

Garnock Valley Travel Needs Analysis

March 2025



Image: A737 Dalry Bypass (Source: <https://www.sabre-roads.org.uk>)

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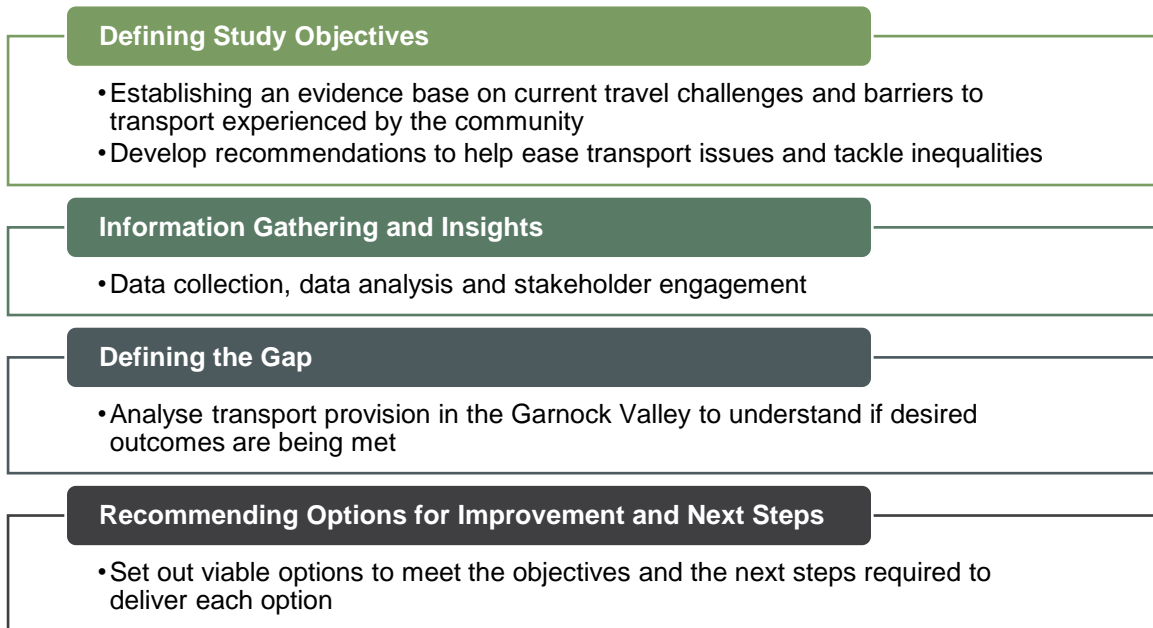
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1 Introduction

1.1 The Study

In July 2024, North Ayrshire Council facilitated a commission on behalf of the Garnock Valley Locality Partnership for Sweco to conduct a travel needs analysis study. The study examined the current transport offering and travel needs of the local population, and advised on options to improve transport which address the needs of the community. Funding for the study was awarded through North Ayrshire Council’s Community Investment Fund.

A staged approach was adopted to conduct this study, as follows:



The study area, as shown in **Figure 1-1**, includes the towns of Beith, Dalry, and Kilbirnie, and some smaller villages such as Gateside, Barrmill, Longbar and Glengarnock.

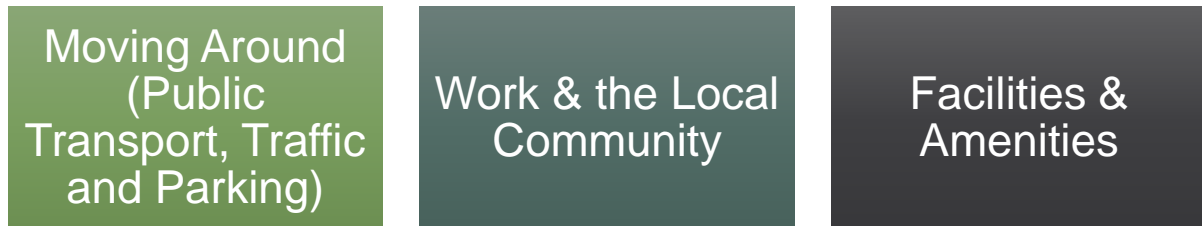


Figure 1-1: The study area, the Garnock Valley

1.2 Background Information

The Garnock Valley Locality Partnership (GVLP) is one of six Locality Partnerships working across North Ayrshire and comprises representatives from Scottish public services (i.e. Local Authority, Police Scotland, NHS, Third Sector Interface) and from the local community. Locality Partnerships were set up following direction from the Scottish Government to allow more decisions to be made with, and by the local community.

Following GVLP workshops in 2017 and use of the Place Standard Tool to have conversations about place (i.e. buildings, spaces, and transport links) and social aspects, three priorities were identified for the Garnock Valley. These are:



The need for a ‘travel needs analysis’ was identified to enable progression of the Moving Around priority in the Garnock Valley Locality Action Plan 2023/24¹ after concern that many of the known transport issues could not be sufficiently evidenced to support future projects and to apply for appropriate funding opportunities.

1.2.1 Our Garnock Valley

In parallel to this study, community groups across the Garnock Valley (supported by North Ayrshire Council and a specialist team) are in the process of developing a Local Place Plan titled Our Garnock Valley which will set out a plan for community action, public services and facilities. The findings of this study will feed into the development of the Plan as travel and moving around is identified as one of the main priorities for the Garnock Valley.

1.3 This Report

This report sets out the findings of the travel needs study in the Garnock Valley, undertaken between July 2024 and February 2025. It is structured as follows:

- **Chapter 2** provides an overview of the Garnock Valley, in terms of people, population and community.
- **Chapter 3** summarises the existing transport offering.
- **Chapter 4** outlines the approach taken to stakeholder engagement and how this has informed the study.
- **Chapter 5** presents the results of the extensive stakeholder engagement exercise.
- **Chapter 6** sets out the study’s key findings and makes recommendations for improving transport options in the Garnock Valley.

¹ Garnock Valley Locality Partnership (2023) Garnock Valley Locality Partnership Action Plan 2023/24, accessible at: <https://northayrshire.community/wp-content/uploads/2024/02/Garnock-Valley-Locality-Action-Plan-2324.pdf>

2 About the Garnock Valley

2.1 Overview

This chapter sets the context of the study area and provides information on the area’s geographic, demographic and socio-economic background. Highlighted within the chapter are differentiating factors to be considered in determining the study’s recommendations.

Data has been gathered from several data sources including the Garnock Valley Locality Place Profile which was used to inform the development of North Ayrshire’s Local Development Plan 3 (LDP3)², and Public Health Scotland’s Locality Profile for the Garnock Valley Locality.³

2.2 Location

The Garnock Valley is located in the northwest of North Ayrshire and borders East Ayrshire to the east and Renfrewshire and East Renfrewshire to the north. North Ayrshire’s localities of Kilwinning and Three Towns lie to the south.

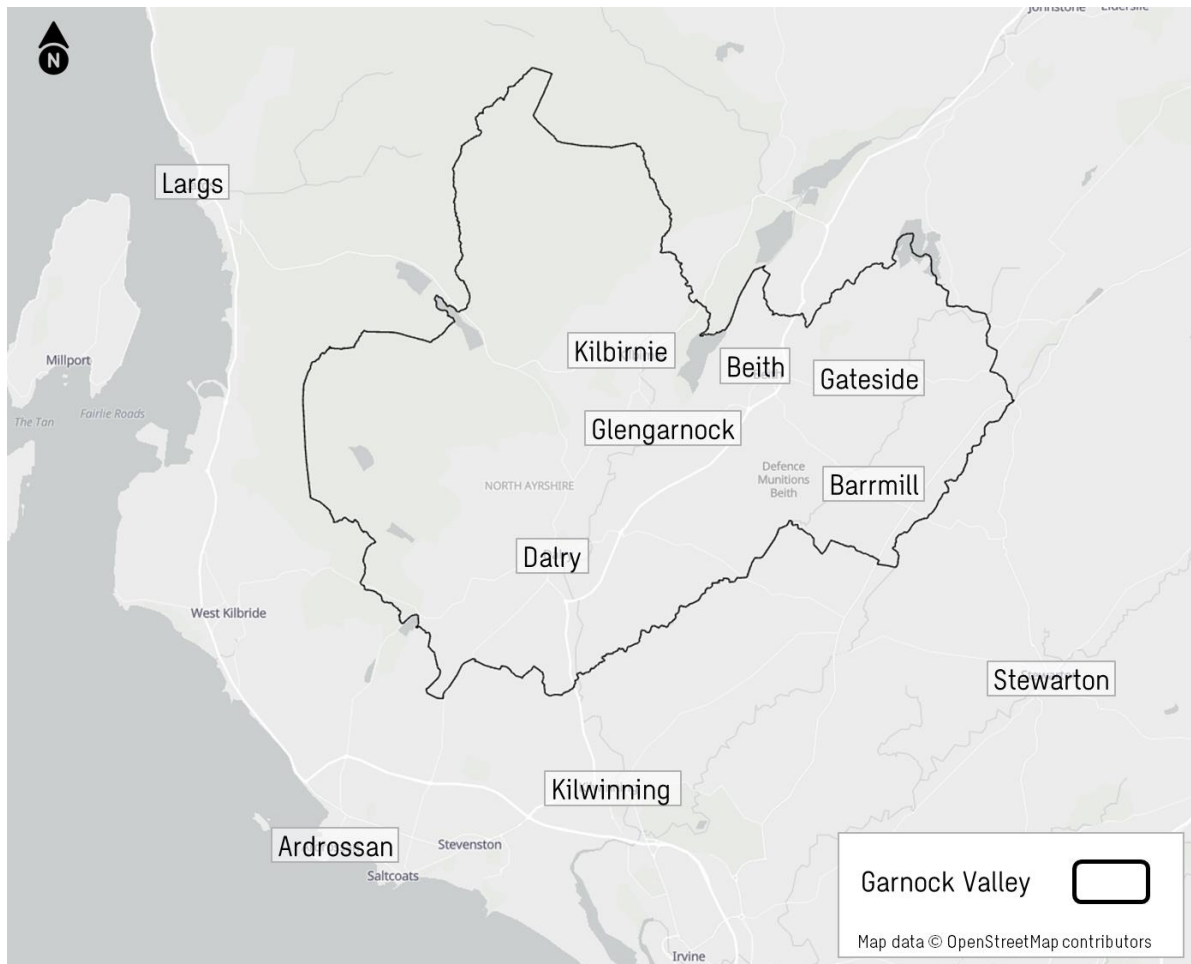


Figure 2-1: Garnock Valley location

The largest settlements in the Garnock Valley are Kilbirnie, Beith and Dalry, with smaller settlements such as Glengarnock, Longbar, Gateside and Barrmill also present.

² Garnock Valley Locality Place Profile, 2024

³ Public Health Scotland, 2024, Locality Profile, Garnock Valley Locality

The Scottish Government Urban Rural Classification⁴ defines most of the Garnock Valley as ‘accessible rural’. ‘Accessible rural’ areas are defined as ‘areas with a population of less than 3,000 people, and within a 30-minute drive time of a settlement of 10,000 or more’. The remaining area, accounting for around 15% of the Garnock Valley’s land mass, is defined as ‘remote rural’ with a population of less than 3,000 people, and a drive time of over 30 minutes to a Settlement of 10,000 or more.

The Classification also provides definitions for settlements and Beith, Dalry, Kilbirnie and Glengarnock are defined as ‘accessible small towns’. Accessible small towns are ‘settlements of 3,000 to 9,999 people, within a 30-minute drive time of a Settlement of 10,000 or more’.

2.2.1 Understanding Scottish Places

The Understanding Scottish Places platform⁵ provides data on the typology of Scottish towns and an assessment of towns’ inter-relationships. Beith, Dalry and Kilbirnie are featured and described as follows:

- **Beith**
Typology: “medium-sized town is extremely mixed in terms of demographics. There is a particularly wide range of people, housing and activities. The number of older couples with no children are higher than average. There is a mix of professional and non-professional jobs, and part-time and self-employment are both important for a significant proportion of residents. Socioeconomic status is higher than in other kinds of town and there is a mix of professionals and non-professionals, those with higher and lower educational attainment.

Interrelationships: “an ‘interdependent town’, which means it has a medium number of assets in relation to its population. Towns of this kind have some diversity of jobs; and residents largely travel a mix of long and short distances to work and study, although some travel longer distances. These towns attract people from neighbouring towns to access some of their assets and jobs, but they are also reliant on neighbouring towns for other assets and jobs.
- **Dalry and Kilbirnie**
Typology: “Social and council housing are the norm in this type of medium-sized town. Manufacturing and construction are the dominant forms of employment. Health and social work services are particularly active. There is a higher level of unemployment. Educational attainment is low. Car ownership is low, meaning that many residents in these towns are reliant on public transport.”

Interrelationships: “an ‘interdependent to dependent’ town, which means it has a low number of assets in relation to its population. Towns of this kind have some diversity of jobs; and residents largely travel long distances to work and study, although some travel shorter distances. These towns are also reliant on neighbouring towns for some assets and jobs.”

2.3 Population

The population of the Garnock Valley is approximately 19,995 and comprises 15% of North Ayrshire’s population.⁶

Kilbirnie, incorporating Glengarnock and Longbar, is the Garnock Valley’s largest settlement with a population of 7,098. Beith and Dalry are similarly sized with populations of 5,761 and 5,273 respectively. Around 10% of the population of the Garnock Valley locality is classed as living in a rural area, in comparison to 10.5% of the North Ayrshire Local Authority Area 10.5% and 17% of Scotland as a whole.²

⁴ Scottish Government (2022) Scottish Government Urban Rural Classification 2020. Available at: <https://www.gov.scot/publications/scottish-government-urban-rural-classification-2020/>

⁵ Scotland’s Towns Partnership, Understanding Scottish Places. Available at: <https://www.usp.scot/>

⁶ Scotland’s Census (2022) Rounded Population Estimates. Available at: <https://www.scotlandscensus.gov.uk/2022-results/scotland-s-census-2022-rounded-population-estimates/>

Analysis of Census data from 2001, 2011, and 2022 for the three main towns in the Garnock Valley reveals a population growth of 7.9% between 2001 and 2011, followed by a decrease of 7% between 2011 to 2022. The overall growth rate of +0.9% can be considered in line with the North Ayrshire Local Authority Area (-3.43%) and Scotland as whole (+2.73%).²

Similar to many regions across the country, the Garnock Valley is experiencing an aging population. The percentage of residents aged 15 and under is estimated to have dropped by 20.3% over the 21 years between the 2001 and 2022 Censuses (with North Ayrshire at -21.9% and Scotland at -8.3%). The number of individuals aged 65 and older has risen by 30.5%, increasing from approximately 3,015 in 2001 to 3,936 in 2022. The growth in the over 65 population has been particularly pronounced in Beith, where it has increased by 48% since 2001.²

2.3.1 Population Projections

Population projections for sub-council areas created by the Improvement Service⁷ offer an indication of the potential future size and structure of populations within local authorities. These projections use historical data on mortality, fertility, and migration to forecast what an area's population may look like in the coming years. Based on 2018 data, the projections indicate that the population of the Garnock Valley is expected to decline by 7.4% by 2029/30, marking the largest predicted decrease among all locality areas in North Ayrshire. The North Ayrshire Local Authority Area is projected to experience a 3.5% reduction in population overall. By contrast, Scotland's population is anticipated to grow by approximately 1% during the same period.

A notable decline in the number of residents in the Garnock Valley aged under 16 is expected by 2030 estimated at 21.5%, while the number of residents aged 65 and older is projected to exceed 5,000, representing a 21% increase. This increase aligns with trends seen in the Irvine, Kilwinning, and Three Towns localities and is slightly above the expected trend for North Ayrshire (18.3%).⁸

2.3.2 Current Demographic Overview

Data from Scotland's Census 2022⁸ informs the following demographic overview for the study area, and considers the protected characteristics of the Equality Act (2010):⁹

- **Age:** 7% of the population is aged 0-15, 62.5% is aged 16-64 and 21.8% are 65 and over.
- **Ethnicity:** 98.3% of the population is White (90.8% White Scottish, 7.5% other White including 0.1% Gypsy/Traveller). The largest other ethnic groups are Asian, Asian Scottish or Asian British accounting for 1.4% of the population and Arab, Arab Scottish or Arab British (0.4%).
- **Sexuality:** 3.1% indicated they were gay, lesbian, bisexual or a sexual orientation other than heterosexual/straight.
- **Religion:** 42.0% of the population stated they were Christian (29.7% Church of Scotland, 9.0% Catholic and 3.3% Other Christian). The second largest religion was Muslim at 0.5% and 50.6% of people stated they had no religion at all.
- **Disability:** 3.0% of the population stated that they had a long-term health condition or disability that limited their day-to-day activities a lot.

2.4 Deprivation

The Scottish Index of Multiple Deprivation (SIMD) serves as a comparative measure of deprivation across 6,976 small areas, known as data zones, throughout Scotland. The latest data available is from 2020. SIMD assesses the level of deprivation in each area across seven domains: income, employment, education, health, access to services, crime, and housing.

⁷ Improvement Service, Sub-Council Area Population Projections. Available at: <https://www.improvementservice.org.uk/products-and-services/data-intelligence-and-benchmarking/sub-council-area-population-projections/downloads>

⁸ 2022 Census

⁹ Equality Act (2010), Section 4. Available at: <https://www.legislation.gov.uk/ukpga/2010/15/section/4>

Each data zone is assigned a rank from 1 (most deprived) to 6,976 (least deprived), making a rank of 3,488 the midpoint for all data zones in Scotland. Data zones are often categorised into percentiles, such as quartiles, quintiles, and deciles, to better illustrate relative deprivation.¹⁰ In the Garnock Valley locality, there are 27 data zones, which have an average rank of 2,546 (North Ayrshire: 2,610). The ranks among these zones range from 356 (Dalry East and Rural) to 6,479 (Beith West).

Table 2-1 considers SIMD data for the Garnock Valley and neighbouring Locality Areas according to quintiles (or bands of 20%), where SIMD1 represents the 20% most-deprived and SIMD5 represents the 20% least-deprived in Scotland.

Table 2-1: Percentage of population living in the 2020 SIMD datazone quintiles by North Ayrshire locality² (Any discrepancies in row totals are due to rounding)

Locality	SIMD1 (most deprived)	SIMD2	SIMD3	SIMD4	SIMD5 (least deprived)
Arran	0%	0%	39.1%	60.9%	0.0%
Garnock Valley	40.3%	24.5%	13.6%	14.4%	7.3%
Irvine	45.7%	28.4%	9.4%	13.5%	2.9%
Kilwinning	55.0%	7.9%	9.7%	19.2%	8.2%
North Coast	9.3%	12.1%	31.1%	16.7%	30.9%
Three Towns	57.3%	15.5%	13.5%	7.5%	6.3%
North Ayrshire	40.9%	18.5%	15.8%	15.0%	9.7%

Levels of deprivation in the Garnock Valley are found to be consistent with North Ayrshire as a whole, where 40.3 – 40.9% of the population live in areas classified as the most-deprived in Scotland.

Figure 2-2 maps the SIMD quintiles across the Garnock Valley, while **Figure 2-3** shows a breakdown across the seven domains for the area.

¹⁰ The Scottish Government, 2020, Scottish Index of Multiple Deprivation

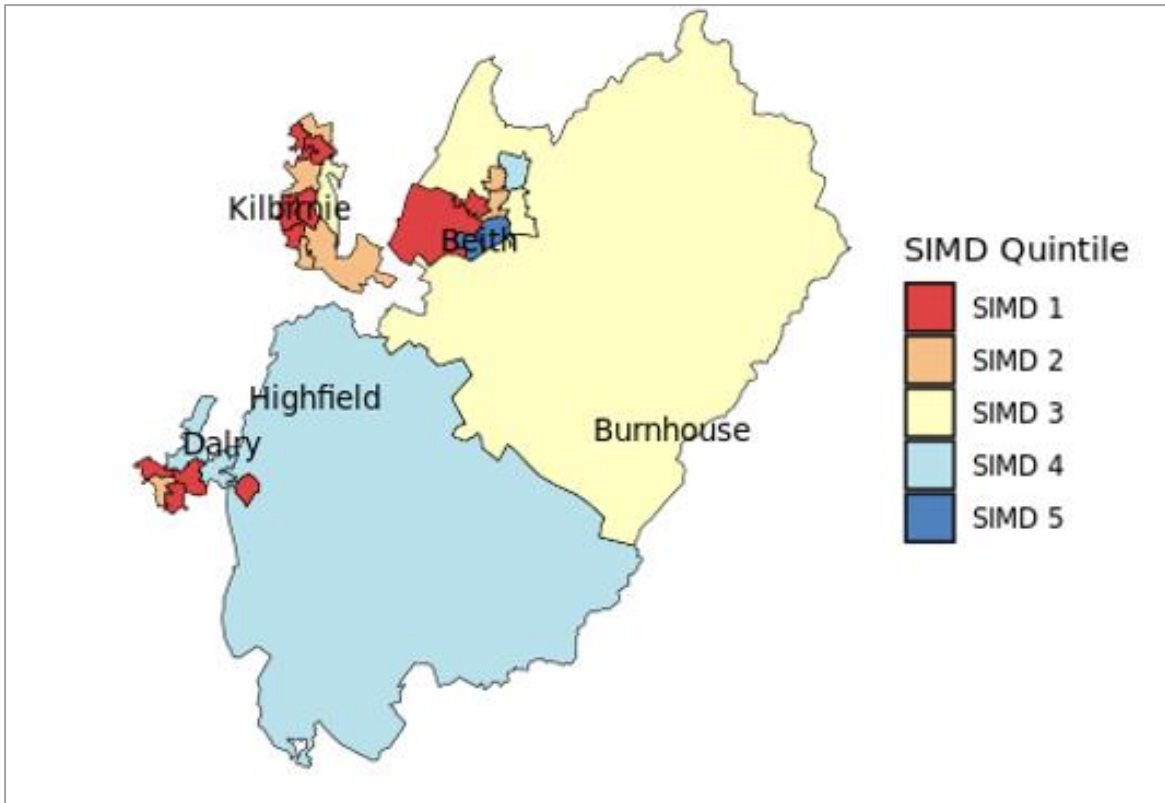


Figure 2-2: Map of SIMD quintiles across the Garnock Valley¹¹

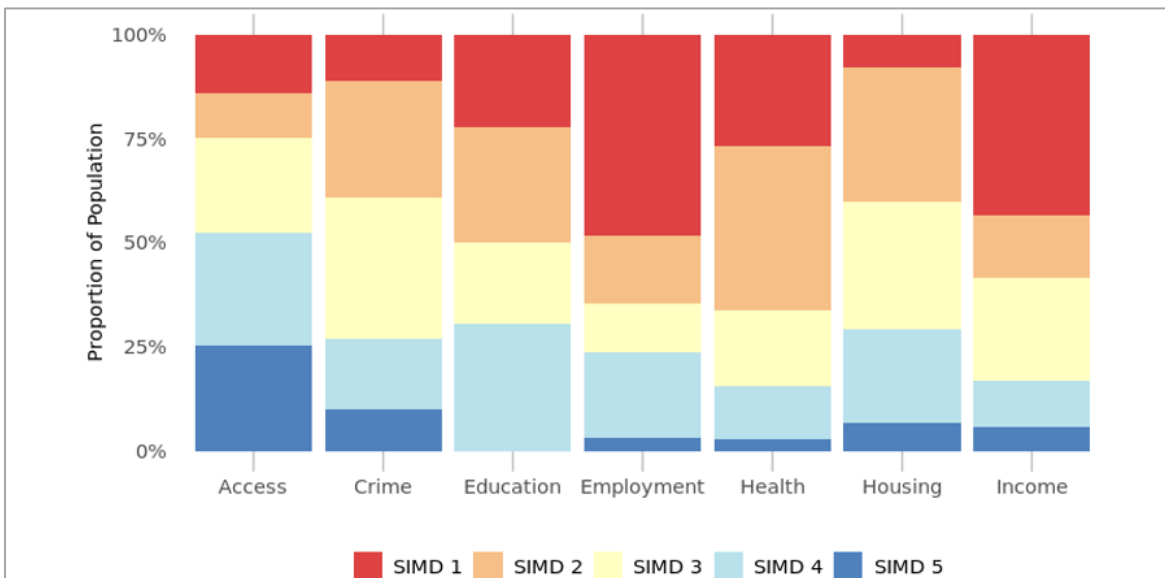


Figure 2-3: Proportion of the Garnock Valley that reside in each SIMD quintile by domain¹²

The breakdown by domain for the Garnock Valley locality indicates that deprivation is highest in relation to income and employment.

¹¹ Image extracted from Garnock Valley Locality Place Profile, 2024

¹² Image extracted from Public Health Scotland, 2024, Locality Profile, Garnock Valley Locality

2.5 Health & Wellbeing

2.5.1 Life Expectancy

The average life expectancy for males in the Garnock valley is 74.8 years and 79.4 years for females, which is lower than the national averages at 76.5 and 80.7 years, respectively.¹³ A comparison with North Ayrshire and Scotland can be viewed in **Table 2-2**. This is based on data for the period 2017-2021.

