No comments

Q3. Of the priced options not marked with and * ie. initiatives which have either been or are about to be implemented, the most important for East Ayrshire are likely to be:-

- (a) Environmental Improvement Works; and**
- (b) Use of additional rolling stock for service strengthening.**

Q4. Kilmarnock, Kilmaurs, Stewarton, Dunlop, Auchinleck, New Cumnock.

Q5. All

Q6. No comments

Q7. Good lighting, CCTV and help-points are essential. The other initiatives are desirable.

Q8. Clear station signposting should be provided to important destinations eg. town centres, hospitals, major public buildings, transport interchanges, walking and cycling routes etc.

Q9. All

Q10. No

Q11. All

Q12. All

Q13. All

Q14. Through ticketing and integration of services to minimise interchange times are essential. The other initiatives are desirable.

Q15. No comments.

Q16. No comments

Q17. No

Q18. No comments.

Q19. No comments.

Q20. Electrification, eco driving training and non-traction energy improvements are likely to be essential.

Q21. Stations should be integrated with the surrounding land uses in consultation with the Local Planning Authority.

Q22. Kilmarnock Station, if appropriate.

Q23. No comments.

Q24. No comments.

Q25. No comments.
