

Proposed strategic Ayrshire transport schemes for STAG appraisal

Road schemes

- Ro1 - **Further extension of M77 to Ayr**: this would involve the upgrading of the existing A77 to motorway standard as far as perhaps the Whittlets roundabout. This would involve the construction of new junctions (particularly with the A78 at Bellfield) and may be off line south of Kilmarnock. Existing junctions through Kilmarnock may have to be upgraded.
- Ro2 - **A77 improvements south of Ayr**: including junction improvements at Whittlets, bypass at Maybole, improvements are likely to include improved overtaking opportunities and traffic calming through affected towns and villages.
- Ro3 - **A737 improvements**: Irvine to Johnstone, including a bypass at Dalry, improvements are likely to include improved overtaking opportunities and traffic calming through affected towns and villages.
- Ro4 - **A70 improvements**: Ayr to M74, improvements are likely to include improved overtaking opportunities and traffic calming through affected towns and villages.
- Ro5 - **A71 improvements**: Kilmarnock to M74, improvements are likely to include improved overtaking opportunities and traffic calming through affected towns and villages.
- Ro6 - **A76 improvements**: Kilmarnock to Dumfries, including a bypass at Mauchline, improvements are likely to include improved overtaking opportunities and traffic calming through affected towns and villages.
- Ro7 - **A78 improvements**: extension of the three towns bypass to Fairlie, bypassing West Kilbride / Seamill.

Rail schemes

- Ra1 - **GSWR upgrade (Kilmarnock-Barrhead)**: double track or dynamic loop to facilitate a half hourly service for Kilmarnock-Glasgow Central.
- Ra2 - **GSWR freight upgrade (Kilmarnock-Carlisle stretch, plus links to Hunterston)**: upgrade of this line to increase capacity requiring improved junctions, signaling improvements, and to provide clearance for new size containers (for Hunterston).
- Ra3 - **GSWR passenger upgrade**: provision of long distance passenger services south, Glasgow-London, i.e. linking Ayrshire into UK rail network.
- Ra4 - **Largs / Hunterston**: double tracking of this line (currently single track beyond Ardrossan) increasing capacity for passenger and freight trains.
- Ra5 - **Ayr line 'capacity' and frequency**: including support for the enabling [Glasgow Airport Rail Link](http://www.spt.co.uk/garl/) project (increased capacity on Paisley Gilmour Street to Glasgow section and platform capacity at Glasgow Central), 15 minute service to Ayr.
- Ra6 - **Prestwick Airport station improvements**: better facilities for air travellers / increased capacity.
- Ra7 - **Glasgow Cross-Rail**: to improve rail connectivity between Ayrshire and the Central Belt, assuming that Ayrshire trains will travel beyond Glasgow, for example to Edinburgh (NB present plans for Crossrail do not envisage this).

Other schemes

- Oth1 - **'Route Development Fund'**: further financial support for air routes out of Prestwick.
- Oth2 - **Park and ride strategy**: as identified in Schedule 8 of [Ayrshire Joint Structure Plan 2025](http://www.ayrshire-jsu.gov.uk/new_structure_plan.html).
- Oth3 - **Internal Ayrshire public transport improvements**: focussing on bus and ferry, affordable public transport (offering 'routes' to employment), ie improved bus services or busways linking outlying settlements with the Core Investment Area, and improving links within the Core Investment Area.
- Oth4 - **Improved bus services from Ayrshire to the wider City Region**: focussing on key employment centres not currently accessible by rail.

Within these lists, for the rail schemes in particular, there are some dependencies. For example, Ra3 is clearly dependent upon Ra1 and Ra2, and Ra5 is dependent upon the improvements between Paisley Gilmore Street and Glasgow (which are part of the Glasgow Airport Rail Link proposals).