Table 2-2: Average life expectancy in years¹³

Sex	Garnock Valley	North Ayrshire	Scotland
Female	79.42	79.47	80.98
Male	74.84	74.58	76.81

2.5.2 Physical Long-term Conditions

In the year 2022/23, in the Garnock Valley Locality, it is estimated that 26.8% of the population had at least one physical long-term condition (LTC). These conditions encompass cardiovascular, neurodegenerative, and respiratory issues, along with other organ-related problems like liver disease and renal failure, as well as arthritis, cancer, diabetes, and epilepsy. This percentage is lower than that of all other localities in North Ayrshire, but exceeds the Scottish average of 21.7%.¹⁴

Table 2-3 provides a breakdown of the co-occurrence of two or more conditions, referred to as multimorbidity, categorised by age groups. In total, 4.2% of individuals under 65 years old have more than one long-term condition, while this figure rises to 34.7% for those aged 65 and older.

Table 2-3: Multimorbidity of physical long-term conditions by age group in 2022/23 in the Garnock Valley

No. of LTCs	Proportion over 65 (%)	Proportion under 65 (%)
1 LTC	27.1	12.7
2 LTCs	16.0	2.8
3 LTCs	9.4	0.9
4 or more LTCs	9.3	0.5

In terms of obesity and general health, data from the Scottish Health Survey (2016-2019), states that 29.7% of people in North Ayrshire were classified as obese. Similarly, for 2018-2022, 26% of North Ayrshire reported very low physical activity levels, below the physical activity guidelines.¹⁵

2.5.3 General Health

The 2022 Census found that a proportion of the populations in Beith, Dalry and Kilbirnie had bad or very bad General Health, with 8.8% in Beith, 9.0% in Dalry and 9.5% in Kilbirnie. This is compared to 9.1% for North Ayrshire and higher than the Scotland average of 6.9%.⁸

Additionally, for all three towns, over half of the populations had long-term health conditions. This includes deafness/impaired hearing, blindness/impaired vision, full or partial loss of voice, physical disability, mental health condition, or long-term illness. It was highest in Beith at 24.8%, then Kilbirnie at 23.8% and then Dalry at 23.4%. This is compared to 24.8% for North Ayrshire and 21.4% for Scotland.⁸

¹³ ScotPHO Profiles, Available at: https://scotland.shinyapps.io/ScotPHO_profiles_tool/

¹⁴ ScotPHO Profiles, Based on people who had contact with the NHS services only. Available at: https://scotland.shinyapps.io/ScotPHO_profiles_tool/

¹⁵ Scottish Health Survey, Available at: <https://www.gov.scot/collections/scottish-health-survey/>

Furthermore, a proportion of the towns' population had disabilities that limited their day-to-day activities a lot: 13.3% of people in Beith, 14.2% in Dalry and 12.8% in Kilbirnie. Compared to 13.9% for North Ayrshire and then 10.8% for Scotland as a whole.⁸

2.6 Income and Employment

In 2021, the median average annual income for the Garnock Valley locality was £24,440, which is lower than both the North Ayrshire average and the Scottish average (£29,250).²

Of the 27 data zones in the Garnock Valley, 70% fall below the median data zone in terms of employment deprivation, according to the SIMD 2020. Additionally, 8 of these data zones (30%) are ranked among the bottom 15% for employment deprivation in Scotland.¹⁰

As of January 2024, the claimant count rate in the locality—representing the percentage of individuals aged 16-64 receiving unemployment-related benefits compared to the area's overall population—stood at 4.5%. This is higher than the rate for North Ayrshire as a whole, which is 4.3%.¹⁶

The top three employment sectors in the locality, as of 2022, were:¹⁷

- Manufacturing – 27.5%
- Wholesale, retail trade, and vehicle repair – 12.5%
- Construction – 11.8%

¹⁶ Office for National Statistics, The Claimant Count. Available at: https://www.nomisweb.co.uk/home/release_group.asp?q=1

¹⁷ NOMIS: Business Register and Employment Survey (BRES). Available at: <https://www.nomisweb.co.uk/datasets/newbres6pub>

3 Existing Transport Overview

3.1 Overview

This chapter provides an overview of existing data and information relating to travel destinations, active travel (walking, wheeling and cycling), public transport and car travel in the Garnock Valley.

3.2 Travel Destinations

Commuting data from DataShine Scotland Commute¹⁸ provides information on the destinations that people travel to. Data from the six available datasets in the Garnock Valley (Beith East and Rural, Beith West, Dalry East and Rural, Dalry West, Kilbirnie North, and Kilbirnie South and Longbar) for travel from the 'Home' destination to work illustrate the main destinations that people living in the Garnock Valley travel to for work. **Table 3-1** shows the top 15 locations that residents of the Garnock Valley travel to for work. It must be noted that the latest available data is from the 2011 Census.

Table 3-1: Top 15 locations that people commute to for work from the Garnock Valley

Work location	Number of people travelling to location
Glasgow	1008
Kilbirnie	735
Beith	708
Dalry	567
Paisley	521
Irvine	273
Johnstone	182
Bridge of Weir	147
Saltcoats	139
Kilmarnock	139
Largs	135
Kilwinning	127
Fairlie	127
Stevenston	107
Springside	105

As can be viewed, the top location for work is Glasgow, followed by the three main settlements in the Garnock Valley (Kilbirnie, Beith and Dalry) and then Paisley.

3.3 Active Travel

3.3.1 Current

Figure 3-1 shows an overview of the existing core path network, National Cycle Network (NCN) and shared use paths in the Garnock Valley.

¹⁸ Scotland's Census & National Records of Scotland, 2011. Available at : <https://scotlandcommute.datashine.org.uk/#mode=allflows&direction=from&area=undefined&zoom=12.333333282470702&lon=-4.6241&lat=55.7450>

NCN 7 runs through the Garnock Valley to the east of Dalry from Kilwinning, before heading through Glengarnock and Kilbirnie. The route is currently on-road between Dalry and Glengarnock, with an off-road route between Kilbirnie and continuing north towards Lochwinnoch.

Other notable bits of infrastructure include the shared use path (cycle track shared with pedestrians) which provides a connection from Dalry Road in Beith and Longbar Avenue/Auchengree to the east of Garnock Community Campus.

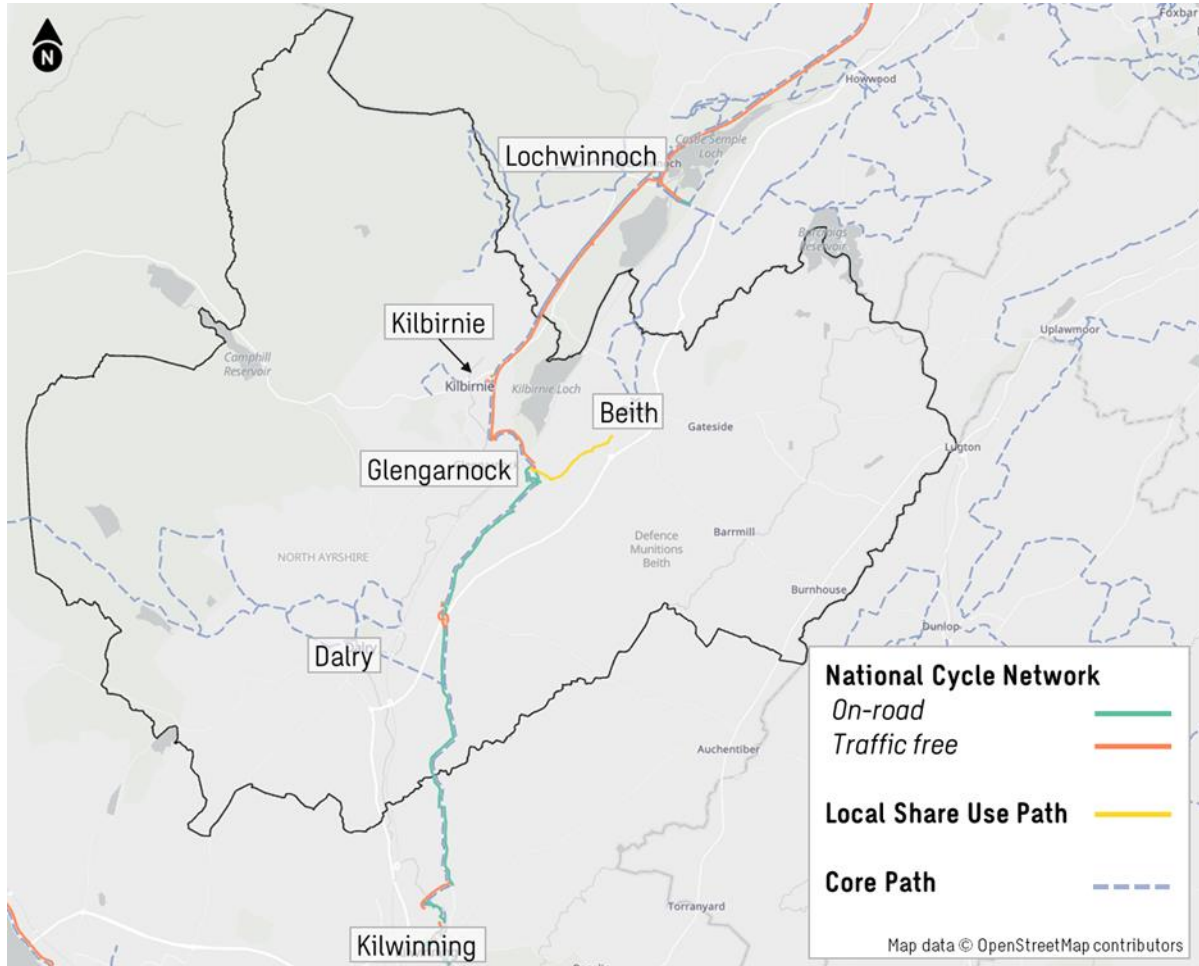


Figure 3-1: Garnock Valley Active Travel Network

Figure 3-2 shows the location of three cycle count points in Glengarnock and Kilwinning which are situated on the active travel routes.

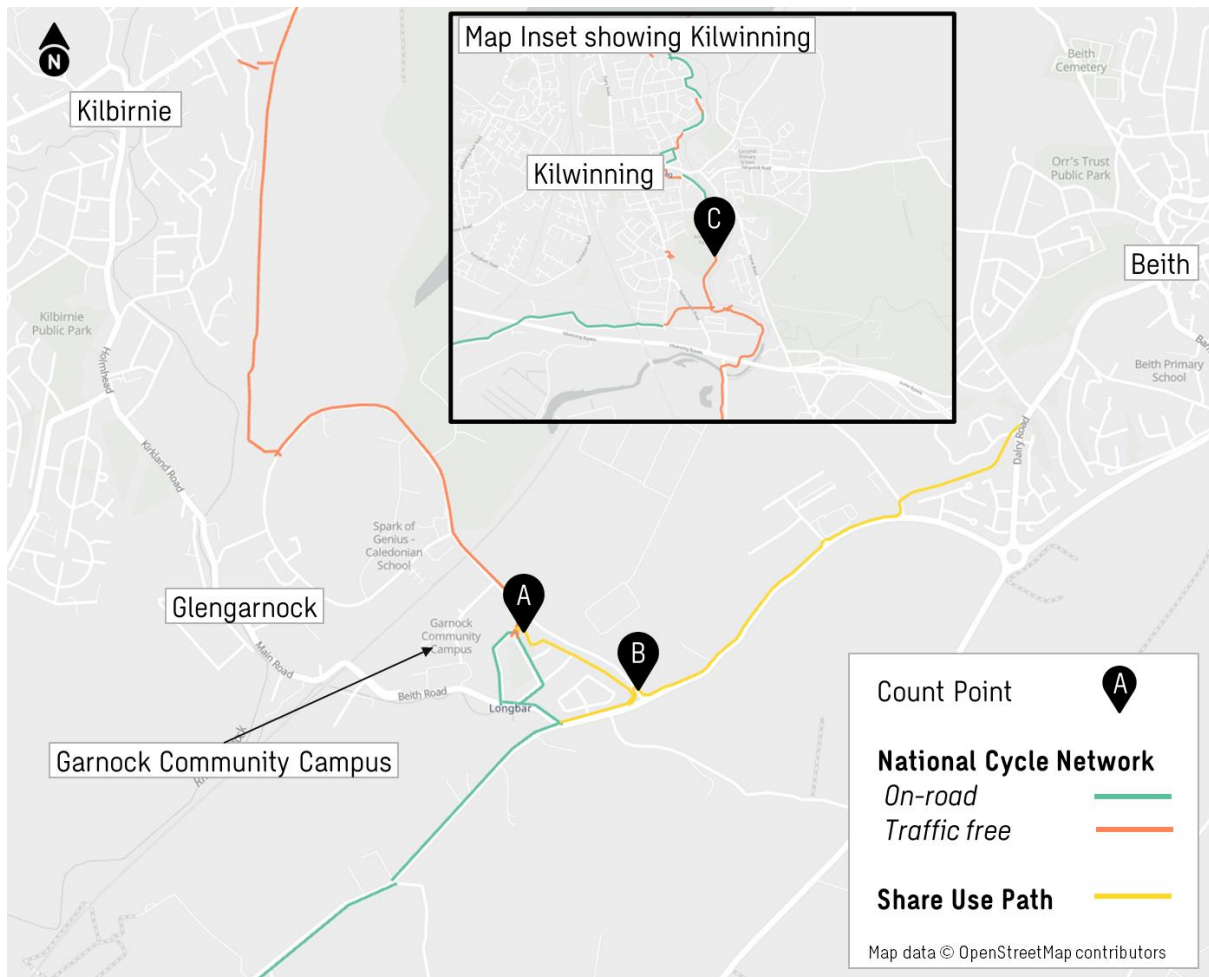


Figure 3-2: Cycle count points

Table 3-2 displays cycle count data from each count point. Count Point A, which is located at the rear of Garnock Community Campus would likely be a primary route to school for pupils travelling from northern parts of Kilbirnie by bike. It records the greatest average daily cycle count (26 cyclists). Count Point B which is located on the shared use path between Beith and Glengarnock, which would likely be a primary route to school for pupils living in Beith, records an average daily count of 8 cyclists. Additionally, for comparative purposes Count Point C, located on NCN 7 in Kilwinning records a daily count of 19 cyclists.

Table 3-2: Cycle count data¹⁹

Count Point	Average daily count	Average weekly count	Data date range
Count Point A NCN 7 next to Garnock Community Campus	26	182	June 2017 – January 2025
Count Point B Shared use path between Longbar Avenue and B777	8	56	June 2017 – January 2025
Count Point C NCN 7 in Almswall Park, Kilwinning	19	133	April 2015 – January 2025

¹⁹ Cycling Scotland, Cycling Open Data, Available at: <https://usmart.io/org/cyclingscotland/>

Garnock Community Campus has capacity for 1,200 secondary school pupils and 260 primary school pupils. This data suggests that a very small percentage of pupils travelling to school do so by cycling despite there being evidence of cycle parking facilities at the school.

3.3.2 Future

North Ayrshire Council

North Ayrshire Council's Local Transport and Active Travel Strategy sets out three main aspirations for active travel infrastructure. These can be viewed on **Figure 3-3** and are described below.

Map Reference 1, Beith – Glengarnock – Kilbirnie Strategic Corridor: This route is aimed at improving links between Beith, Glengarnock and Kilbirnie by extending the existing connections between Beith and Garnock Community Campus to provide a strategic active travel corridor. The route should also provide new and improved connections to NCN7 in Glengarnock and Kilbirnie, and improve connections to Glengarnock Train Station.

Map Reference 2, Dalry to Kilbirnie Strategic Corridor: Work is continuing to assess alignment options for providing an active travel route between Dalry and Kilbirnie. Further progression of this route is dependent on securing landowner agreements. The long-term aspiration is to complete an off-road route between Kilwinning and Kilbirnie.

Map Reference 3, B714: Aspiration to create a 3m wide active travel corridor following the alignment of the forthcoming B714 road improvement works. Funding is being sought to progress design works for this active travel route which would connect the Garnock Valley and the Three Towns.



Figure 3-3: North Ayrshire Council's aspirational active travel network

Strathclyde’s Regional Active Travel Strategy

In July 2023, ‘A Call to Action: The Regional Transport Strategy for the west of Scotland 2023 – 2038’ was approved by Scottish Ministers as the new Regional Transport Strategy (RTS) for the Strathclyde Partnership for Transport (SPT) area.

The RTS supports the principles of the NTS2 Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared mobility in preference to single occupancy private car use. There are key active and sustainable travel projects to be progressed over the coming years to support the desired outcome of the RTS, including the delivery of SPT’s regional Active Travel Strategy.

SPT is in the process of developing a regional Active Travel Strategy (ATS) and Network & Infrastructure Delivery Plan (DP). A Regional Active Travel Network (RATN) is identified as a central component in achieving a step change in active travel provision and quality in Strathclyde. The intention of the network is to facilitate cross-boundary travel across the region, connecting major settlements via strategic corridors. The network aims to complement existing and planned routes that are being brought forward by existing stakeholders. The main purpose of developing the network is to identify ‘gaps’ in wider active travel provision that would help create a more coherent, integrated network.

The production of the RATN will benefit North Ayrshire and the Garnock Valley as Dalry, Beith and Kilbirnie have been identified as ‘Localities’ in the RATN. As such, they are recognised as key destinations to be connected during the development of the final network.

3.4 Bus

3.4.1 Overview

The scheduled bus network in Garnock Valley is a mixture of commercial and subsidised services, with SPT acting to support socially necessary services where there is no commercial service and a clear need for public transport connectivity is identified. The two main bus operators are Stagecoach and McGill’s, who combined, run 10 different numbered bus services that are routed in or through the Garnock Valley.

These services and their route are outlined below in **Table 3-3** and shown on **Figure 3-4**.

Table 3-3: Overview of bus services routed through the Garnock Valley

Bus operator	Number	Route	Key destinations on route	Subsidised
Stagecoach West Scotland	25	Irvine – Beith	Kilwinning, Dalry, Kilbirnie, Glengarnock	No
	25A	Irvine – Beith	Kilwinning, Dalry, Kilbirnie, Glengarnock	Yes
	25B	Kilbirnie – Beith	Glengarnock	Yes
	25C	Kilbirnie – Beith	Glengarnock	Yes
	25D	Kilwinning – Beith	Kilwinning, Dalry, Kilbirnie, Glengarnock	Yes
	25E	Irvine – Kilbirnie	Kilwinning, Dalry, Kilbirnie, Glengarnock	Yes
	X36	Ardrossan/Dalry – Glasgow	Saltcoats, Stevenston, Kilwinning, Kilbirnie, Beith	No
	X36A	Ardrossan - Beith	Saltcoats, Stevenston, Kilwinning, Dalry, Kilbirnie	Yes
McGill’s	337	Beith – Kilmarnock	Gateside, Barrmill, Burnhouse, Lugton, Dunlop, Stewarton, Kilmaurs, Crosshouse Hospital	Yes
	904	Paisley – Largs	Linwood, Johnstone, Howwood, Beith, Kilbirnie,	No

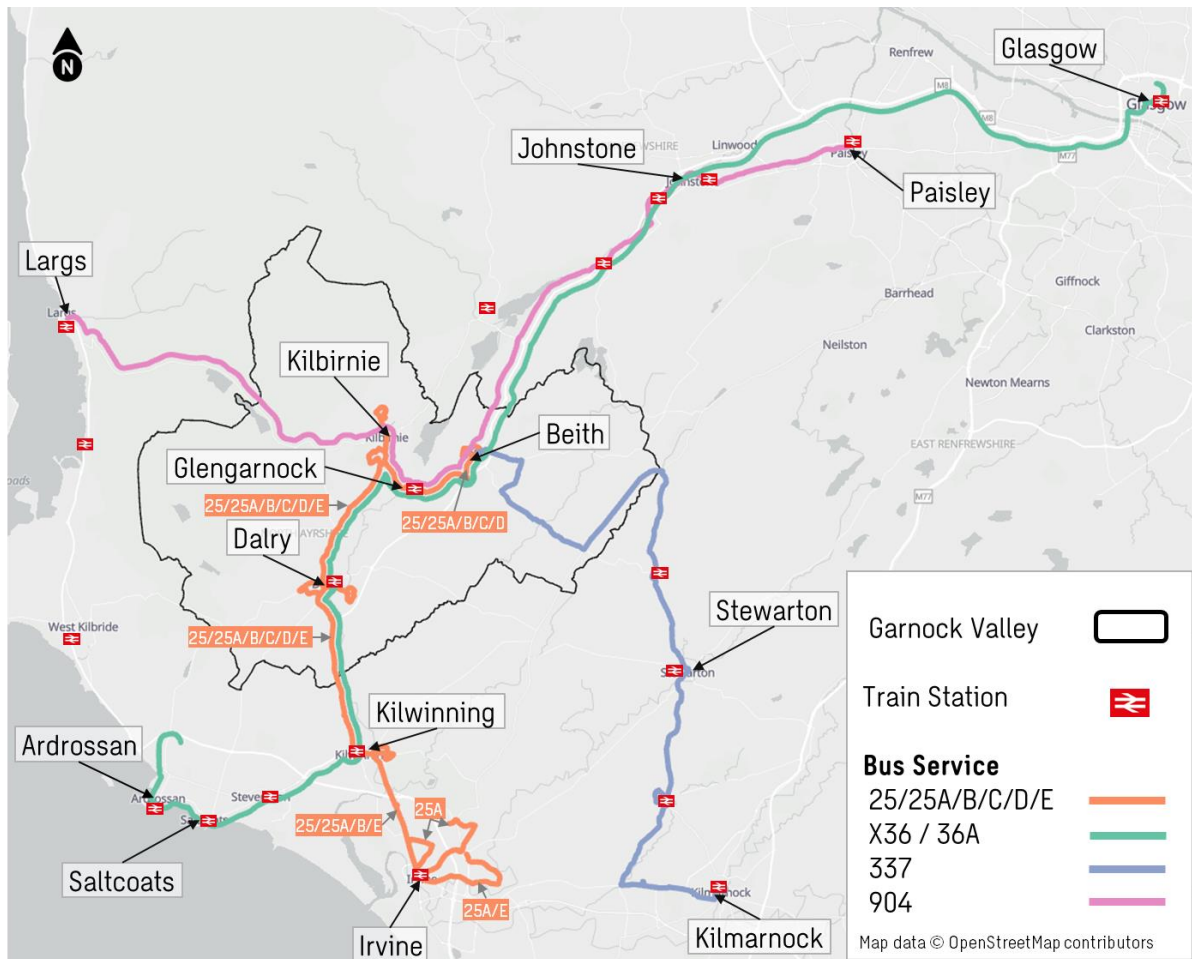


Figure 3-4: Bus network overview

In addition to the regular bus services provided by Stagecoach and McGill's, Fisher Tours operate three infrequent services that are routed through the Garnock Valley. The services are all destined for Largs from Arbroath, Dundee and Forfar. The services run once every two weeks during March – November and are primarily booked in advance by passengers. While the buses do stop in Kilbirnie and are available to the public, they are intended mainly for leisure trips and do not form part of the regular service offering to Garnock Valley residents and visitors. For this reason, they have not been included in any further analysis in **Chapter 3**, but are summarised in **Table 3-4**.

Table 3-4: Bus services operated by Fishers Tours (correct as of January 2025)

Number	Route	Frequency
252	Arbroath – Largs	1 return service every two weeks (Monday)
253	Forfar – Largs	1 return service every two weeks (Monday)
260	Dundee – Largs	1 return service every two weeks (Wednesday)

3.4.2 Delivery Model

In 1986, the Transport Act of 1985 led to the deregulation of bus services throughout the UK. This allowed existing bus companies, mainly those controlled by local or national authorities, to face competition, as long as they met basic operational and safety standards and obtained an operating licence. Over time, publicly-owned companies were privatised, leading to a consolidation into three main operators that dominate the market today. Currently, the majority of bus services in the Strathclyde region are operated on a commercial basis, with privately-owned companies covering 88% of all vehicle miles. These companies balance their operating costs through a combination of fare revenues and government funding, which includes reimbursements for concessionary fares and grant support.

In 2022, a change to the Transport (Scotland) Act 2019 means that Local Transport Authorities (LTAs) now have the power to run local bus services in any way they see fit in the wider context of their obligations, which they were previously prohibited from doing so. It is recognised that the powers do not offer an instant solution as councils and LTAs still require funding to take advantage of them, but the change is a step in the right direction.

In 2024, SPT considered a number of ways, or options, to deliver the bus network as part of the Strathclyde Regional Bus Strategy. The recommended options stemming from the options appraisal report are as follows:

- **Business as usual:** describes the existing bus network.
- **Voluntary partnership** – bus operators and the LTA come together and agree, on a voluntary basis, to provide or deliver improvements to services.
- **Bus Service Improvement Partnerships** - Bus Service Improvement Partnerships (BSIPs), a partnership between a LTA and one or more bus operators. In this model, the LTA is responsible for making a Partnership Plan and Scheme (or Schemes), which are developed and agreed with bus operators and other relevant partners.
- **Local services franchising** – a local services franchising system that allows a LTA to award exclusive rights to an operator to run certain bus services for a set period of time.
- **Municipal bus company** – a bus company operated by the LTA.

All of the above options are available to LTAs under the Transport (Scotland) Act 2019.

The Strathclyde Regional Bus Strategy is still being developed by SPT. Once finished, it will set the direction of bus policy in the region and aim to deliver a better bus network for the Strathclyde region. It is currently unclear what specific impacts would be realised for the Garnock Valley.

3.4.3 Subsidy Levels

As can be viewed in **Table 3-3**, seven of the 10 services routed in or through the Garnock Valley are subsidised. SPT are responsible for delivering supported services and as such determine which bus services/routes will be subsidised.

The criteria for supported bus services is provided in SPT’s Framework for Subsidising a Local Bus Service (2021).²⁰ Three simple metrics are used to assess the need for supported bus services:

- **Accessibility** – ability to access essential services
Accessibility is based on a number of factors such as distance to alternative transport services, local socio-economic circumstances using the Scottish Index of Multiple Deprivation (SIMD), urban and rural classifications and opportunity for interchange between existing services.
- **Demand** – number of people using the service (**Table 3-5**)
- **Subsidy** – cost per passenger threshold (a target maximum subsidy as per **Table 3-6**)

Demand is assessed using passenger data and guidance from **Table 3-5**. Where issues of deprivation, rurality or lack of commercial urban service are present, the thresholds are considered on a case-by-case basis.

Table 3-5: Demand criteria for SPT subsidised bus services

	6 passengers or fewer per bus journey	7-12 passengers per bus journey	13-20 passengers per bus journey	21 or more passengers per bus journey
Urban	A service will not be provided	Review service arrangements	Continued subsidy	Service provided without subsidy
SIMD	Review service arrangements	Continued subsidy	Continued subsidy	Review service arrangements
Rural	Review service arrangements	Continued subsidy	Continued subsidy	Review service arrangements

²⁰ SPT, 2021, Framework for Supporting Local Bus Services

A maximum subsidy level is set as per below (**Table 3-6**) in order to achieve best value with the available budget.

Table 3-6: Target maximum subsidy per passenger for SPT subsidised services

Area designation	Target maximum subsidy per passenger
Urban	£2.00
SMID	£3.50
Rural	£4.50

Supported bus service provision will typically be set to a maximum of one bus per hour.

Most often, SPT provides subsidies in a reactive capacity due to commercial services ceasing to run and they have to fill the gaps to provide socially necessary services that provide links to essential services.

3.4.4 Service Frequency

Service frequency analysis has been undertaken for bus services during weekdays, Saturday and Sunday.

Weekday Frequency

Figure 3-5 shows the number of weekday bus services per day for different bus routes. The greatest frequency can be observed on bus routes between Irvine and Kilbirnie/Beith. This route is served by Stagecoach West Scotland's 25/25A/B/C/D/E service and there are 22 services each day. McGill's 337 service that is routed between Beith and Kilmarnock has the lowest number of services per day; eight over the course of a weekday. There are 14 services run by the 904 and 10 services by the X36.

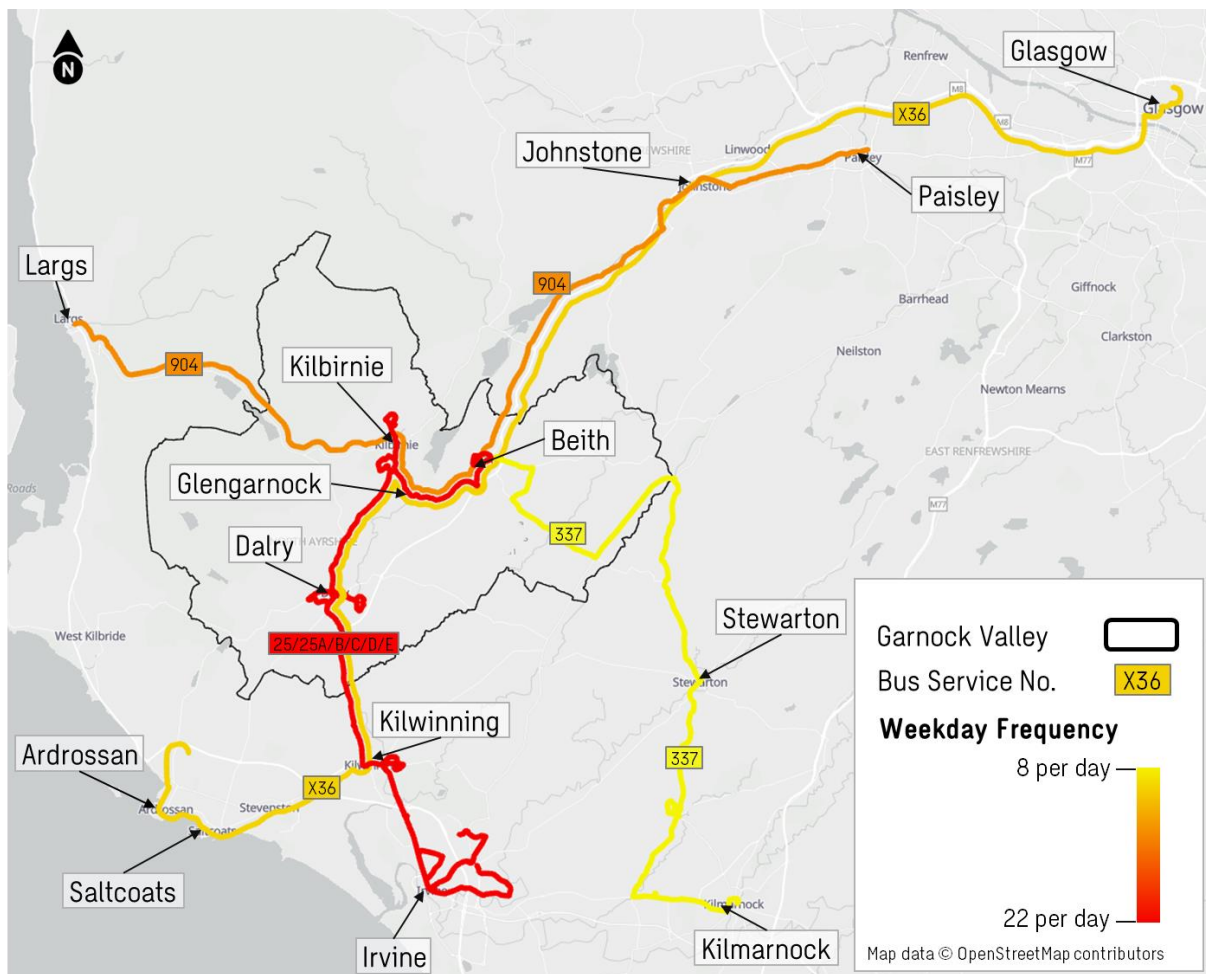


Figure 3-5: Weekday bus service frequency, services per day

Table 3-7 shows the approximate weekday frequency of individual bus services and the first/last departure and first/last arrival time for each service at their respective origin or destination on the route.

Table 3-7: Weekday frequency and operation time of buses (correct as of February 2025)

Number	Route <i>Location 1</i> – <i>Location 2</i>	Approx. weekday frequency	<i>Location 1</i>				<i>Location 2</i>			
			First depart	Last depart	Frist arrival	Last arrival	First depart	Last depart	Frist arrival	Last arrival
25	Irvine – Beith	1 per hour	07:32	17:30	10:24	19:24	09:05	18:05	10:56	18:56
25A	Irvine – Beith	1 per hour	18:10	23:09	19:59	23:52	19:11	23:11	18:58	00:03
25B	Kilbirnie – Beith	1 per day	08:23	09:18	07:29	10:12	06:32	09:50	08:45	09:40
25C	Kilbirnie – Beith	1 per day	06:09	06:09	Only travels one direction			06:32	06:32	
25D	Kilwinning – Beith	1 per day	08:34	08:34	Only travels one direction			09:04	09:04	
25E	Irvine – Kilbirnie	1 per day	06:27	06:27	Only travels one direction			07:14	07:14	
X36	Ardrossan/Dalry – Glasgow	1 per hour	05:50	15:32	08:22	18:55	07:30	17:15	07:22	16:33
X36A	Ardrossan – Beith	Does not operate weekdays								
337	Beith – Kilmarnock	1 every two hours	06:58	20:58	08:58	22:58	07:59	21:59	07:58	21:58
904	Paisley – Largs	1 per hour	06:38	19:02	07:15	19:54	07:30	18:45	07:25	18:40

During weekdays the 25A service only runs during the evening and the 25B/C/D/E services only run once per day in the morning, all before 10:00.

The last X36 service leaves Glasgow at 17:15 in the evening arriving in Ardrossan at 18:55. The last service to Glasgow from Dalry leaves at 15:32 and arrives at 16:33. This highlights a lack of direct bus connection between Glasgow and the Garnock Valley in the evening.

Saturday Frequency

Figure 3-6 shows the number of bus services on Saturdays for different bus routes. The greatest frequency can be observed on bus routes between Irvine and Kilbirnie/Beith. This route is served by Stagecoach West Scotland’s 25/25A/B service and there are 20 services each Saturday. McGill’s 337 service that is routed between Beith and Kilmarnock has the lowest number (seven) of services per Saturday. There are 14 services run by the 904 between Largs and Paisley and nine by the X36 between Ardrossan/Dalry and Glasgow.

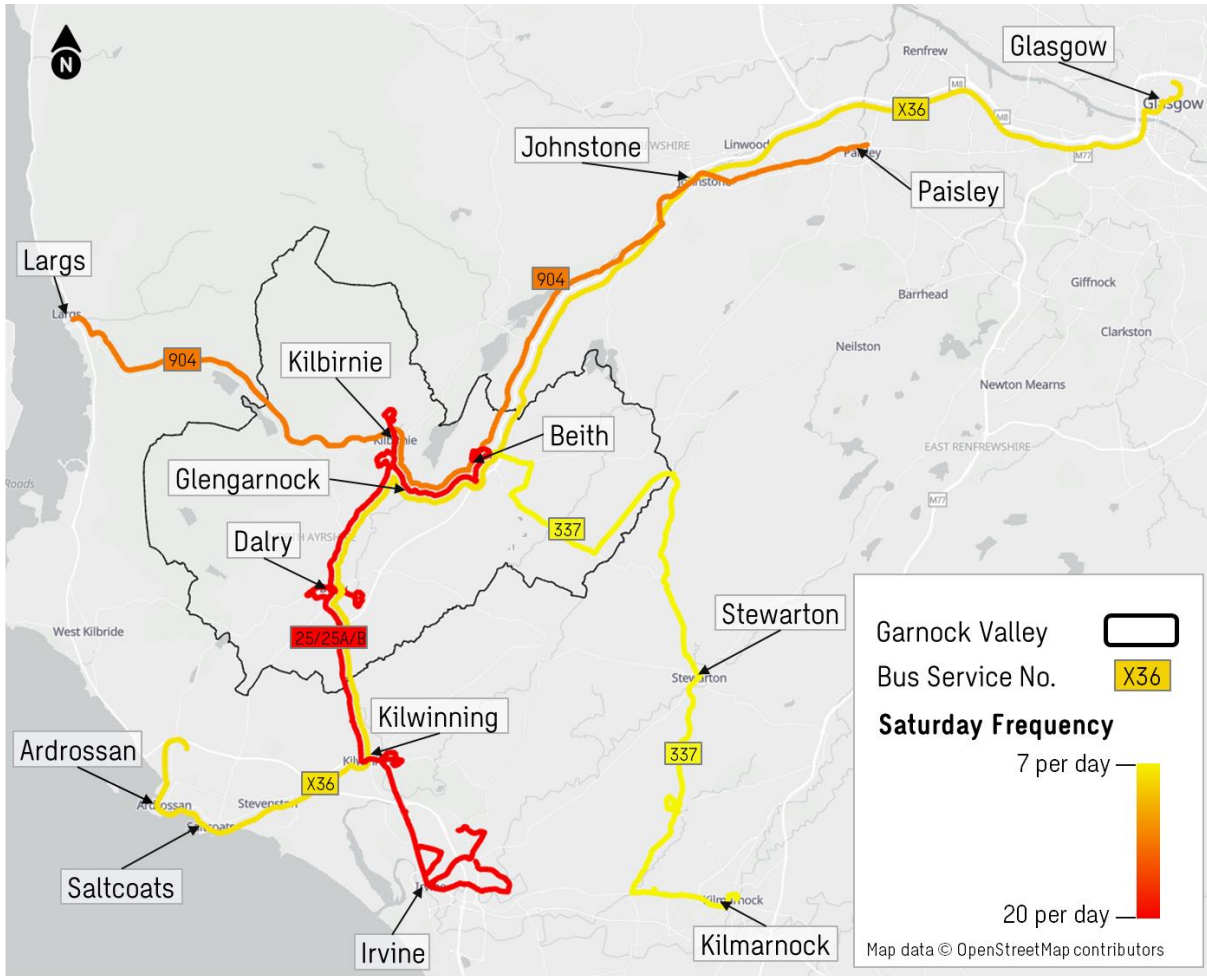


Figure 3-6: Saturday bus service frequency, services per day

Table 3-8 shows the approximate frequency of individual bus services on Saturdays and the first/last departure and first/last arrival time for each service at their respective origin or destination on the route.

Table 3-8: Saturday frequency and operation time of buses (correct as of February 2025)

Number	Route <i>Location 1</i> – <i>Location 2</i>	Approx. Saturday frequency	<i>Location 1</i>				<i>Location 2</i>			
			First depart	Last depart	Frist arrival	Last arrival	First depart	Last depart	Frist arrival	Last arrival
25	Irvine – Beith	1 per hour	07:32	17:30	10:24	19:24	09:05	18:05	08:23	18:56
25A	Irvine – Beith	1 per hour	18:10	23:09	19:59	23:52	19:11	23:11	18:58	00:03
25B	Kilbirnie – Beith	1 per hour	07:15	09:18	07:29	10:12	06:32	09:50	07:37	09:40
25C	Kilbirnie – Beith	Does not operate Saturday								
25D	Kilwinning – Beith	Does not operate Saturday								
25E	Irvine – Kilbirnie	Does not operate Saturday								
X36	Ardrossan/Dalry – Glasgow	1 per hour	06:35	15:32	09:32	18:43	08:40	17:15	08:06	16:33
X36A	Ardrossan – Beith	Does not operate Saturday								
337	Beith – Kilmarnock	1 every two hours	06:58	20:58	08:58	22:58	07:59	21:59	07:58	21:58
904	Paisley – Largs	1 per hour	06:38	19:02	07:15	19:54	07:30	18:45	07:25	18:40

On Saturdays Stagecoach West Scotland’s 25C/D/E service does not operate, the 25A service runs in the evening only and the 25B service runs in the morning only. All other bus services run at a

frequency of approximately 1 per hour during their operation time with the exception of the 337 service which runs once every two hours.

Similar to weekdays, the last X36 service leaves Glasgow at 17:15 in the evening arriving in Ardrossan at 18:55. The last inbound service to Glasgow from Dalry leaves at 15:32 and arrives at 16:33. Again, this highlights the lack of a direct bus connection between Glasgow and the Garnock Valley in the evening, particularly at a time when people are more likely to meet socially.

Sunday Frequency

Figure 3-7 shows the number of bus services on Sundays for different bus routes. The greatest frequency can be observed on bus routes between Irvine and Kilbirnie/Beith. This route is served by Stagecoach West Scotland’s 25A/D service and there are 14 services each Sunday. McGill’s 337 service that is routed between Beith and Kilmarnock is has the lowest number (five) of services per Sunday. There are 14 services run by the 904 between Largs and Paisley and nine by the X36 between Ardrossan/Dalry and Glasgow.

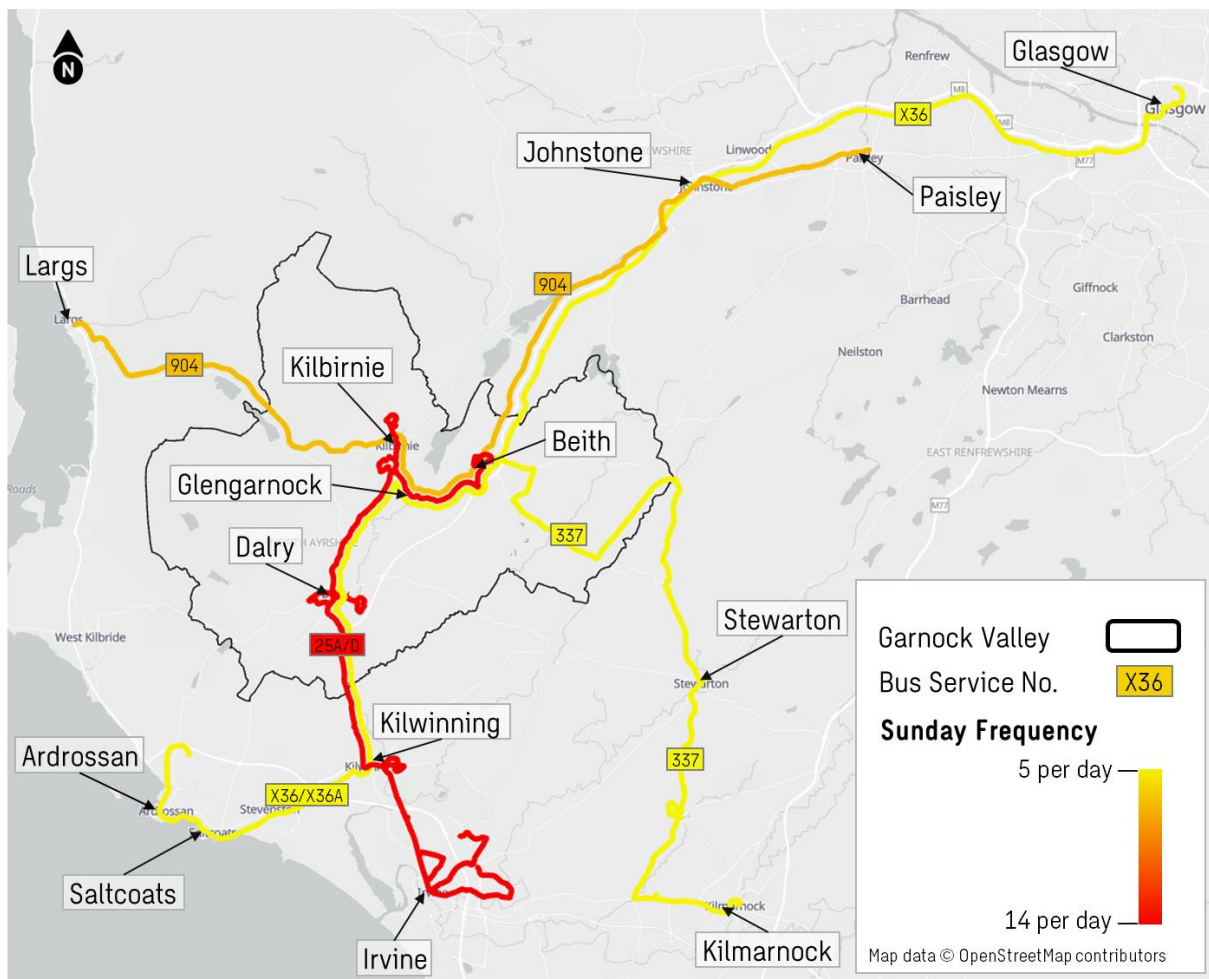


Figure 3-7: Sunday bus service frequency, services per day

Table 3-9 shows the approximate frequency of individual bus services on Sundays and the first/last departure and first/last arrival time for each service at their respective origin or destination on the route.

Table 3-9: Sunday frequency and operation time of buses (correct as of February 2025)

Number	Route <i>Location 1</i> – <i>Location 2</i>	Approx. Sunday frequency	<i>Location 1</i>				<i>Location 2</i>			
			First depart	Last depart	Frist arrival	Last arrival	First depart	Last depart	Frist arrival	Last arrival
25	<i>Irvine</i> – <i>Beith</i>		Does not operate Sunday							
25A	<i>Irvine</i> – <i>Beith</i>	1 per hour	08:10	20:32	09:02	21:31	08:35	20:33	08:34	21:30
25B	<i>Kilbirnie</i> – <i>Beith</i>		Does not operate Sunday							
25C	<i>Kilbirnie</i> – <i>Beith</i>		Does not operate Sunday							
25D	<i>Kilwinning</i> – <i>Beith</i>	1 per day	09:05	09:05	10:00	10:00	09:30	09:30	09:29	09:29
25E	<i>Irvine</i> – <i>Kilbirnie</i>		Does not operate Sunday							
X36	<i>Ardrossan/Dalry</i> – <i>Glasgow</i>	1 every two hours	06:28	15:32	08:04	18:43	07:05	17:15	07:01	16:33
X36A	<i>Ardrossan</i> – <i>Beith</i>	1 service per day	05:45	05:45	Only runs in one direction				06:28	06:28
337	<i>Beith</i> – <i>Kilmarnock</i>	1 every two hours	10:58	20:58	10:58	20:58	09:59	19:59	11:58	21:58
904*	<i>Paisley</i> – <i>Largs</i>	1 every hour and a half	09:08	19:10	09:58	19:10	10:00	19:15	09:55	19:33

*Only operates between May and September on Sunday

On Sundays Stagecoach West Scotland's 25/25B/C/E service does not operate, the 25A service runs morning to evening every hour and the 25D service runs once in the morning only. The X36 and 337 services run once every two hours and the 904 once every hour and a half.

The last X36 service leaves Glasgow at 17:15 in the evening arriving in Ardrossan at 18:55. The last inbound service to Glasgow from Dalry leaves at 15:32 and arrives at 16:33. This highlights a lack of direct bus connection between Glasgow and the Garnock Valley in the evening.

3.4.5 Bus Accessibility

The Scottish Government created The Scottish Access to Bus Indicator (SABI)²¹, an indicator which provides a score based on the availability and frequency of bus services in each data zone across Scotland. It provides an objective measure of public transport accessibility by bus separated by weekday and weekend services. The latest data from SABI is from 2019 therefore may not represent the existing situation, as such data must be interpreted with this in mind. The Garnock Valley has the lowest score of all mainland localities in North Ayrshire for both weekday (7.34) and weekend (4.32) services and is significantly below the North Ayrshire and Scottish averages as can be viewed on **Figure 3-8**.

²¹ Scottish Government, The Scottish Access to Bus Indicator, 2019

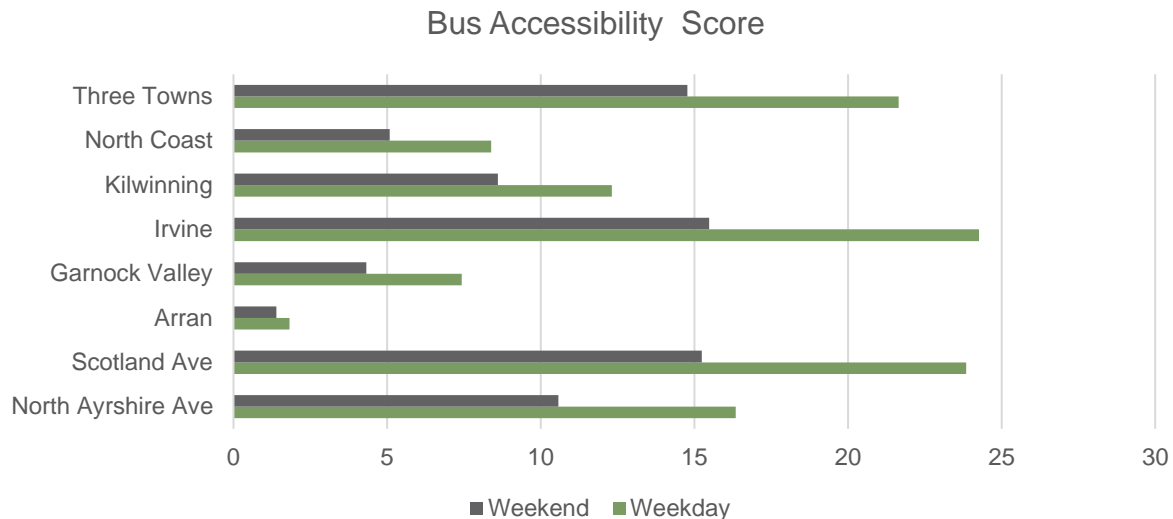


Figure 3-8: Bus accessibility score for localities in North Ayrshire and Scottish and North Ayrshire averages²²

3.4.6 Cost

In Scotland, bus fares have seen a real-term decline (adjusting for the effects of inflation) of 12% over the last five years (2018-2023), compared to an 11% decrease for Great Britain as a whole. However, when looking at fares in nominal terms (i.e. as a consumer would perceive them) there has been an increase of nearly 8% during the same period. This rise in current prices (2024 prices) is lower than the overall increase in Great Britain, which has experienced a 9% rise in bus fares between 2018-2023.²³

Considering a longer period from 2004/05 to 2021/22, bus fares rose by 88% in Scotland (2023 prices) This rise is primarily due to a 98% increase in operating costs per bus-kilometre during the same period, again in 2023 prices. Additionally, a decline in passenger numbers has caused the operating cost per passenger to surge by 215% (in 2023 prices) over this timeframe.²⁴ Between 2005 and 2020, fares have increased by 30% in real terms while passenger journeys have fallen by 24%.²⁵ This is not to imply that fare increases solely caused the decline in passenger journeys; rather, it serves to illustrate the cycle of bus decline mentioned earlier and its consequences.

As an example, an Off Peak Adult Return Ticket from Kilbirnie to Dalry costs £7 for a journey that, one-way, is approximately four miles. While it is recognised that cheaper fares may be available depending on the type of ticket bought (i.e. a weekly ticket would lower the cost per journey), it does illustrate a fare price that many people making a one-off trip would regard as expensive.

Another example of ticket prices that some may regard as expensive is the SPT ZoneCard. Those wishing to buy a four-week adult ZoneCard for travel between the Garnock Valley and Glasgow City Centre (Zone 2&5 which also allows travel in Zone 1) costs £378.²⁶ For people on lower incomes, this would make up a significant proportion of their monthly income.

Regarding the affordability of fares in the SPT region, public transport costs make up a substantial portion of income for individuals and households with lower earnings.²⁷ Additionally, low-income individuals and households often cannot utilise the least expensive mode of transportation (the car) due to their inability to afford the upfront costs associated with purchasing one.²⁷

²² Graph taken from Garnock Valley Locality Place Profile, 2024

²³ Transport Scotland, Scottish Transport Statistics 2023, Chapter 2 – Bus and coach travel

²⁴ Scottish Transport Statistics, Tables 2.5, 2.6 and 2.7

²⁵ Glasgow & Strathclyde Transport Act Scoping Study, Options Assessment Study, Final Report, Systra

²⁶ Correct as of February 2025

²⁷ Glasgow & Strathclyde Transport Act Scoping Study, Affordability of Public Transport, Systra

3.4.7 Concessionary Travel

The Scottish National Concessionary Travel bus scheme was introduced in April 2006 and is administered by Transport Scotland. The Scottish National Entitlement Card (NEC) provides free bus travel for disabled people plus anyone aged 60 or over. The Young Persons' (Under 22s) Free Bus Travel Scheme provides free bus travel for people aged under 22 years. In the Scottish bus network, approximately 38% of bus travel was made by concessionary passengers in 2021/22.²⁸ No data is available disaggregated below Scotland level but based on the level of reimbursement to operators in the SPT region, it is estimated that 49% of all concessionary journeys in Scotland are undertaken in the Strathclyde region.²⁹

The impact of the concessionary travel schemes means that older workers (current state pension age as of February 2025 is 66 in Scotland) are able to travel to work for free compared to those aged 22-60 that must pay.

3.4.8 Ticketing

In the Garnock Valley there are three bus operators, and across the entire Strathclyde region there are approximately 40. This results in a complex structure of fares for passengers when attempting to buy single and multi-operator tickets which cover a range of different zones as defined by individual operators. It is acknowledged that the variety of tickets offered can be advantageous for regular bus users, allowing them to obtain tickets that suit their needs. However, the complexity of options within and among different operators may discourage infrequent bus users or visitors to the area.

To illustrate this, the tickets offered by the two main bus operators in the Garnock Valley are shown in **Figure 3-9**. The ticket types are shown at the top with the different geographical zones shown at the bottom. Note the zones shown for Stagecoach are only those available in Ayrshire and Arran but for McGill's it encompasses their entire operational area.

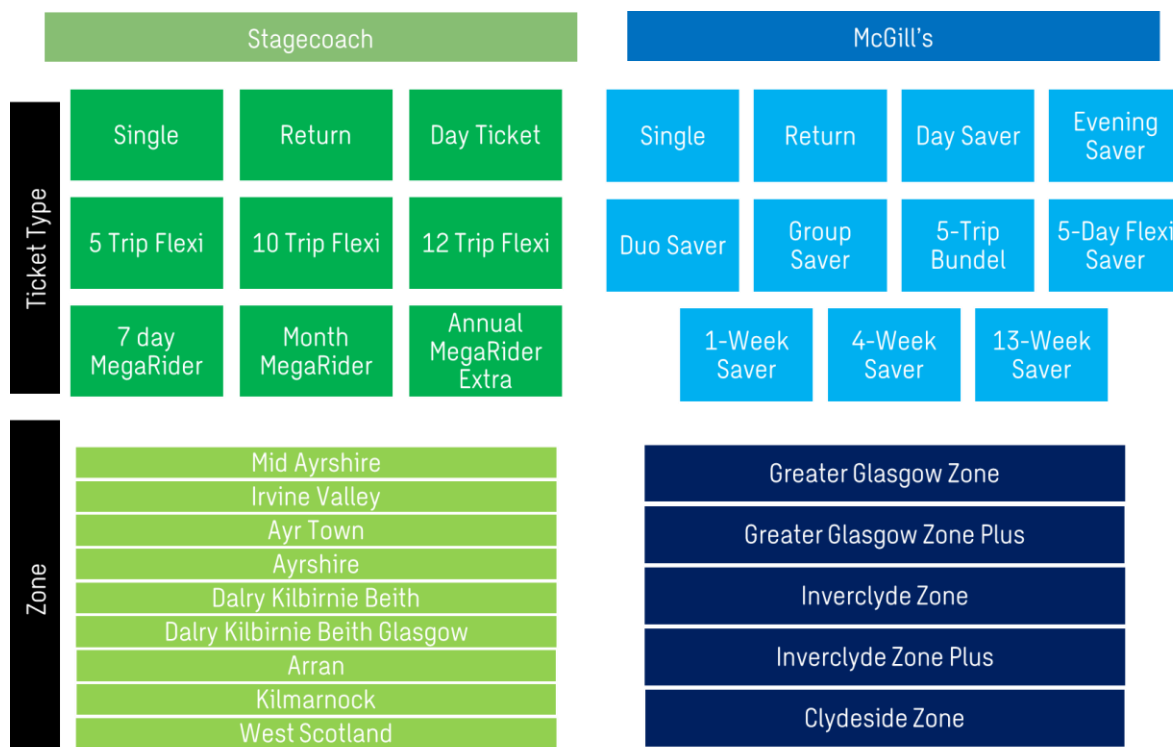


Figure 3-9: Ticket types and geographical zones within tickets are valid

The wide variety of ticket options and their differing geographical coverage creates a highly intricate system for bus users to navigate, making it challenging to determine the best value for their trip. The

²⁸ Transport Scotland, 2022 Scottish Transport Statistics, Bus and Coach Travel

²⁹ Glasgow & Strathclyde Transport Act Scoping Study, Affordability of Public Transport, Systra

separate sales channels for tickets (such as various operator-owned digital platforms) across the entire Strathclyde region; the differing availability of ticket types for on-board purchases; the various payment methods employed by different operators (with some providing on-board change and others not); and the distinct pricing for electronic versus on-board tickets all contribute to the complexity of ticket purchasing for passengers.

3.5 Train

3.5.1 Overview

There are two train stations located in the Garnock Valley: Glengarnock and Dalry. Both stations are situated on the Glasgow Central – Ardrossan/Largs and Glasgow Central to Ayr lines as can be viewed on **Figure 3-10**.

Glengarnock Station is situated in Glengarnock which is approximately 2.5 miles from the centre of Beith and 1.5 miles from the centre of Kilbirnie. This relates to approximate walking times to the station of 50 minutes from Beith and 27 minutes from Kilbirnie. Such distances and walking times are likely unattractive for many and may be considered unachieved for some due to physical limitations, age, health issues, lack of fitness, weather conditions and motivation.

There is step-free access to all platforms, a ticket office operated between 07:10-12:00 Monday to Friday (07:10-13:30 on Saturday and closed Sunday) and ticket machines are available. Dalry Station is located in the east of Dalry, approximately 0.5 miles (10 minute walk) from the centre of the town. Step-free access is available for all platforms, there is no ticket office but ticket machines available.



Figure 3-10: Rail network surrounding the Garnock Valley

Most train services that run through the Garnock Valley operate on the Glasgow Central – Ardrossan/Largs line and as such there are few direct trains to/from Dalry and Glengarnock to destinations south of Kilwinning, such as Irvine or Ayr. Generally, passengers travelling to/from stations south of Kilwinning must interchange in Kilwinning.

Table 3-10 shows details and availability of journeys originating in Dalry and Glengarnock to major settlements across Strathclyde. The table shows the range in journey times over the operation hours (time of first and last train) for each journey and the approximate frequency. The cost of an anytime adult day return ticket is shown also. All data presented in **Table 3-10** was correct as of January 2025. Additionally, it is noted that cheaper fares will be available (for example, during off-peak times or using railcards) but this represents the maximum fare passengers would have to pay.

Table 3-10: Train journey details from Glengarnock and Dalry to major towns and cities (correct as of January 2025)

Destination	Origin							
	Dalry				Glengarnock			
	Journey time	Anytime day return	Operations hours	Frequency (approx.)	Journey time	Anytime day return	Operations hours	Frequency (approx.)
Weekday								
Ayr (Direct)	25-29 mins	£11.60	10:26-17:40	5 trains: 10:26,11:26,12:26,17:04, 17:40	29-35 mins	£12.60	10:22-17:36	5 trains: 10:22,11:22,12:22,17:00, 17:36
Ayr (interchange at Kilwinning)	34-38 mins	£11.60	6:47-00:17	Every half hour	39-42 mins	£12.60	06:43-00:13	Every half hour
Glasgow Central	29-36 mins	£14.20	05:42-23:23	Every half hour	24-32 mins	£12.60	05:46-23:27	Every half hour
Irvine (Direct)	9-10 mins	£7.00	10:26-17:40	5 trains: 10:26,11:26,12:26,17:04, 17:40	13-14 mins	£8.40	10:22-17:36	5 trains: 10:22,11:22,12:22,17:00, 17:36
Irvine (interchange at Kilwinning)	14-32 mins	£7.00	06:47-00:17	Every half hour	19-36 mins	£8.40	06:43-00:13	Every half hour
Kilmarnock	41-105 mins	£15.90	06:47-22:06	Every half hour	63-101 mins	£15.50	06:07-22:10	Every half hour
Paisley	16-22 mins	£10.40	05:42-23:23	Every half hour	12-18 mins	£9.70	05:46-23:27	Every half hour
Saturday								
Ayr (Direct)	29-30 mins	£11.60	10:26-12:27	3 trains: 10:26,11:27,12:27	33 mins	£12.60	10:22-12:23	3 trains: 10:22, 11:23, 12:23
Ayr (interchange at Kilwinning)	34-38 mins	£11.60	06:38-23:47	Every half hour	38-42 mins	£12.60	06:44-23:42	Every half hour
Glasgow Central	33-35 mins	£14.20	06:03-23:23	Every half hour	29-31 mins	£12.60	06:07-23:27	Every half hour
Irvine (Direct)	9-10 mins	£7.00	10:26-12:27	3 trains: 10:26,11:27,12:27	13-14 mins	£8.40	10:22-12:23	3 trains: 10:22,11:23, 12:23
Irvine (interchange at Kilwinning)	13-16 mins	£7.00	06:48-23:47	Every half hour	18-20 mins	£8.40	06:44-23:43	Every half hour
Kilmarnock	57-103 mins	£15.90	06:48-22:06	Every half hour	61-101 mins	£15.50	06:07-22:14	Every half hour
Paisley	22 mins	£10.40	06:03-23:23	Every half hour	18 mins	£9.70	06:07-23:27	Every half hour
Sunday								
Ayr (Direct)	N/A (no trains)							
Ayr (interchange at Kilwinning)	41-42 mins	£11.60	09:08-23:14	Every hour	44-45 mins	£12.60	09:04-23:10	Every hour
Glasgow Central	32-35 mins	£14.20	09:24-23:30	Every hour	30-35 mins	£12.60	09:28-23:34	Every hour
Irvine (Direct)	N/A (no trains)							
Irvine (interchange at Kilwinning)	15-24 mins	£7.00	09:08-23:14	Every hour	19-25 mins	£8.40	09:04-23:10	Every hour
Kilmarnock	102-144 mins	£15.90	09:24-20:24	Every hour until 17:24, then last train at 20:24	135-141 mins	£15.50	09:28-20:28	Every hour until 17:28, then last train at 20:28
Paisley	22 mins	£10.40	09:24-23:30	Every hour	18 mins	£9.70	09:28-23:34	Every hour

Travel to Ayr

Trains from the Garnock Valley to Ayr generally require interchange (ranging from 4-8 minutes) at Kilwinning however there are irregular direct trains Monday-Saturday. Five direct trains are available during weekdays and three on Saturdays, these take approximately half an hour. Indirect trains are available approximately every half an hour and including the change at Kilwinning the journey time is not significantly longer (no more than 10 minutes additional travel time).

Travel to Glasgow

Train passengers travelling to Glasgow from the Garnock Valley are served by direct trains approximately every half hour from Monday-Saturday and the journey time ranges from 24-36 minutes depending on departure station and time of day. On Sunday the frequency is reduced to every hour.

Travel to Irvine

Trains from the Garnock Valley to Irvine generally require interchange (ranging from 4-8 minutes) at Kilwinning however there are irregular direct trains Monday-Saturday. Five direct trains are available during weekdays and three on Saturdays, these take approximately half an hour. Indirect trains are available approximately every half an hour and including the change at Kilwinning the journey time is not significantly longer (no more than 10 minutes additional travel time).

Travel to Paisley (Paisley Gilmour Street)

Those wishing to travel to Paisley (Paisley Gilmour Street) from the Garnock Valley are served by trains every approximately half an hour from Monday-Saturday and approximately every hour on Sunday. Journey times are between 12-22 minutes depending on departure time and station.

Travel to Kilmarnock

There are no direct trains from the Garnock Valley to Kilmarnock and those wishing to travel by train via the destinations generally have to do so by transferring at Glasgow Central or Troon. As such, journey times are generally greater than one hour and 15 minutes but there are irregular, quicker journey times at certain times of the day. Those wishing to make the journey can do so approximately every half hour Monday-Saturday and every hour on Sunday.

3.5.2 Passenger Numbers

Table 3-11 shows passenger number statistics for train stations across North Ayrshire between April 2023 and March 2024, with Glengarnock and Dalry highlighted in green. Glengarnock station is the fourth most used across North Ayrshire with 282,374 entries or exits (i.e., number of trips originating or destined at/for the station) during the timeframe. Dalry is the seventh most used station in North Ayrshire with 161,684 entries or exits.

The main origin or destination of passengers travelling to/from the Garnock Valley is Glasgow Central. 149,038 journeys were made between Glengarnock and Glasgow Central and 82,092 between Dalry and Glasgow Central.

Table 3-11: Passenger numbers by train station in North Ayrshire, April 2023 to March 2024³⁰

Station name	Entries and exits: All tickets	Entries and exits: Full price tickets	Entries and exits: Reduced price tickets	Entries and exits: Season tickets	% entries and exits season tickets	Main origin or destination station	Number of journeys to or from main origin or destination station
Kilwinning	709,802	247,492	405,942	56,368	8%	Glasgow Central	391,332
Irvine	628,382	203,394	383,328	41,660	7%	Glasgow Central	319,452
Largs	383,736	107,656	265,162	10,918	3%	Glasgow Central	154,934
Glengarnock	282,374	92,140	150,702	39,532	14%	Glasgow Central	149,038
Saltcoats	260,294	75,874	172,006	12,414	5%	Glasgow Central	120,148
Ardrossan South Beach	171,736	55,238	103,398	13,100	8%	Glasgow Central	92,154
Dalry	161,684	54,428	91,032	16,224	10%	Glasgow Central	82,092
West Kilbride	124,900	39,000	79,802	6,098	5%	Glasgow Central	62,774
Ardrossan Harbour	107,452	61,018	46,220	214	0%	Glasgow Central	60,372
Stevenston	97,974	30,700	60,918	6,356	6%	Glasgow Central	46,878
Fairlie	36,164	12,380	22,306	1,478	4%	Glasgow Central	18,756
Ardrossan Town	17,304	5512	10,988	804	5%	Glasgow Central	7,998

Stations in the Garnock Valley have the highest percentage of entries and exits made with season tickets (14% Glengarnock and 10% Dalry). This suggests that a high proportion of passengers are frequent travellers. Season tickets are often bought by those commuting to work therefore the data may indicate that rail travel is relied on by residents and visitors to the Garnock Valley.

Additionally, when data for Glengarnock and Dalry is compared with the previous year (April 2022 to March 2023), both stations have seen increases in entries and exists. Glengarnock has increased from 235,548 entries and exits in the previous year (April 2022 to March 2023) to 282,374 as shown in **Table 3-11** for April 2023 to March 2024. Similarly, Dalry increased from 138,740 to 161,648 entries and exists for all tickets over the same period.

3.5.3 Timetable Changes

In May 2023, Scotrail introduced a new timetable for services between Glasgow – Ayr and Glasgow Largs/Ardrossan. Prior to the timetable change, trains travelling between Glasgow – Ayr called in the Garnock Valley but the amendment to the timetable meant that most trains no longer called at Glengarnock or Dalry. Scotrail introduced this change to reduce journey times between Ayr – Glasgow. Due to this change, trains between Glasgow – Ardrossan/Largs were to additionally call at Glengarnock and Dalry increasing the journey time of trains travelling on that line.

³⁰ Office of Rail and Road, 2024, Estimation of station usage, Table 1410 - Passenger entries and exits and interchanges by station

In terms of impact to Garnock Valley residents/visitors, this change significantly reduced the number of direct train services between Dalry/Glengarnock and Irvine/Ayr. Passengers wishing to travel from Dalry/Glengarnock must interchange in Kilwinning to travel south of the station.

3.5.4 Level of subsidy

The ScotRail network has consistently depended on government subsidies for its operations. Over the past 15 years, Scotland's rail network has experienced considerable growth, with new routes and stations introduced, along with an increase in services. However, as the network has expanded and the frequency of train services has risen, the overall costs associated with the industry – such as track and signalling maintenance and renewal – have typically increased at a faster pace than the revenue generated from passengers. The Scottish Government's 2024/25 budget for rail services is £1,601 million.³¹

In 2019/20, a detailed review of Scotrail's operating costs was undertaken. Some of the key metrics analysed in the review are shown in **Table 3-12**.

Table 3-12: Key metrics for rail lines traveling through the Garnock Valley³²

Service Group	Services per weekday	Weekday seat utilisation	Total cost	Total revenue	Subsidy required	Subsidy per pax journey
Glasgow – Ardrossan/Largs	74	53%	£17,961,000	£11,597,000	£6,604,000	£1.97
Glasgow – Ayr	116	49%	£35,814,000	£20,986,000	£14,828,000	£2.80

As can be viewed, the Glasgow – Ardrossan/Largs and Glasgow – Ayr service groups were heavily subsidised. The Glasgow – Ardrossan/Largs line required a subsidy of £6.604 million which equates to £1.97 per passenger journey and the Glasgow – Ayr line required a subsidy of £14.828 million; a subsidy per passenger of £2.80.

During 2019/20 the Scottish Government's rail budget was £1,264 million³³ and it has now increased by £337 million to £1,601 million in the 2024/25 budget. This increase suggests that the required subsidy for Scotrail services will have increased, and thus the level of subsidy required for the Glasgow – Ardrossan/Largs and Glasgow – Ayr service groups also may have increased during this timeframe.

3.6 Established Community Transport Services

3.6.1 Radio City Association

Radio City Association (RCA) offer transport services to improve sustainability in the Garnock Valley. Radio City Association is promoting active travel and addressing transport poverty and disabled access through their Mobility Hub. This initiative includes public access to electric bicycles, tricycles, and electric vehicles, as well as enhancements to local path networks.

RCA is developing a community owned onshore wind turbine near Kilbirnie. Any profits generated from the scheme will be reinvested back into the Garnock Valley community. Currently, they are working with Scottish Water in the development of a small-scale Hydro Scheme which, similar to the turbine project, will see money generated re-invested back into the local community.

3.7 Vehicle Travel

Road vehicle access to the Garnock Valley is provided by the A737 (trunk road) which travels north south to the east of Beith and Dalry. It provides connection north to Paisley and south to Kilwinning and Irvine. Other notable road infrastructure is the B780 between Dalry and Kilbirnie, the B777

³¹ Scottish Government, 2023, Available at: <https://www.gov.scot/publications/scottish-budget-2024-25/pages/8/>

³² Scotrail, Route by Route Key Metric Assessment, Available at: <https://www.scotrail.co.uk/media/3644/download?inline>

³³ Scotrail, Detailed Assessment, Available at: <https://www.scotrail.co.uk/about-scotrail/fit-future/detailed-assessment>

between Kilbirnie and Beith, and the A760 which passes through Kilbirnie between Lochwinnoch and Largs.

North Ayrshire Council has also received funding from the UK government’s Levelling Up Fund (LUF) to deliver an upgrade to the B714 between the A737 at Dalry and the A78 Three Towns Bypass which includes a new walking and cycling route. The upgrade will significantly improve connectivity between the Garnock Valley and the Three Towns while enhancing links to the Arran and Cumbrae Ferry services.

In North Ayrshire there has been an upward trend between 2014 and 2019 in vehicle traffic, generally matching a decrease in public transport use over the same period. From 2013 to 2019 there was an increase of approx. 75 million vehicle kilometres from 760 million to 815 million.³⁴

Data from the 2022 Census shows that 72% of households in the Garnock Valley have access to one or more car or van, in line with the average for North Ayrshire but lower than the Scottish average of 74%.³⁵

The Garnock Valley also had the highest rate of road traffic accident casualties (patients discharged from hospital after an emergency admission or died as a result of a road traffic accident) among the six localities in North Ayrshire between 2019 and 2021 (55.49 people per 100,000 people).² **Figure 3-11** shows the locations of recorded traffic accidents and their severity between 2019 and 2023. Greater clusters of accidents can be seen in Kilbirnie and the A7373 and in Dalry.

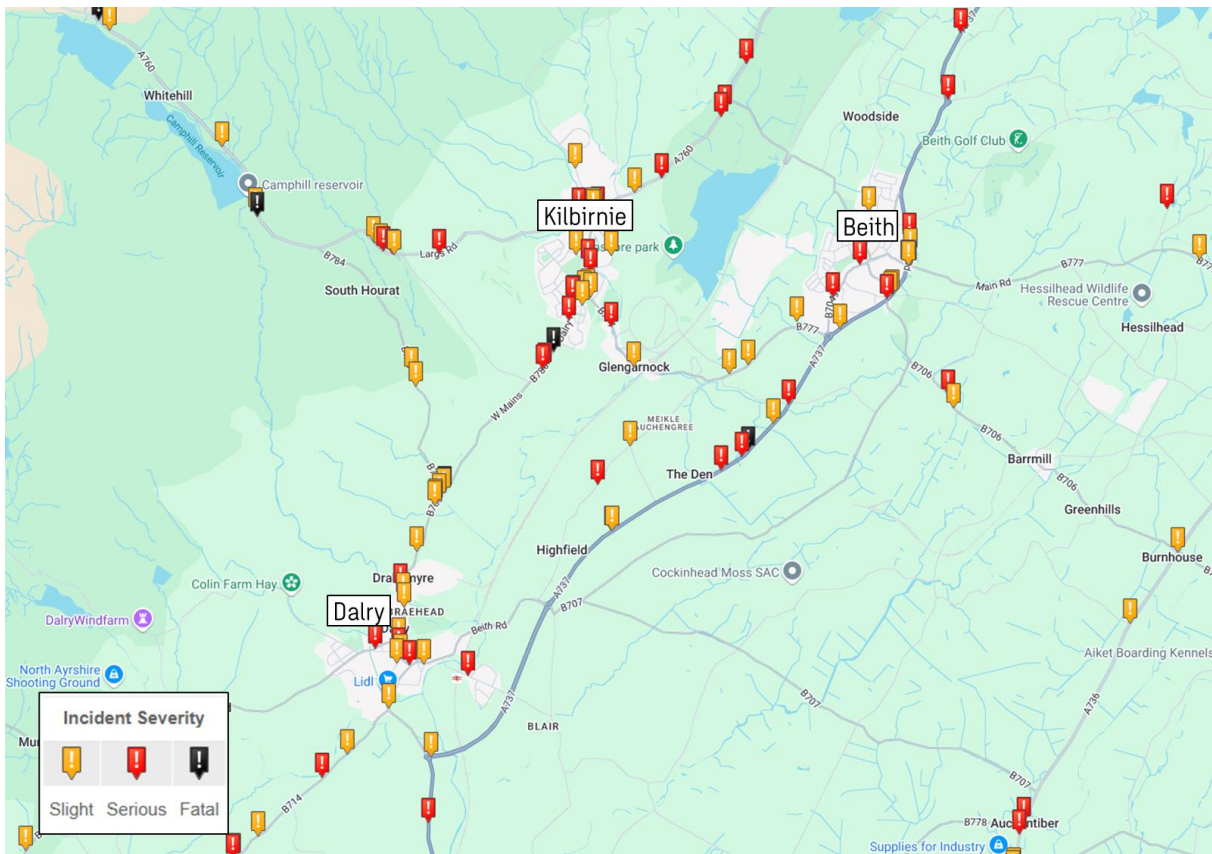


Figure 3-11: Recorded traffic accidents between 2019 and 2023 (Source: crashmap.co.uk)

³⁴ North Ayrshire Council, Local Transport and Active Travel Strategy, Draft 2023

³⁵ 2022 Census

3.8 Public Transport & Vehicle Travel

3.8.1 Journey Time Analysis

Journey time analysis using Google Maps has been conducted to illustrate the difference in travel time between public transport and driving for journeys to and from Glasgow, Irvine and University Hospital Crosshouse – three key destinations in the Strathclyde area for employment, leisure and medical services. The analysis uses origin and destination points in the town/city centre of each destination where it is recognised that links to public transport are better compared to outlying residential areas.

Figure 3-12 overleaf shows time comparisons for journeys arriving in Glasgow at 9am (or as close as possible to 9am) from the Garnock Valley. In each instance, journeys by public transport are quicker than that of driving. Journeys from Dalry have the shortest public transport journey time (38 mins), primarily due to the central location of the train station which can be accessed within a short walk. Journeys from Beith and Kilbirnie have a marginally shorter journey time (between 4 to 5 minutes) by public transport but do require passengers to change between bus and train modes during the journey. This may deter residents due to the inconvenience and possibility of delays if connections are missed.

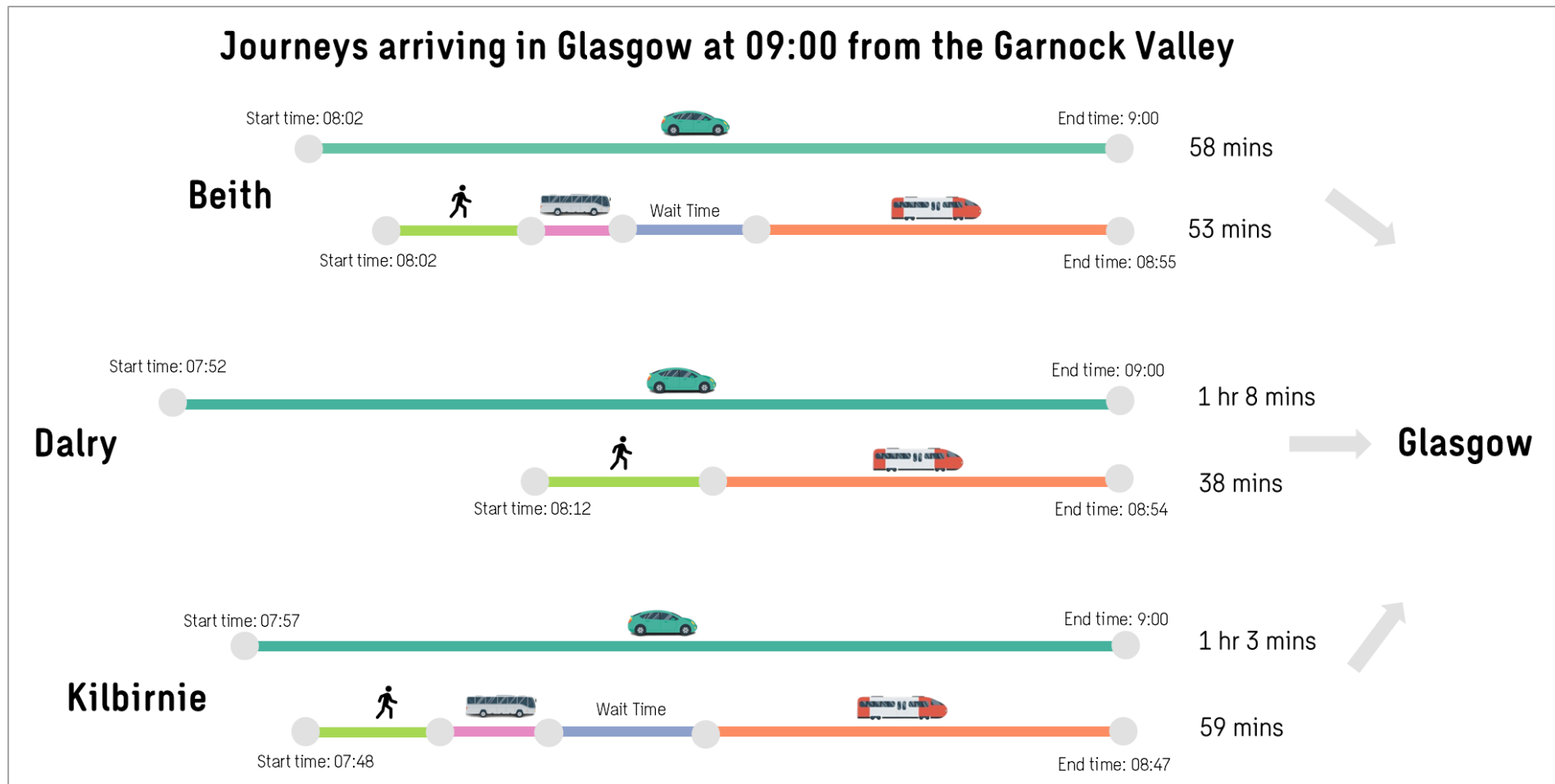


Figure 3-12: Public transport and driving journey time comparisons for journeys arriving in Glasgow at 09:00 from the Garnock Valley

Figure 3-13 shows comparisons for journeys leaving Glasgow at 19:00 destined for the Garnock Valley. Journeys after 19:00 have been analysed as this is time survey respondents (further detail provided in **Chapter 5**) found it most difficult to access public transport. Journeys by public transport to Beith (1 hr 34 minutes) and Kilbirnie (1 hour 23 minutes) take nearly three times as long by public transport than compared to driving. They also require interchange between bus and train, with the wait time accounting for more than 25% of the entire journey time. Again, due to the more central location of Dalry Station the journey times between driving and public transport are very similar.

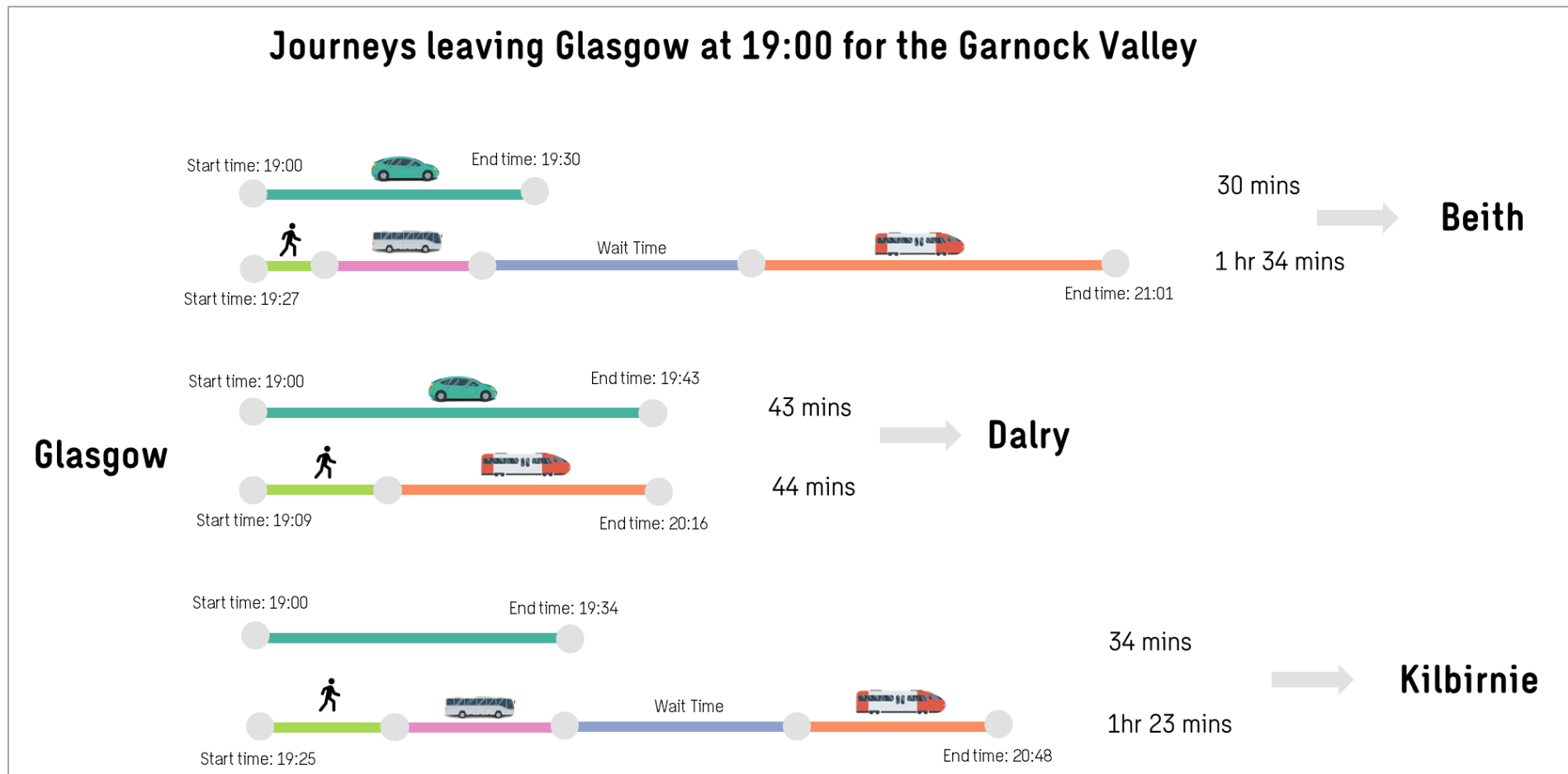


Figure 3-13: Public transport and driving journey time comparisons for journeys leaving Glasgow at 19:00 for the Garnock Valley

It is apparent from the analysis shown in **Figure 3-12** and **3-13** that access to Glasgow from Beith and Kilbirnie by public transport is significantly poorer than that of Dalry, especially during the evenings. This is primarily due to access to train afforded by location of Dalry station closer to the centre of town.

Figure 3-14 shows time comparisons for journeys arriving in Irvine at 9am (or as close as possible to 9am) from the Garnock Valley. In each instance, journeys by public transport are longer than that of driving. Journeys from Dalry have the shortest public transport journey time (41 mins). As can be seen

travel to Irvine from Beith by public transport takes more than three times the amount of travel time to that of car. Additionally, all three public transport journeys require interchange which may act as a deterrent to users.

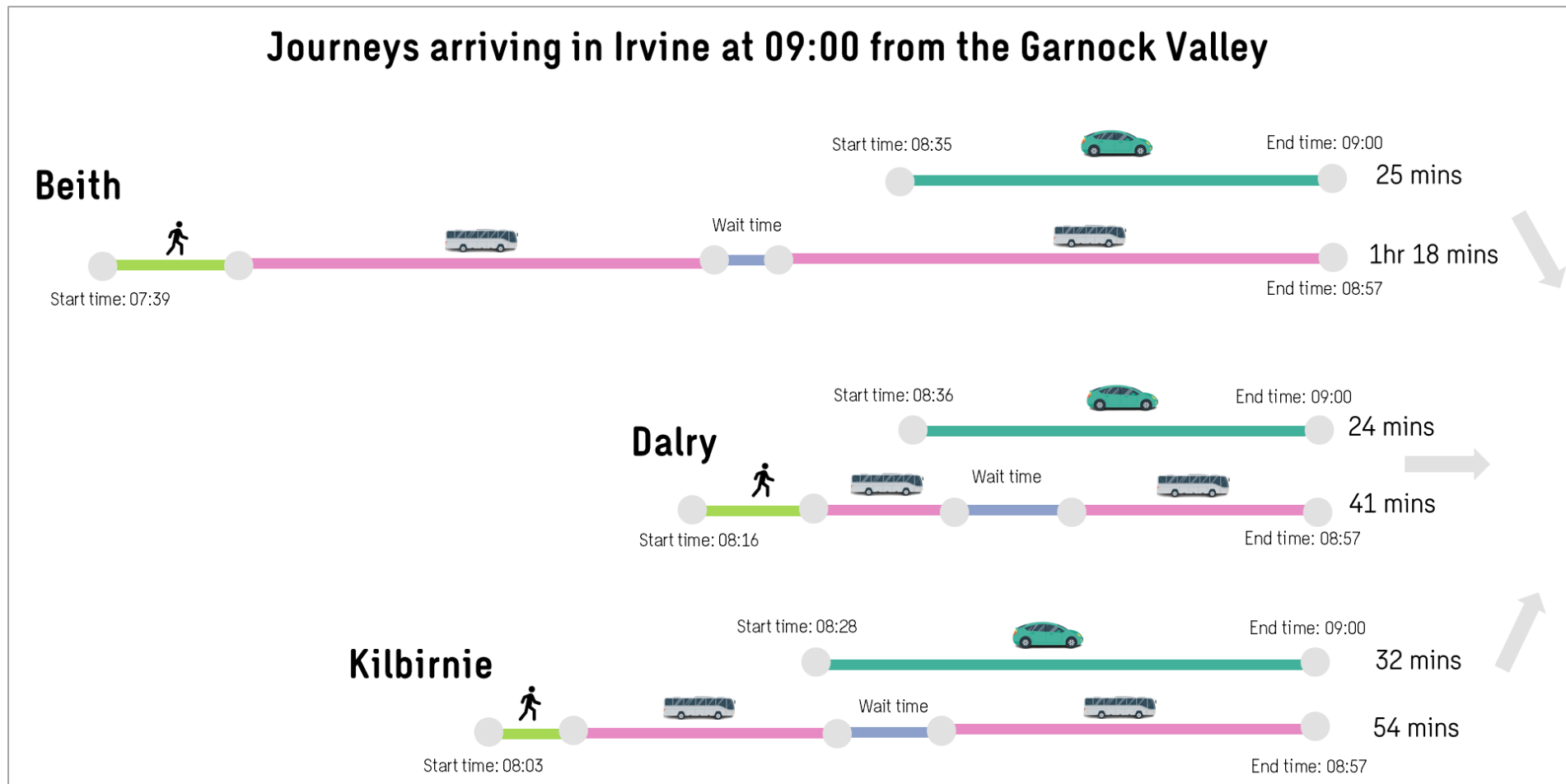


Figure 3-14: Public transport and driving journey time comparisons for journeys arriving in Irvine at 09:00 from the Garnock Valley

Figure 3-15 shows comparisons for journeys leaving Irvine at 19:00 destined for the Garnock Valley. Journeys after 19:00 have been analysed as this is time survey respondents (further detail provided in **Chapter 5**) found it most difficult to access public transport. Journeys at this time have more comparable

journeys times between car and public transport. In the case of journeys to Dalry and Kilbirnie, the journey time by public transport is only five minutes greater.

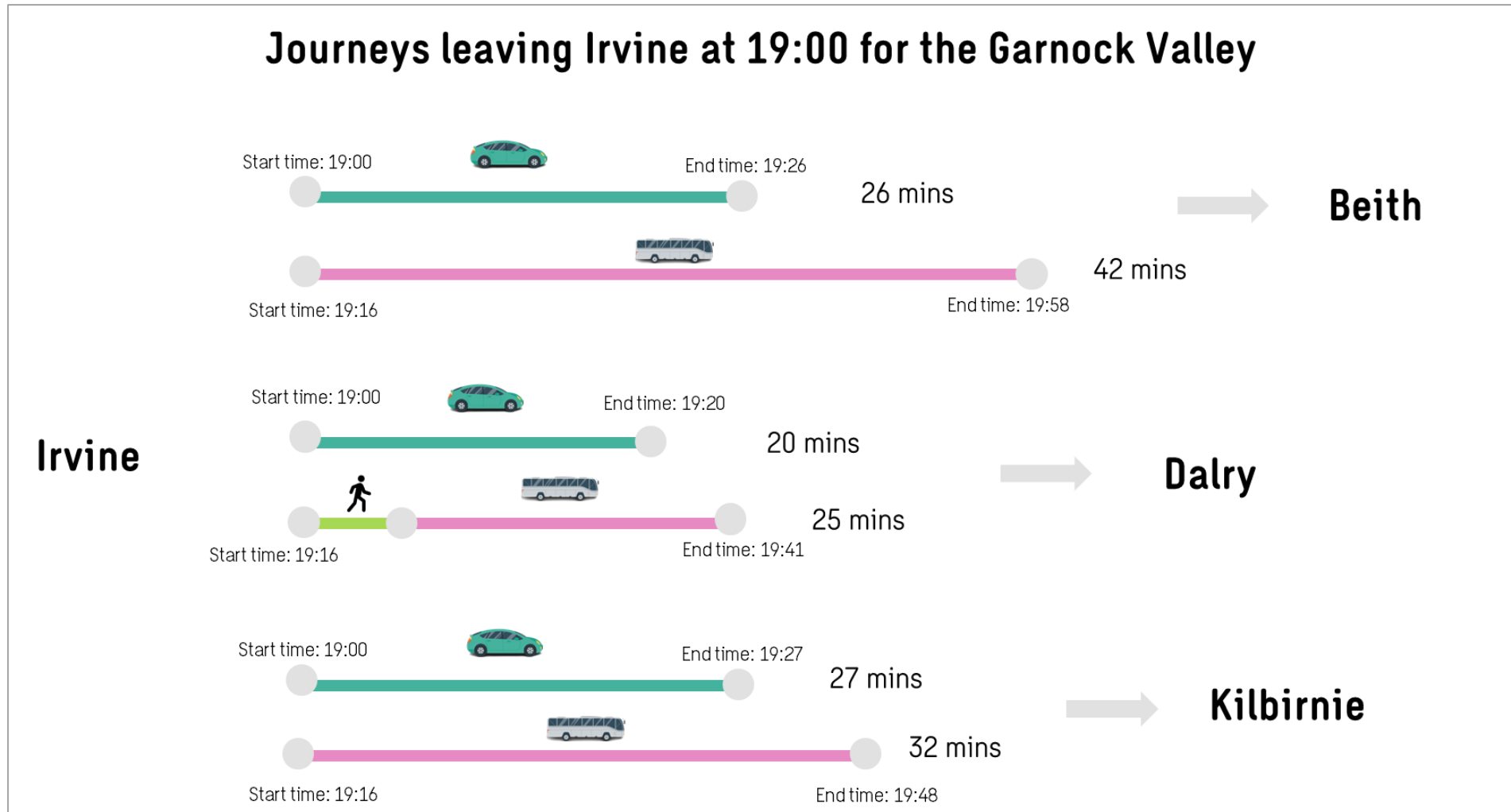


Figure 3-15: Public transport and driving journey time comparisons for journeys leaving Irvine at 19:00 from the Garnock Valley

Figure 3-16 shows comparisons for journeys arriving at University Hospital Crosshouse at 10:00 from the Garnock Valley. Travel from Beith by public transport is the most straightforward for passengers as it requires a bus (the 337 service) which takes 51 minutes. Journeys time from Dalry is comparable but it requires travel by train and bus. Those travelling from Kilbirnie are faced with a journey time that is twice as long by public transport compared to car. Additionally, patients would arrive at the hospital at 09:14 from Kilbirnie leaving approx. 45 mins to wait until a 10 o'clock hospital appointment.

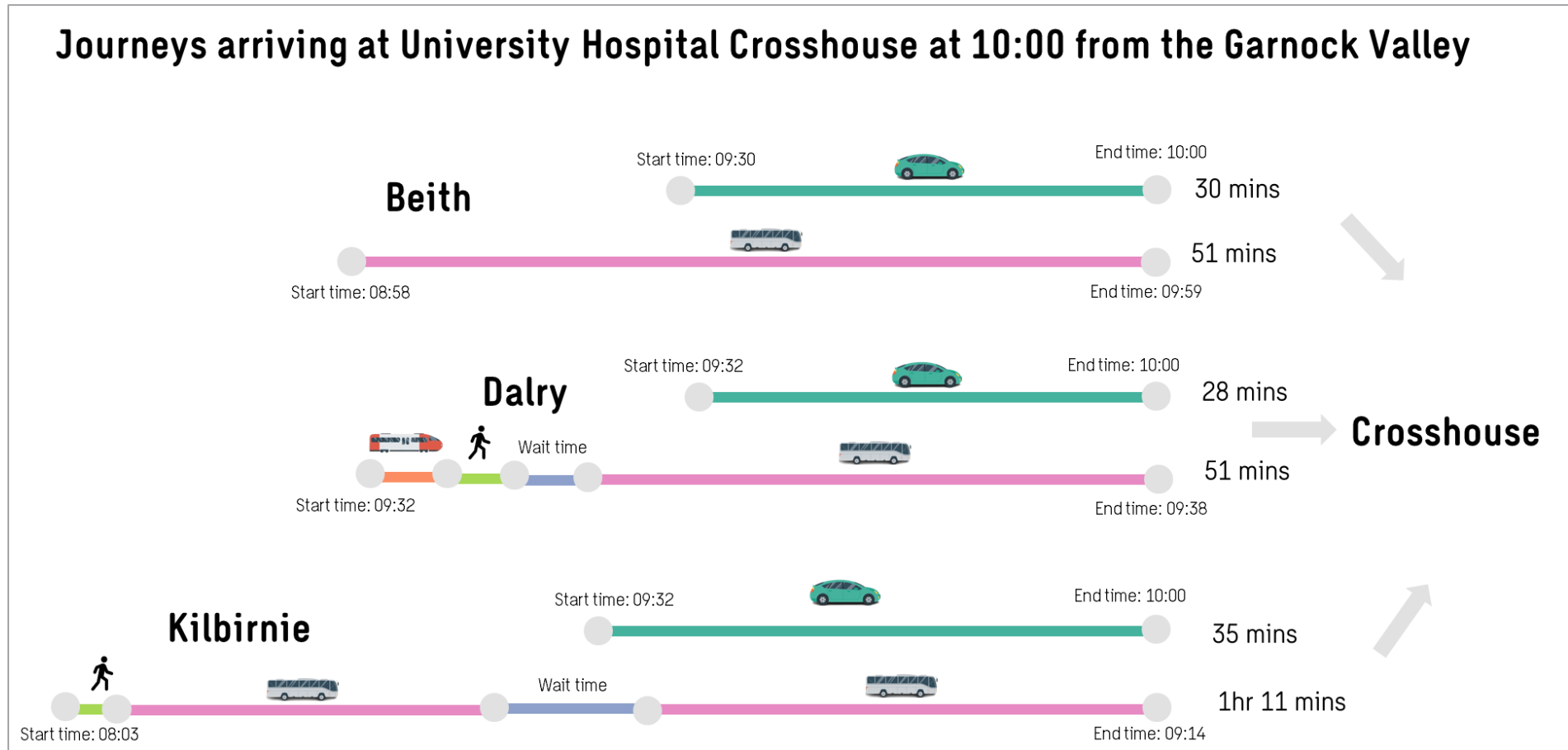


Figure 3-16: Public transport and driving journey time comparisons for journeys arriving at University Hospital Crosshouse at 10:00 from the Garnock Valley

Figure 3-17 shows the comparison for journeys leaving University Hospital Crosshouse at 15:00 destined for the Garnock Valley. Similar to inbound travel, those leaving Crosshouse for Beith can benefit from the 337 bus which takes approx. 48 minutes and requires no interchange. People travelling to Dalry or Kilbirnie from Crosshouse face significantly greater travel times (more than double) by public transport than that of car travel.

In each example on **Figure 3-17**, it is important to note the journey start time by public transport which illustrates the infrequency of options and the additional wait time that users would have to endure until the next available bus service departs from Crosshouse. In the case of travel to Beith and Kilbirnie, anyone leaving a hospital appointment circa 15:00 would have to wait approx. one hour for the next available bus service before they could begin their journey.

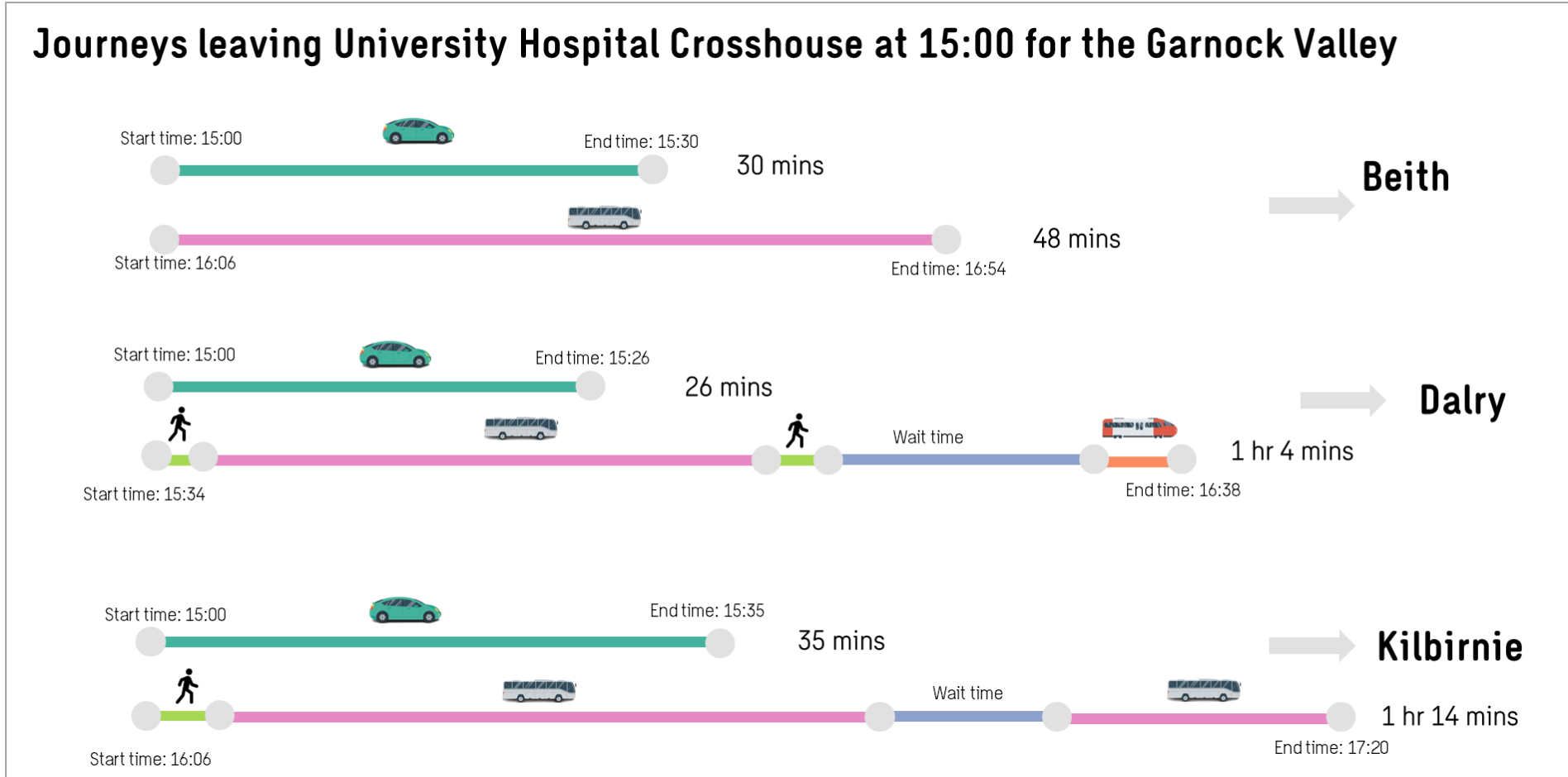


Figure 3-17: Public transport and driving journey time comparisons for journeys leaving University Hospital Crosshouse at 15:00 for the Garnock Valley

3.8.2 Public Transport Fares

To illustrate the difference in fare prices between bus and train travel some examples are provided in **Table 3-13**.

Table 3-13: Train and bus fare comparison (correct as of February 2025)

Journey	Anytime Day Return Train Ticket	Day Rider / Day Saver Bus Ticket
Glengarnock – Irvine	£8.40	£7.50
Glengarnock – Glasgow	£12.60	£7.50
Glengarnock – Largs	£10	£6.30
Dalry – Irvine	£7.00	£7.50
Dalry – Glasgow	£14.20	£7.50
Dalry – Largs	£9.70	£7.50

As can be viewed, various journeys from Glengarnock to key destinations are cheaper for bus travel. However, it must be noted that due to various ticket types and on-peak and off-peak travel there are instances where cheaper train tickets are available. The complexity of the bus fare system is also an issue; if passengers travelling between Irvine or Glasgow and Glengarnock chose to buy a Return ticket instead of a Day Rider ticket it would be more expensive. £9.20 for a return ticket between Glengarnock – Irvine and £11.50 between Glengarnock – Glasgow. This further highlights the complexity of bus fares and the highly intricate system bus users to navigate, making it challenging to determine the best value for a trip.

It also must be noted that cost alone is unlikely to be sole factor when choosing a travel mode for passengers. As an example, travel from Glengarnock to Irvine takes approx. 19 minutes (including transfer at Kilwinning) by train but the same journey by bus would take over one hour. Despite it being £0.90 cheaper by bus, the reduction in travel time may be an attraction for passengers.

3.9 Transport Summary

3.9.1 Active Travel

Active travel infrastructure in the Garnock Valley requires further development. This will be addressed in forthcoming years as active travel infrastructure projects identified in the Local Transport and Active Travel Strategy are actioned. The existing network is primarily comprised of NCN and as such is characteristically focussed on key strategic links between larger destinations. Trip-end infrastructure facilities for cycling are widely unavailable.

Cycling does not appear to be a well-used mode of transport to school and generally the cycling network is not well used with average daily counts of 8 and 26 cyclists at count points in the Garnock Valley. Work being undertaken by North Ayrshire Council and SPT is attempting to address the lack of dedicated active travel infrastructure in strategic corridors between major settlements.

3.9.2 Bus

The two main bus operators in the Garnock Valley are Stagecoach and McGill's, who combined run 10 different numbered services. Three of the services are run commercially and the other seven are subsidised by SPT as socially necessary that provide links to essential services.

Service frequency is varied across different routes and coverage to some destinations can be limited at certain times of the day. Some settlements benefit from certain bus routes (for example, the 337 service between Beith and Kilmarnock) but for others, interchange (sometimes multiple) is required to reach the same destination. Direct access to/from Glasgow – a key destination – is not possible during the evenings. Compared to the rest of mainland North Ayrshire, the Garnock Valley has the worst bus accessibility score in terms of frequency and coverage compared to other localities (2019 data) suggesting that residents may struggle more than those in other areas to access bus services.

Infrequent bus services can be a barrier to use and if they do not operate in the evening, they can limit residents' employment and leisure opportunities. This can lead to people not taking these opportunities, using a car or having to rely on lifts.

Bus fares in Scotland have been steadily increasing and certain fare prices are likely regarded as expensive by some households. The ticketing system is complex and may discourage infrequent bus users, although it is recognised that this is a Strathclyde-wide issue and not unique to the Garnock Valley.

3.9.3 Train

Dalry and Glengarnock are served by trains to key destinations such as Glasgow, Paisley, Irvine and Ayr approximately every half an hour. Train travel to/from destinations south of Kilwinning often require interchange but journey times are not significantly impacted (interchange time is between 4-8 minutes). Irregular direct trains between the Garnock Valley and destinations south of Kilwinning on the rail line are possible.

Passenger number statistics show that stations in the Garnock Valley are well used (Glengarnock is 4th most used) when compared to other stations across North Ayrshire. Data also suggests that people living in the Garnock Valley rely heavily on train services for regular travel when compared to the rest of North Ayrshire – Dalry and Glengarnock have the highest percentage of entries and exits made at stations with a season ticket.

In summary, train services through the Garnock Valley do operate frequent services and do present a realistic option for travel to main destinations such as Glasgow, Paisley and much of Ayrshire. Some of the challenges may lie in access to the stations themselves. Glengarnock Station is approximately 2.5 miles from the centre of Beith and 1.5 miles from the centre of Kilbirnie. Similarly, Dalry Station is approximately 0.5 miles from the town centre. It is also recognised that some communities will likely have further distances to travel, especially people living in smaller settlements such as Gateside, Barrmill and Burnhouse.

3.9.4 Public Transport and Vehicle Travel

Data indicates a notable increase in vehicle traffic in North Ayrshire between 2014 and 2019, with a rise of approximately 75 million vehicle kilometres, correlating with a decrease in public transport patronage during this period. Access to private vehicles is relatively high, with 72% of households in the Garnock Valley having at least one car or van, lower than the Scottish average of 74%. Road safety remains a pressing issue, as the Garnock Valley recorded the highest accident casualty rate among six localities in North Ayrshire from 2019 to 2021.

Analysis of travel times indicates that public transport options to Glasgow are generally more efficient than driving, particularly for residents of Dalry, who benefit from shorter journey times due to the proximity of the train station. In contrast, public transport journeys from Beith and Kilbirnie prove significantly longer, often requiring inconvenient interchanges and resulting in a less favourable travel experience.

4 Approach to Engagement

4.1 Overview

To inform the study, an extensive programme of community and stakeholder engagement was organised. A public campaign, including a survey, was launched on Monday 30th October 2024 and ran for 9 weeks until Sunday 8th December 2024. Community events and outreach also took place within this period, in tandem with the engagement carried out to inform Our Garnock Valley.

Input was also sought from stakeholders in the transport sector, including the Local Authority, Regional Transport Partnership and public transport operators, during the public campaign and for an extended period until January 2025.

4.2 Community Engagement

4.2.1 Public Survey

During the formal nine-week consultation period a survey was available in digital and physical format. The survey asked questions on a variety of subjects, as listed below, and included tailored questions for people who live in the Garnock Valley, those who visit for work/ study and those who visit for leisure/ personal business:

- Demographics
- Availability of transport
- Awareness of transport schemes and initiatives
- Affordability of transport
- Public transport satisfaction and use
- Travel to work/study patterns
- Travel for leisure and personal business
- Travel to medical and dental appointments
- Travel needs (destinations, time of travel)
- Transport improvements

The digital version of the survey was hosted on ArcGIS' Survey123 platform and was promoted through various means such as social media, email and physical promotional materials. Physical paper copies of the survey were available for collection and return at all public libraries in the Garnock Valley and at in-person events (detailed in **Section 4.3**).

The full survey can be viewed in **Appendix A**.

4.2.2 Interview Survey

Interview surveys were conducted over three days (Tuesday 5th, Wednesday 6th and Friday 8th November 2024) in Beith, Dalry, Glengarnock and Kilbirnie. During each day, two surveyors attended areas of high-footfall from 07:00-19:00 and asked survey questions directly to passersby, recording their answers using electronic tablet devices.

The surveyors were situated at various locations of the course of each day. A summary of the locations visited is provided below and the full brief and surveyor schedule can be viewed in **Appendix B**.

- Glengarnock and Dalry rail stations
- Supermarkets
- Bus stops
- Medical centres and pharmacies

- Schools (during pick-up/drop-off times)
- Cluster meeting points in town centres including outside cafes, pubs, restaurants, banks, shops and leisure centres
- Jobcentres

For anyone unwilling or unable to complete an interview survey, flyers (described in **Section 4.5**) were issued and people were encouraged to complete the online survey at their convenience. Each day, over 250 flyers were handed out and further flyers were issued to Beith Primary, Moorpark Primary, St Palladius Primary and Dalry Primary for staff members to hand out to pupils for parents/guardians.

In addition to the survey schedule, surveyors tried to maximise the response rate by undertaking household interview surveys in Kilbirnie at Herriot Avenue, Stockbridge Terrace, Brockley View and Auchenlove Crescent.

4.3 Community Events

To complement findings from the survey, community engagement events were organised in the Garnock Valley to gather anecdotal evidence about travel issues and opportunities. Face-to-face discussions allow participants to share experiences in a more detailed and nuanced manner, revealing details on personal stories that may not be as easily captured in a survey.

The community events were organised in conjunction with Our Garnock Valley and took place throughout November 2024. At each event there were two members of the project team present to speak to members of the community and address transport and travel queries and issues.

Details of the events and times attended are shown below:

- **Kilbirnie** (Bridgend Community Centre) – Wednesday 13th November, 17:15 – 20:15
- **Beith** (Beith Community Centre) – Thursday 14th November, 17:00 – 20:00
- **Dalry** (St Margaret's Church Hall) – Friday 22nd November, 13:45 – 17:15.

4.4 Stakeholder Engagement

4.4.1 Meetings

Engagement with stakeholders was conducted to better understand local travel patterns, public transport operations and travel initiatives currently at play in the Garnock Valley. Each stakeholder participated in an online meeting held via MS Teams and discussions around their expertise were had. These stakeholders were:

- North Ayrshire Council Employability
- North Ayrshire Council Active Travel and Transport, North Ayrshire Council Regeneration
- Scotrail
- Stagecoach West Scotland
- McGill's
- Strathclyde Partnership for Transport (SPT)

The outcomes of these meetings are described in **Section 5.4**.

4.5 Promotional Materials

Promotional methods and materials used over the course of the engagement period are discussed in this section. Promotional materials were specifically designed to align with branding from the Our Garnock Valley consultation to illustrate the connection to the community. **Figure 4-1** and **4-2** provide examples.

4.5.1 Poster

A poster was created and displayed at various locations around the Garnock Valley. The poster provided details of how to participate in the consultation, including details of the public survey and the community events.

4.5.2 Flyers

An A5 flyer was created to provide a concise way of conveying key details about the project. The A5 flyer was handed out during in-person consultation events and by interview surveyors.

Additionally, a large number of flyers were displayed or supplied to businesses across settlements in the Garnock Valley over the course of the formal engagement period.

4.5.3 Social Media and Email Promotion

Details of the engagement were shared on social media pages and across online groups to increase awareness of the project. North Ayrshire Council shared the materials on their official channels, while support from the Garnock Valley Locality Partnership and local community members allowed for the project to be shared in local Facebook groups.

NAC sent promotional emails to a database of stakeholders that are used for community outreach activities. Major businesses in the Garnock Valley were also contacted to share details of the survey with their employees. These businesses were DSM, J&D Pierce, Ministry of Defence Beith and W&J Knox.



Figure 4-1: Example flyer



Figure 4-2: Example poster

5 Community and Stakeholder Engagement Outcomes

5.1 Overview

This chapter presents the results of the public survey, which received a total of 553 responses, and summarises the outcomes of the stakeholder engagement undertaken as part of the study.

The response to the Our Garnock Valley consultation is also touched upon, in which ‘getting about’ was identified as a key priority for the community.

5.2 Community Engagement

5.2.1 The Response

In total 553 responses were recorded, either online, on paper or through interview surveys. This section will summarise the feedback. Results from the online, interview and paper surveys will be referred to as ‘the survey’ from this point onwards.

It should be noted that response rates vary across questions and that the percentages presented only represent statistics for those who answered that specific question. Please refer to the titles of each graph which includes the number of respondents.

5.2.1.1 Demographics

Several demographic questions were included in the survey to understand who was responding, how transport issues are affecting different groups, including those with protected characteristics, across communities in North Ayrshire the Garnock Valley and beyond.

Figure 5-1 demonstrates that most people responding to the survey live in the Garnock Valley (88.2%).

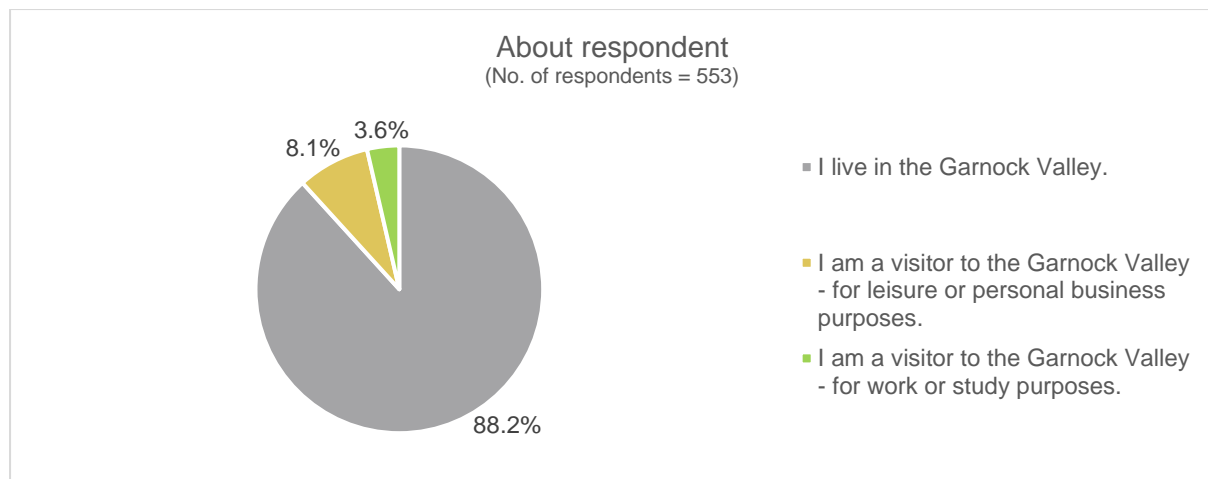


Figure 5-1: Respondent relationship with the Garnock Valley

Postcode mapping in **Appendix C-1** shows the majority of respondents being fairly evenly split across the three main towns in the Garnock Valley: Beith, Dalry and Kilbirnie. However, there were also several people from the towns of Ardrossan, Irvine and Largs.

Figure 5-2 and **Figure 5-3** present the demographics of the age and employment status of respondents.

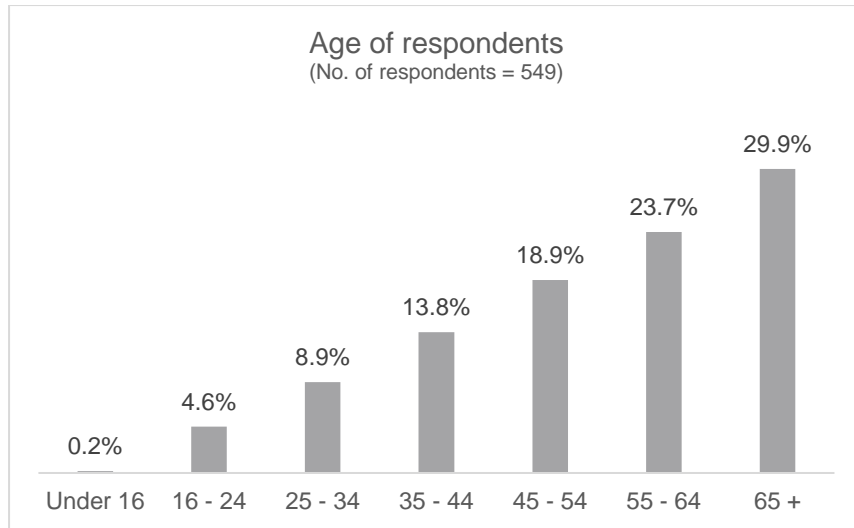


Figure 5-2 Age of respondents

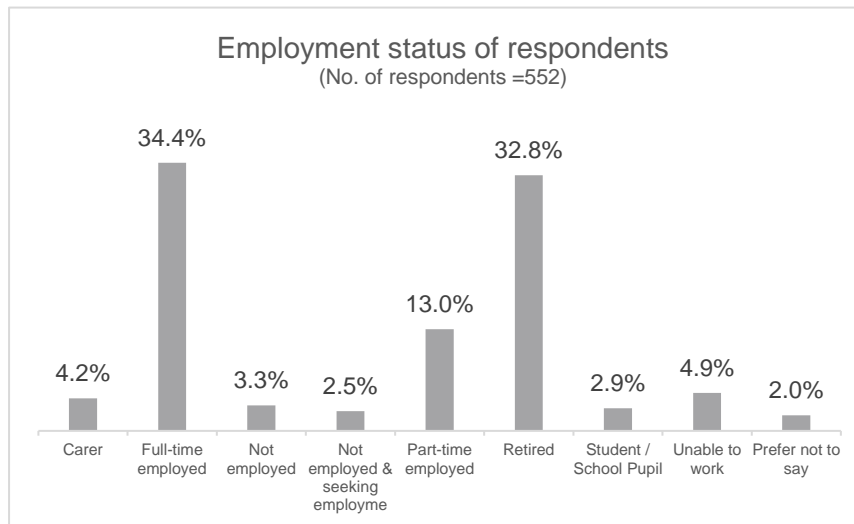


Figure 5-3 Employment status of respondents

The results show that people aged 65+ were overrepresented in the survey responses when compared to the population of the Garnock Valley (29.9% in the survey vs 21.8% according to the 2022 Census). Only 13.7% of respondents were under the age of 35, including only 4.6% under the age of 24 showing that younger members of the community were underrepresented also.

The majority of respondents were either in full-time employment (34.4%) or retired (32.8%), with only 2.9% of respondents being school pupils.

Survey data also revealed that most respondents were female (68.2%), while 29.8% of respondents were male. Additionally, 23.5% of respondents indicated they had a disability, with long standing illness or health condition being the most common (10.9% of respondents). A more detailed breakdown of gender and disability status can be viewed in **Appendix C-1**.

Figures 5-4 to 5-6 show results on car or van availability, car dependency and bicycle availability in each household.

73.6% of respondents have access to at least one car or which is greater than the most recent available census data for the Garnock Valley (72%), suggesting that those with access to a car are slightly overrepresented in the survey. Over a third of survey respondents (38.9%) said they own a car and that it is essential for their everyday needs while 19% said they do not own a car and are not dependent on car travel, a further breakdown of responses can be viewed in Figure 5-5.

There is a low percentage of bicycle availability, with 60.2% of households not having a bike available for use by adults. Similarly, around half of households had no bike available for under 18s (see Appendix C-1 for more details).

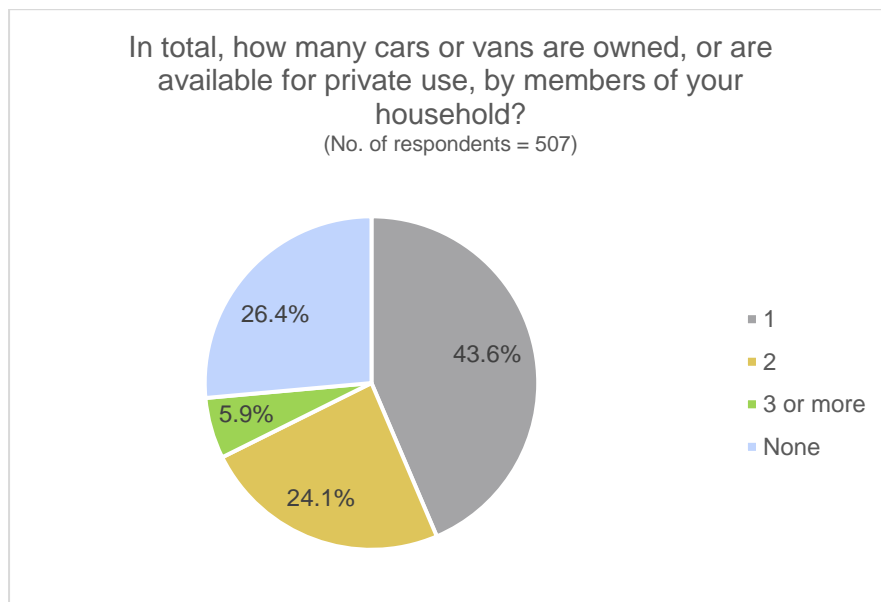


Figure 5-4: Car or van availability per household

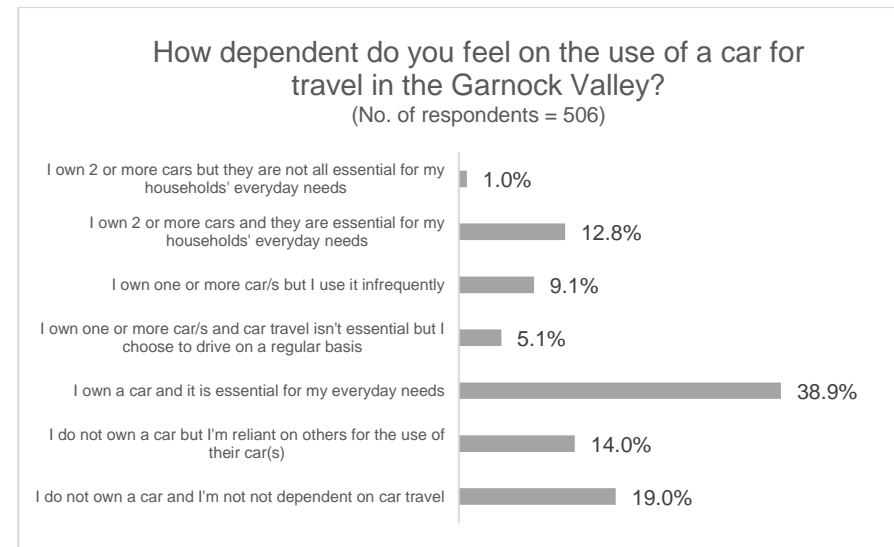


Figure 5-5: Car use dependency in the Garnock Valley

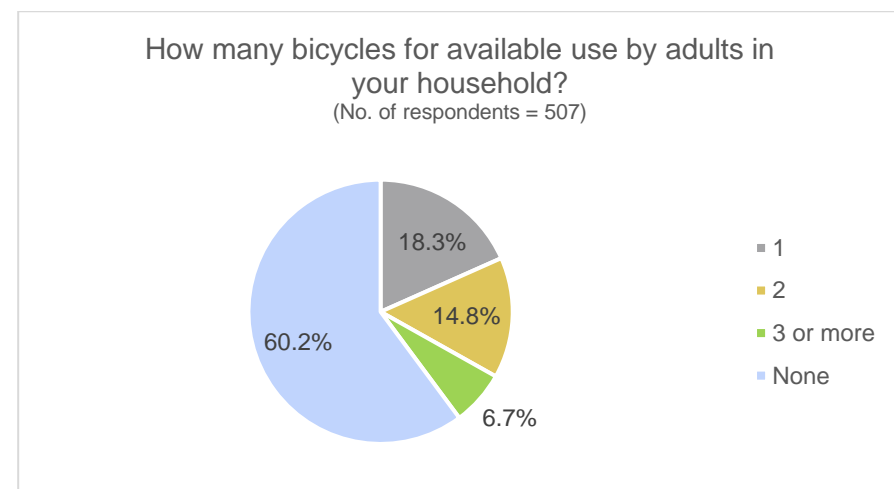


Figure 5-6: Bicycle availability for adults per household

Knowledge of transport schemes and infrastructure was also touched upon. Many respondents appear knowledgeable of cycle paths (48.8%) and leisure walking routes (47.6%) with a full set of results being available in **Appendix C-1**. Despite these promising statistics, as previously shown a large proportion of households don't have access to any bicycles to utilise the active travel routes.

Moreover, people were also asked how they were impacted by not being able to make a journey. 90.3% of people had a decreased sense of independence as they are having to rely on others for transport. Additionally, 88.8% of people said they experienced increased stress when they are unable to travel and potentially miss important events or commitments. Other impacts of not being able to travel can be seen in **Appendix C-1**. This question was also compared with the full-time employment status/carers versus retirees and the general trend showed that people who are retired were less impacted when not being able to make a journey, compared to people who are working/caring. This analysis can also be viewed in **Appendix C-1**.

5.2.2 Transport Affordability

The first section of the survey was predominantly focused on transport affordability in the Garnock Valley. Respondents were asked several questions about cost barriers to travel, transport concessionary schemes and financial challenges restricting travel.

Figures 5-7 to 5-9 display the questions asked on cost barriers and the variation of answers given. Note that respondents could only select one response for these questions.

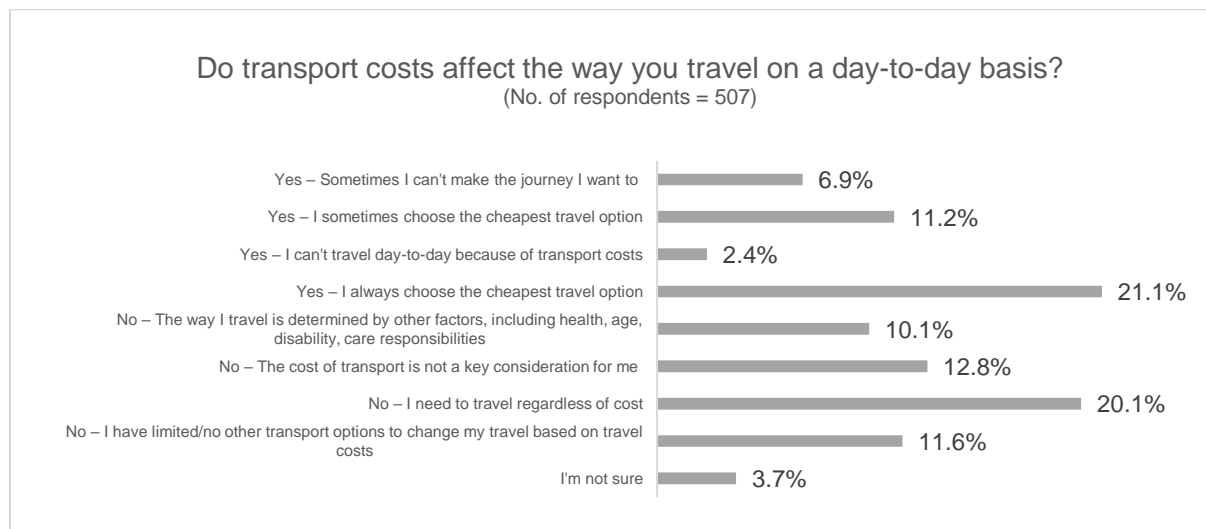


Figure 5-7 Effect of cost on travel decisions

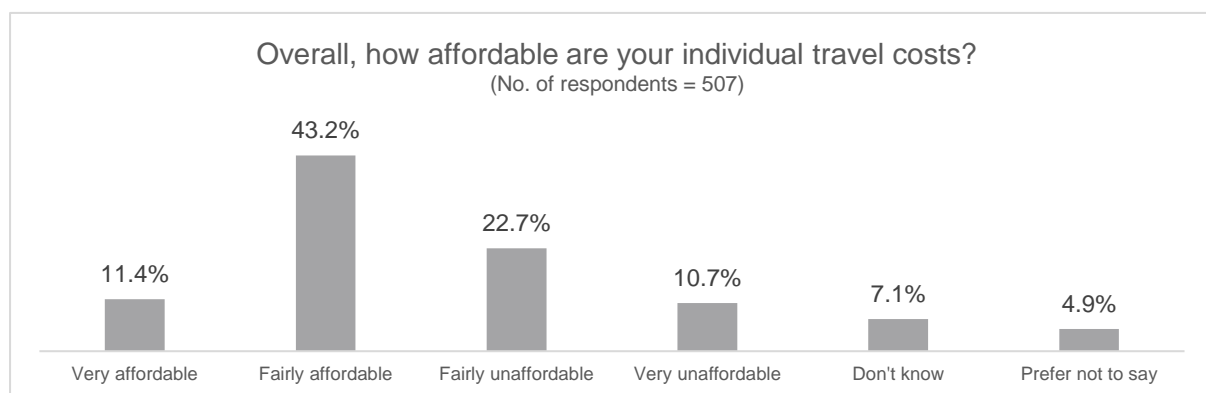


Figure 5-8 Affordability of travel costs

20.3% of respondents to the survey stated that they are unable to make journeys because of their financial situation (see **Appendix C-2** for breakdown) and as shown in **Figure 5-7**, 21.1% of

respondents said that they always choose the cheapest travel option. However, the cost of travel may not be a major barrier for most people, as **Figure 5-8** demonstrates, 54.6% of people stated that travel costs are either fairly or very affordable. This may be due to a large proportion of respondents being part of a concessionary travel scheme. As shown in **Figure 5-9**, 41.4% stated that they had a 60+ or disabled free bus pass and 7.1% said they had an under 22s free bus pass. However, despite this, 20.1% of people stated they need to travel regardless of cost (see **Figure 5-7**). Analysis undertaken (that can be viewed in **Appendix C-2**) aligns with this theory. When broken down by employment status, 16% of people who are full-time employed or a carer said they had to travel regardless of cost, compared to 4.2% of retirees.

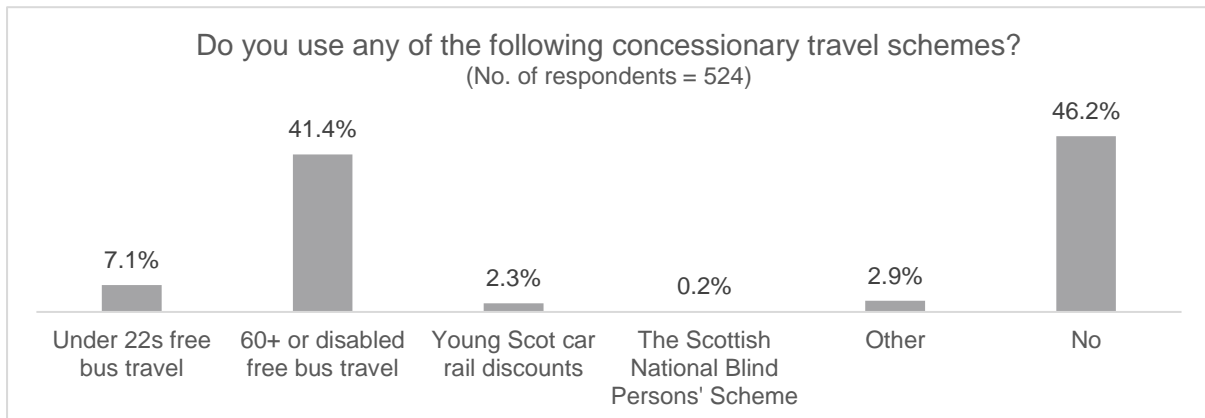


Figure 5-9 Concessionary travel schemes

The survey results suggest there are mixed opinions on the affordability of transport in the Garnock Valley. 54.6% of all people stated that their travel costs were either very or fairly affordable, whilst 33.4% of people said that travel was very or fairly unaffordable. Analysis undertaken found that more people who are either full-time employed or a carer stated that travel was fairly or very unaffordable (21.6%), compared to only 7% of retirees. This suggests that people in the Garnock Valley who must travel for day-to-day commitments find travelling more unaffordable.

5.2.3 Current Public Transport Services

The second section of the survey focused on the current public transport situation in the Garnock Valley. Several questions were asked to understand the challenges and barriers faced by Garnock Valley residents and visitors.

Overall, there was a perception that the current public transport services in the Garnock Valley are inadequate. 28.7% of people were fairly dissatisfied with the public transport services and 53.3% of people were very dissatisfied. Only 1% of people stated that they were very satisfied. Similarly, respondents were asked how frequently they experience challenges accessing public transport in their local area and 29.3% of people stated they experienced challenges more than once a week. Responses to these questions can be seen in **Figures 7-10** and **7-11**.

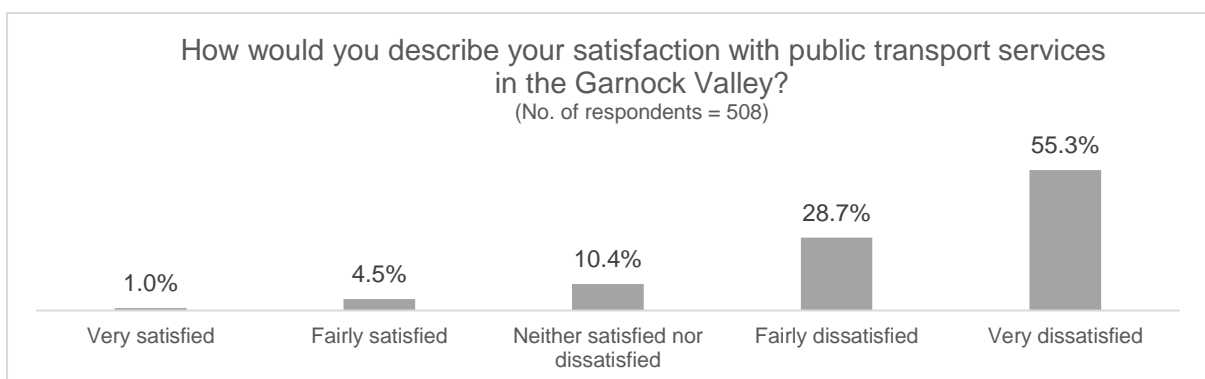


Figure 5-10: Satisfaction with public transport services

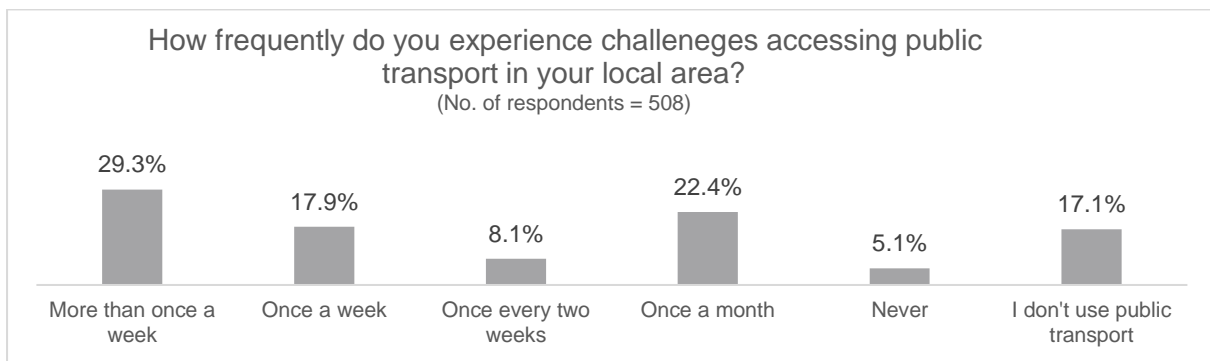


Figure 5-11: Frequency of experiencing challenges to accessing public transport

Furthermore, people were also asked if they ever had to rely on friends or family for transport due to public transport limitations, in which 79.8% of people said “Yes”. Response rates for this question can be seen in **Appendix C-3**. Likewise, people were also asked if anything deterred them from making a journey and the answer with the largest response was “Limited coverage or availability of public transport services in areas” (61.1%). The second largest response was similar: “Limited availability of services during off-peak hours”. Details on other responses to this question can be seen on **Figure 5-12**.

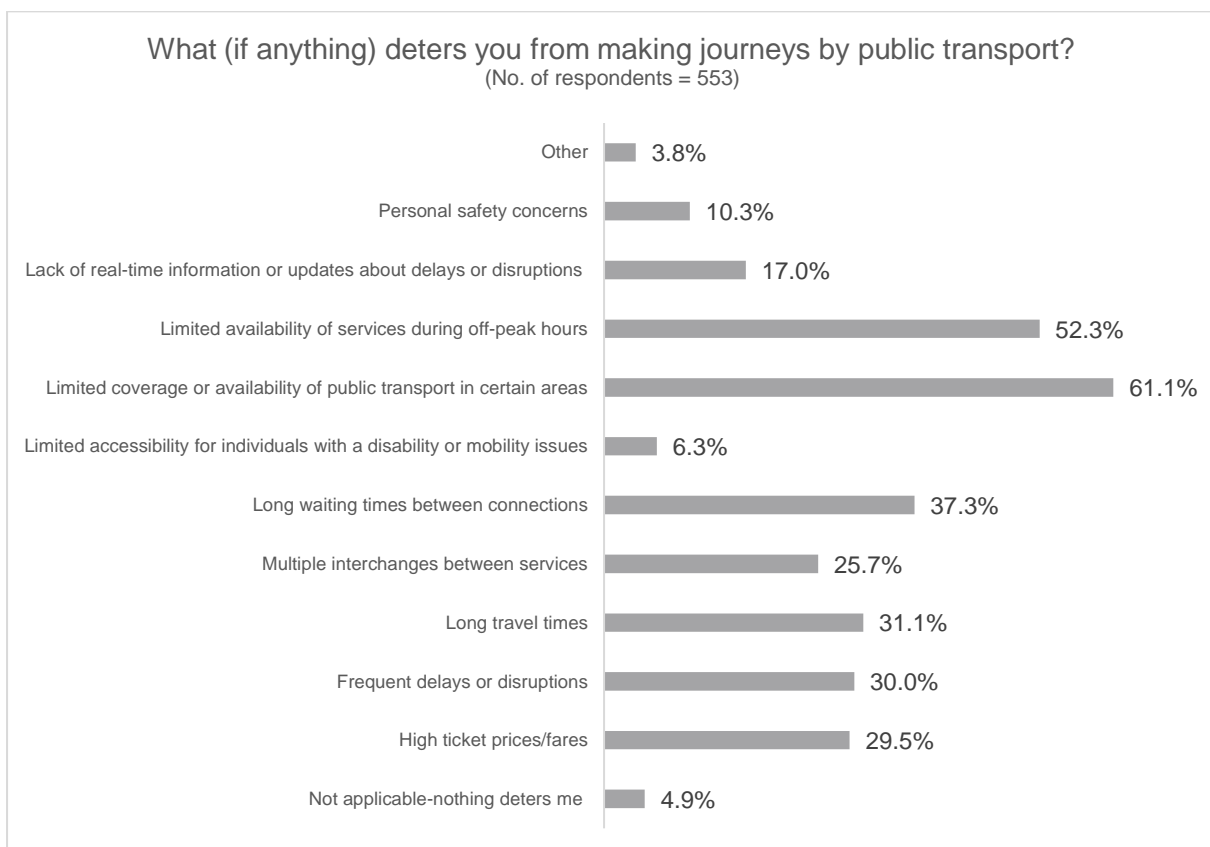


Figure 5-12: Barriers to making a journey by public transport

The survey asked respondents on the days and times they found it the most difficult to access public transport. The most common during weekdays, weekends and public holidays was after 7pm as can be viewed in **Figure 5-13**. Weekday and Saturday travel between 10am-4pm was the least difficult time and there is an obvious trend that travel at all times on a Sunday is more difficult. This is likely a result of the reduced timetables for bus and train services on Sunday shown in **Chapter 3**.

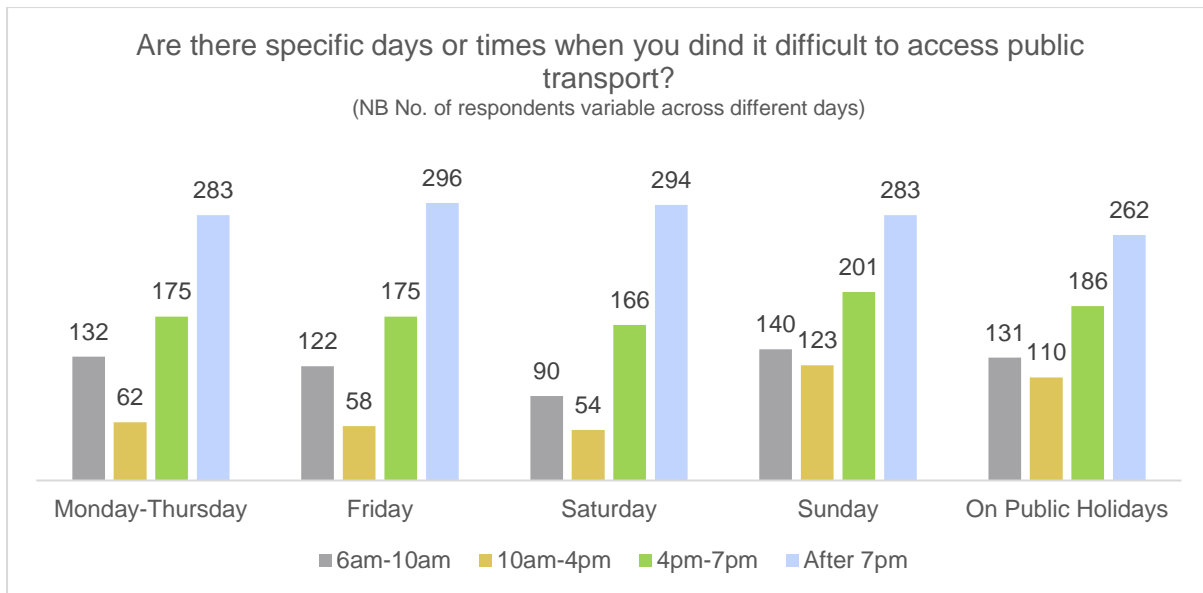


Figure 5-13: Days and times that are difficult accessing public transport

Similarly, this question was compared to people who are retired versus people in full-time employment, or a carer and the trend was similar. Everyone found After 7pm on all days difficult, but also travelling at the weekends or Public Holidays was also said to be difficult. There wasn't much contrast in answers between retirees or employed/carers, other than people who were employed seemed to have more difficulty travelling. This may be because they have to travel more for work and therefore conduct more journeys and, in turn, likely to encounter more transport issues than the people who are retired.

5.2.4 Travel to Work or Education

Several questions were asked about travel to work or education. All survey respondents were asked in the beginning of the survey if they had ever had challenges accessing employment or education, due to transport limitations. Over one-third (35.2%) of all respondents stated yes to this question (see **Appendix C-4** for graph). This is an important finding in relation to inequality. Inaccessibility to employment and education can lead to economic inequality and a cycle of disadvantage affecting individuals and their communities. As shown previously the Garnock Valley has the lowest median average across North Ayrshire and is lower than the Scottish average.

As identified in the demographics section, there was a high number of retirees responding to the survey, so travel to work/education data presented is from a smaller sample of people. Only 4.3% (23 people) of all respondents to the survey commute to a place of education and 37.3% (230 people) of people commute to work (see **Appendix C-4** for graph).

Postcode mapping shown in **Appendix C-4** shows clusters of work/study postcodes in Beith and Dalry and a larger cluster in Kilbirnie. Glasgow and Paisley are key destinations for work, as well as Irvine and Saltcoats. These main destinations align with data presented in Chapter 3 which shows main destinations for work from the latest available Census data.

Monday to Friday are the most common days of travel to work with peaks observed mid-week. Just under one-fifth of those travelling to work/study do so on the weekend. More detail on days of travel can be found in **Appendix C-4**.

Figure 5-14 shows the typical method of travel to work or education (if more than one mode is used, the one used for the longest, by distance, was to be provided). Car/van driver being the most common (52.4%), followed by ordinary bus at 18.2% and rail at 15.6%. Of those that do drive, 7.5% (only 10 people) said they were involved in a car sharing arrangement.

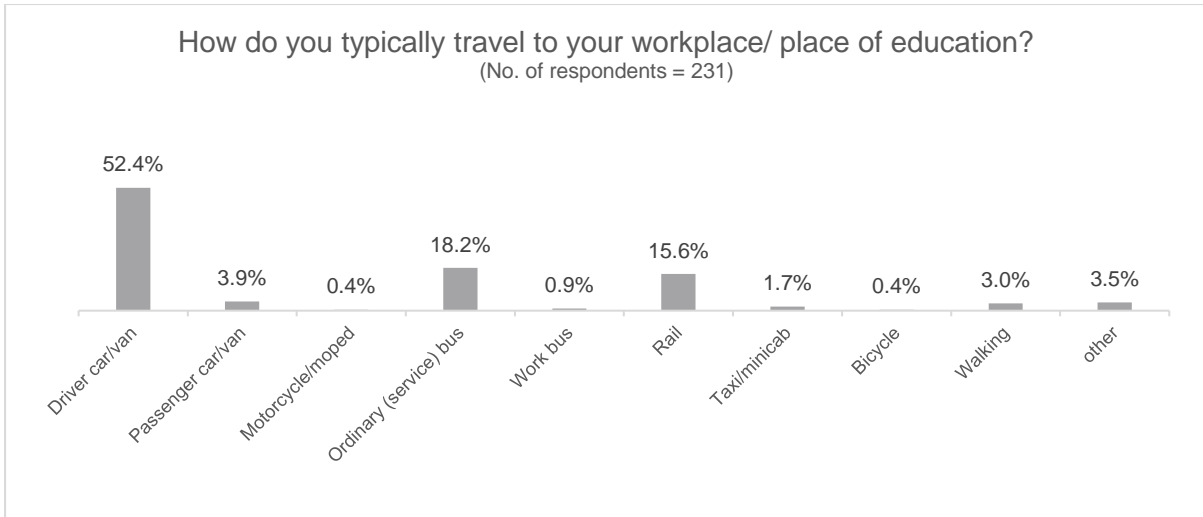


Figure 5-14: Typical mode for travel to work or education

Respondents were then asked why they used this mode of transport, in which no alternate option was given as the biggest response (55.7%), as well as convenience and flexibility being the second highest response (45.7%). All responses can be viewed on **Figure 5-15**.



Figure 5-15: Reasons for using typical mode of transport to work

Typical time spent for each mode of travel during journeys to work/education can be viewed on **Figure 5-16**. Those driving to work/education most commonly drive for 16-30 minutes during their one-way journey. Those travelling by rail most commonly spend 31-45 minutes on a train and perhaps most significantly, those travelling by bus most commonly travel for over 60 minutes.

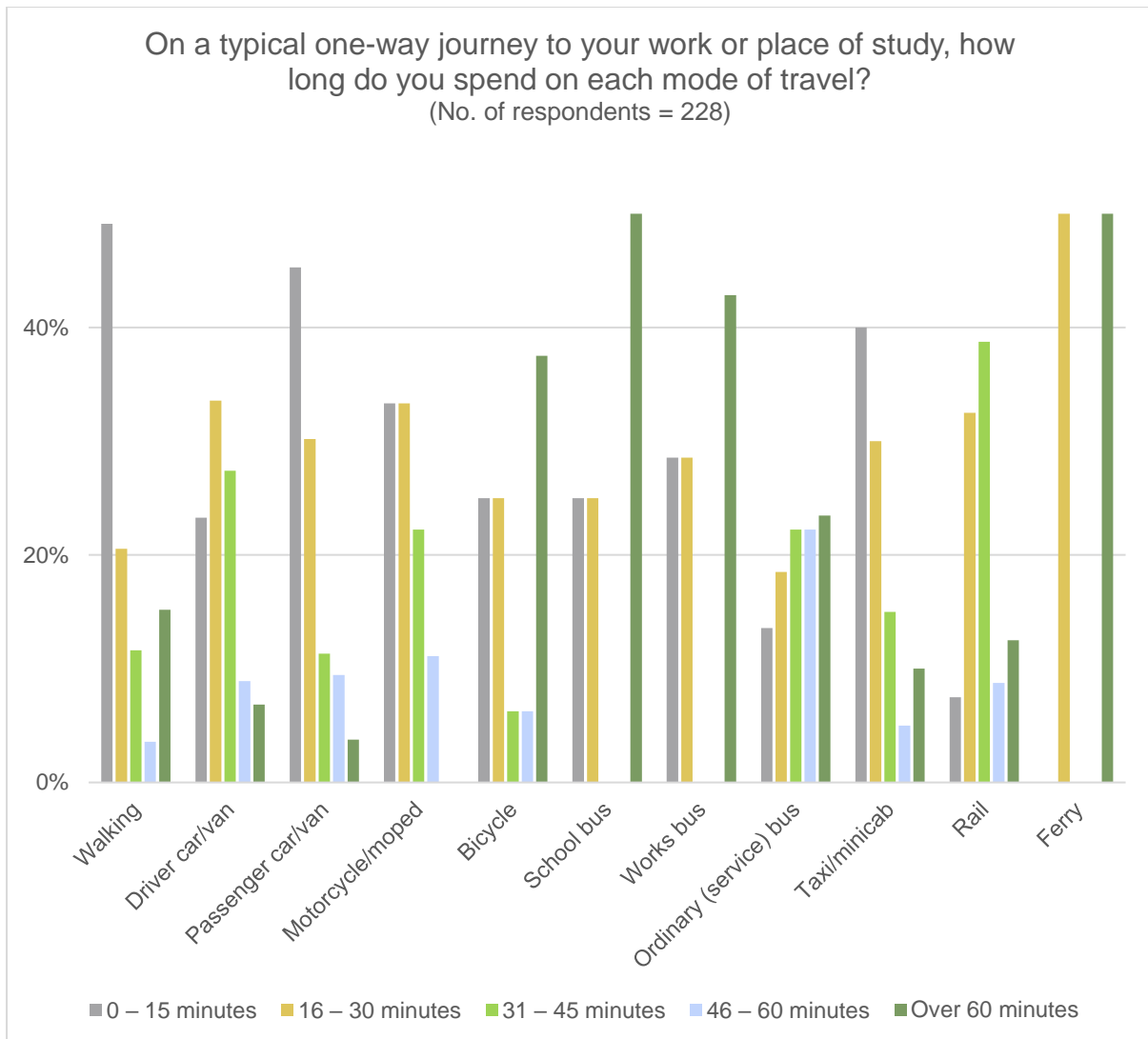


Figure 5-16: Typical time spent on each mode of travel journey to work or education

Respondents that travelled to work/education via car/van, motorcycle/moped or taxi/minicab (130 people in total) were asked if their journey could be carried out by public transport or by active travel. 51.1% of people stated it would be possible to undertake the journey by public transport. This shows that respondents concede that it can be undertaken by public transport but are deterred by one or several reasons. The most common reason that deters people is because public transport routes are indirect (56.2%), followed by a lack of services (55.4%) and thirdly, it takes too long (54.6%). More reasons can be viewed in **Figure 5-17**.

Similarly, of the same respondents, only 20.7% said it would be possible to undertake the trip by active travel. The main reasons for this were it taking too long (73.8%) and distance (50%). A more detailed breakdown of reasons can be viewed in **Appendix C-4**.

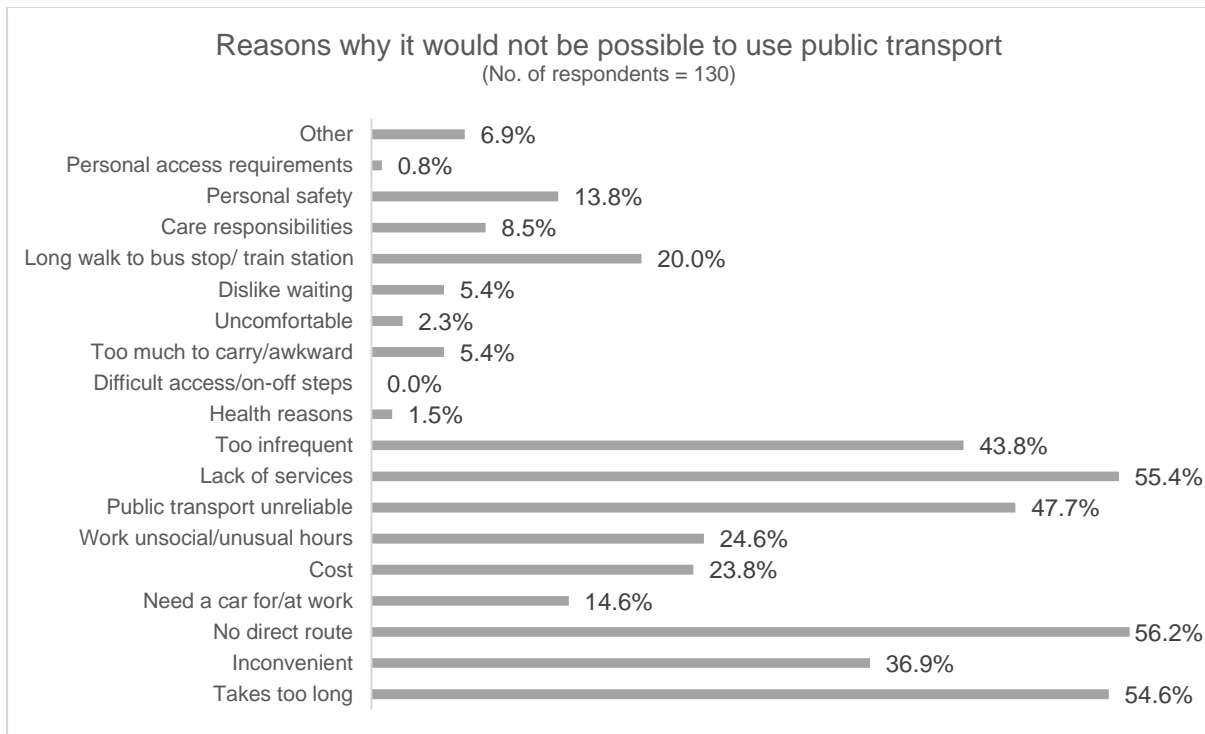


Figure 5-17: Reasons for not using public transport for those travelling to work/education by car/van, motorcycle/moped or taxi/minicab

Further 'other' reasons respondents are unable to use public transport were cited as the following. Unreliable, infrequent, and costly public transport was a major common theme and lack of good connections between buses and trains was also mentioned, often leading to long waits and multiple transfers, further complicating the journey to work or school. One repeating comment was that there are no buses leaving Glasgow after 17:15, limiting job opportunities and reducing mode of travel options. Instead, people said that they either must get the train, which is more expensive, or resort to driving, resulting in increased costs and parking difficulties, particularly in Glasgow.

5.2.5 Travel for Personal Business and Leisure

The next two sections of the survey asked respondents about travelling in the Garnock Valley for personal business and leisure. Personal business was defined as any of the following: trips to/from banks; churches; the post office; supermarkets; hairdressers; hospitals; doctors' surgeries; dentists; and anywhere else you go to fulfil personal needs or responsibilities that are essential for maintaining personal well-being and managing everyday life.

Travel for leisure was defined as any of the following: trips to visit friends; for entertainment; to watch play/sport; to eat/drink out at cafes, pubs, bars and restaurants; day trips; or anywhere else you go for enjoyment and personal fulfilment rather than for any essential needs.

Initially respondents were asked how many days per week they travel for personal business and/or leisure. There was a fairly even distribution of people travelling from one, two or three days (between 17.5%-19.6% in each case), with fewer people travelling more than 4 days and only 6.2% of people stating that they travelled on no days. A full breakdown of this data can be found in **Appendix C-5**.

Respondents were then asked where they typically travel for personal business, with the option to pick up to three destinations. **Figure 5-18** shows the results.

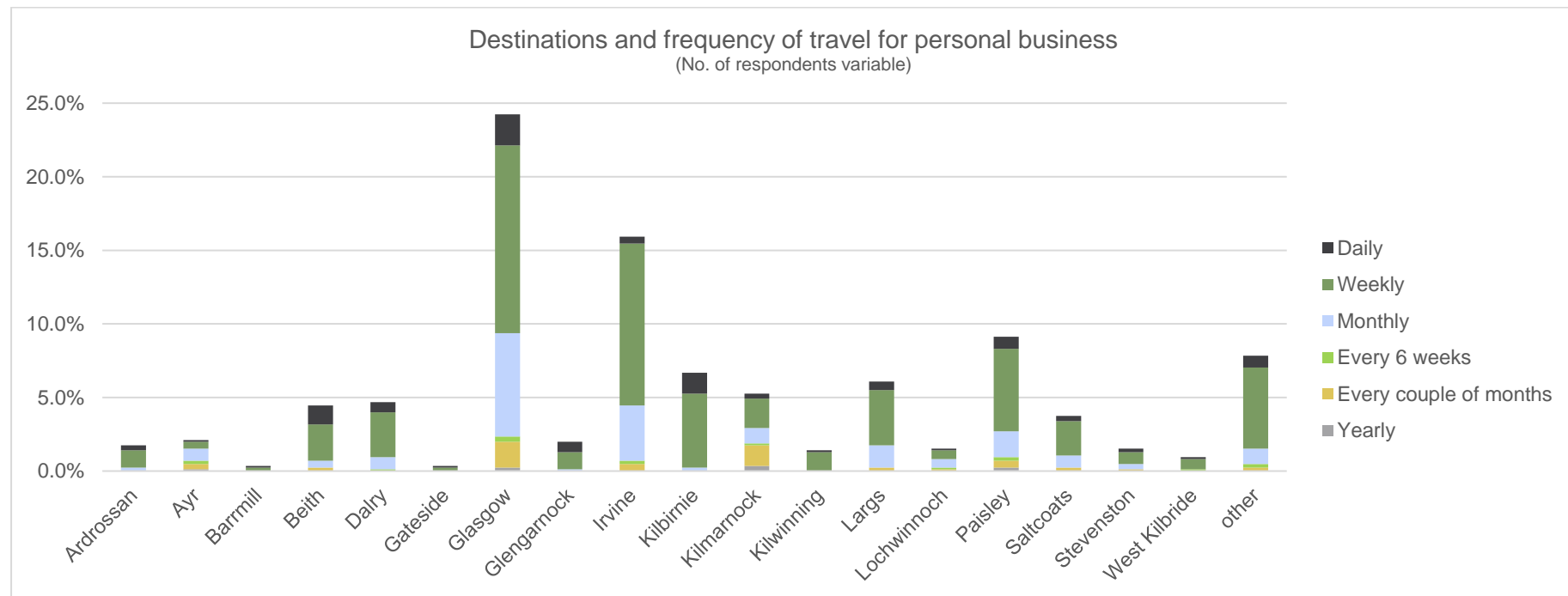
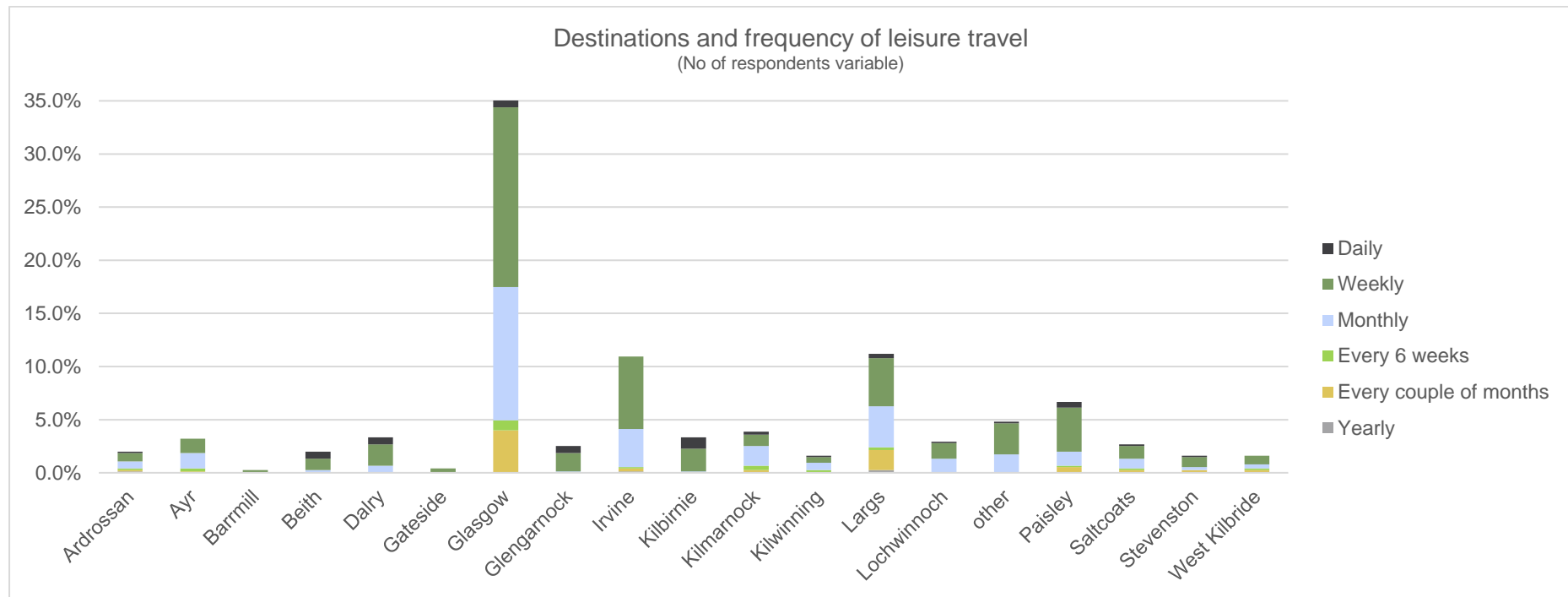


Figure 5-18: Destinations and frequency of travel for personal business

Glasgow is the most common destination for personal business destinations (24.5%), followed by Irvine (15.9%) and Paisley (9.1%). Data shows that people travel weekly to most destinations, with a higher proportion of people travelling to Glasgow and Irvine monthly. Glasgow, Beith and Kilbirnie had the highest proportions of people travelling daily for personal business.

The next section of the survey asked the same question but for the purpose of leisure. Popular leisure destinations were similar to those of personal business, with Glasgow being most popular choice (35.1%), followed by Largs (11.2%), Irvine (10.9%) and Paisley (6.2%). People are frequently travelling for leisure, but less frequent than travelling for personal business. 51.1% of people travelled weekly for leisure, but only 5.7% travel daily (compared to 10.9% for personal business) and 31.9% travel monthly.



Respondents were asked to give their first, and if applicable, second and third mode of transport used personal business and leisure trips. First mode was the one used for the longest, by distance, and so on. For both purposes, car/van driver was the most common main mode of travel, followed by bus and then rail travel. A more detailed view of responses to this question can be viewed in **Appendix C-5**.

5.2.6 Travel for Medical and Dental Appointments

A section of the survey asked respondents questions surrounding travel to medical and dental appointments, including destinations, modes of transport and difficulty getting to appointments.

Survey respondents were first asked what destinations they needed to travel to for medical appointments, the results can be viewed in **Figure 5-19**. University Hospital Crosshouse received the largest response at 43.1%. The second most common response was Ayrshire Central Hospital at 29.8%, followed by Kilbirnie Medical Practice at 28.7% and Beith Health Centre at 26.1%. Medical services have been centralised over the years, which explains why Crosshouse is most common. However, local services are still being used such as Kilbirnie and Beith medical practices, which are important for local healthcare appointments.

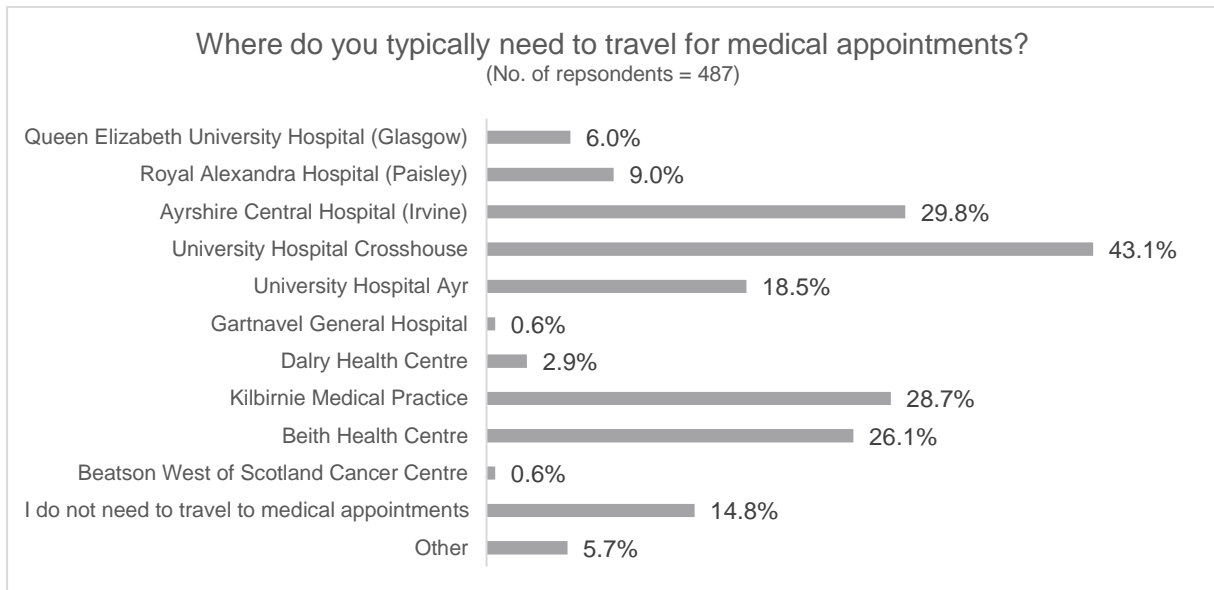


Figure 5-19 Travel destinations for medical appointments

Similarly, respondents were asked where they travel to for dental appointments, the results can be viewed in **Figure 5-20**. Popular destinations for dental appointments were local to the Garnock Valley; Beith (26.8%), Kilbirnie (22.5%) and Dalry (14.2%).

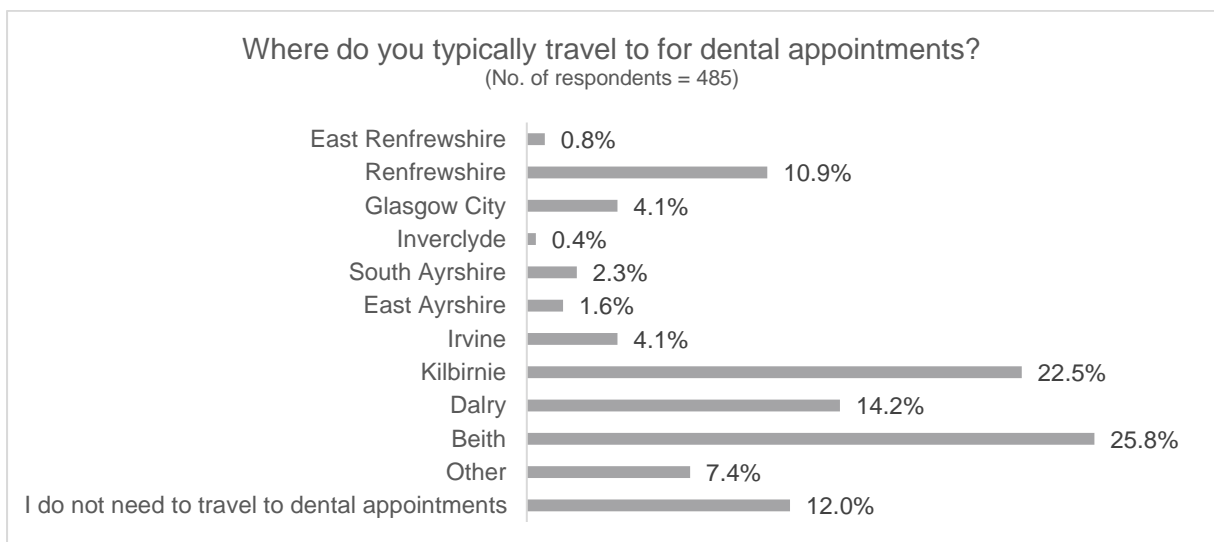


Figure 5-20: Travel destinations for dental appointments

Primary travel mode for medical and dental appointments can be viewed in **Figure 5-21** and **5-22**, respectively.

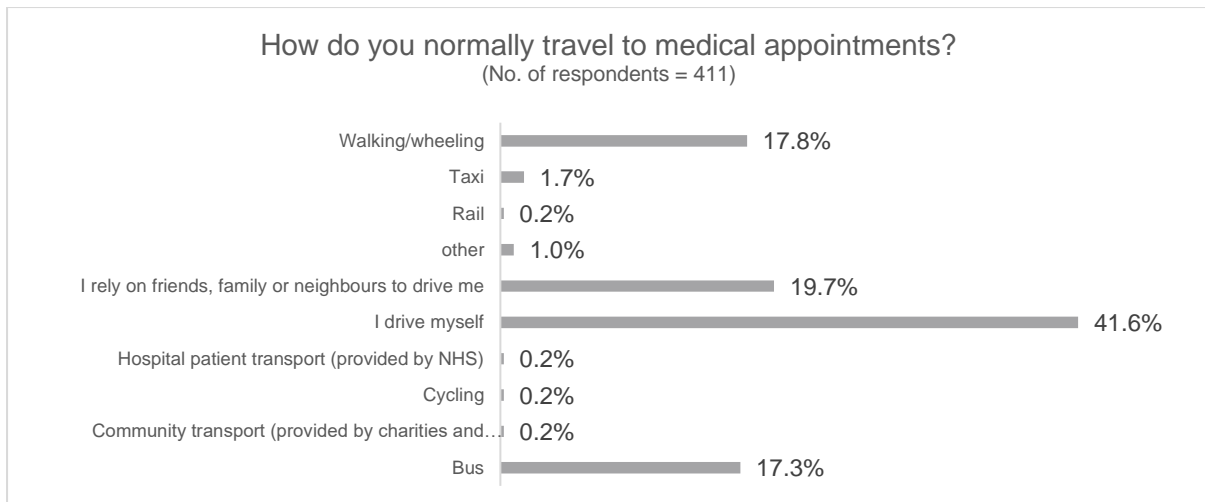


Figure 5-21: Medical appointment main travel mode

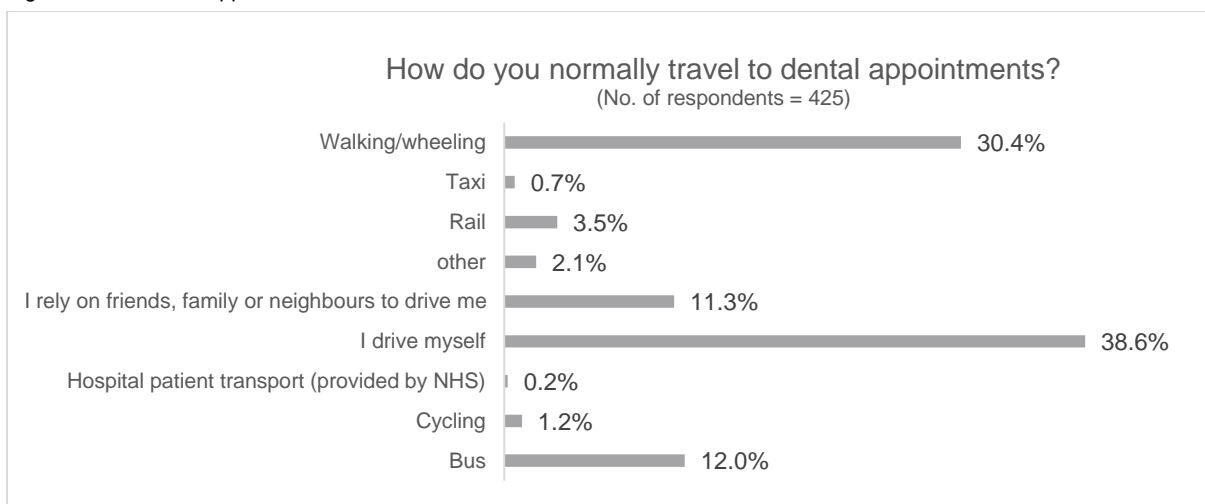


Figure 5-22: Dental appointment main travel mode

As can be viewed in **Figure 5-21** and **5-22**, driver is the main mode of transport for both medical and dental appointments, around 40% of journeys to appointments are made this way. A greater proportion of dental appointments are made by walking (30.4%) compared to medical appointments (17.76%). This trend aligns with the fact that the most common destinations for dental appointments are in the Garnock Valley, making active travel more feasible due to the shorter journey distances.

A number of questions were asked about ease of travel to medical or dental appointments, a full breakdown of results can be viewed in **Appendix C-6** and are discussed in the following. People found dental appointments easier to travel to compared with medical appointments, with 57.1% of people stating they found travelling to dental appointments either easy or very easy compared to only 31.9% for medical. Only 14.1% of people said they have missed a dental appointment due to a transport issue compared to 26.3% for medical appointments. Similarly, 29.5% of people stated that they have had to pay for a taxi to attend a medical appointment due to limitations in other transport options compared to 10.3% for dental appointments. 44% of people found travelling to medical appointments difficult or very difficult which is a significant finding as it highlights barriers to healthcare, potentially leading to untreated conditions, increased health disparities, and overall public health concerns.

Lastly, people were asked on the importance of transport features for travelling to medical or dental appointments. **Figure 5-23** displays the variation of opinions for each transport feature. It is evident that more bus services that stop at hospitals were deemed very important (41.5%), as well as more bus services that stop at medical centres/practices (29.4%). Adjustable footrests and armrests were

the least important transport features, with 33.3% of people stating they were low importance. The rest of the transport features were all deemed relatively important, as seen in the graph.

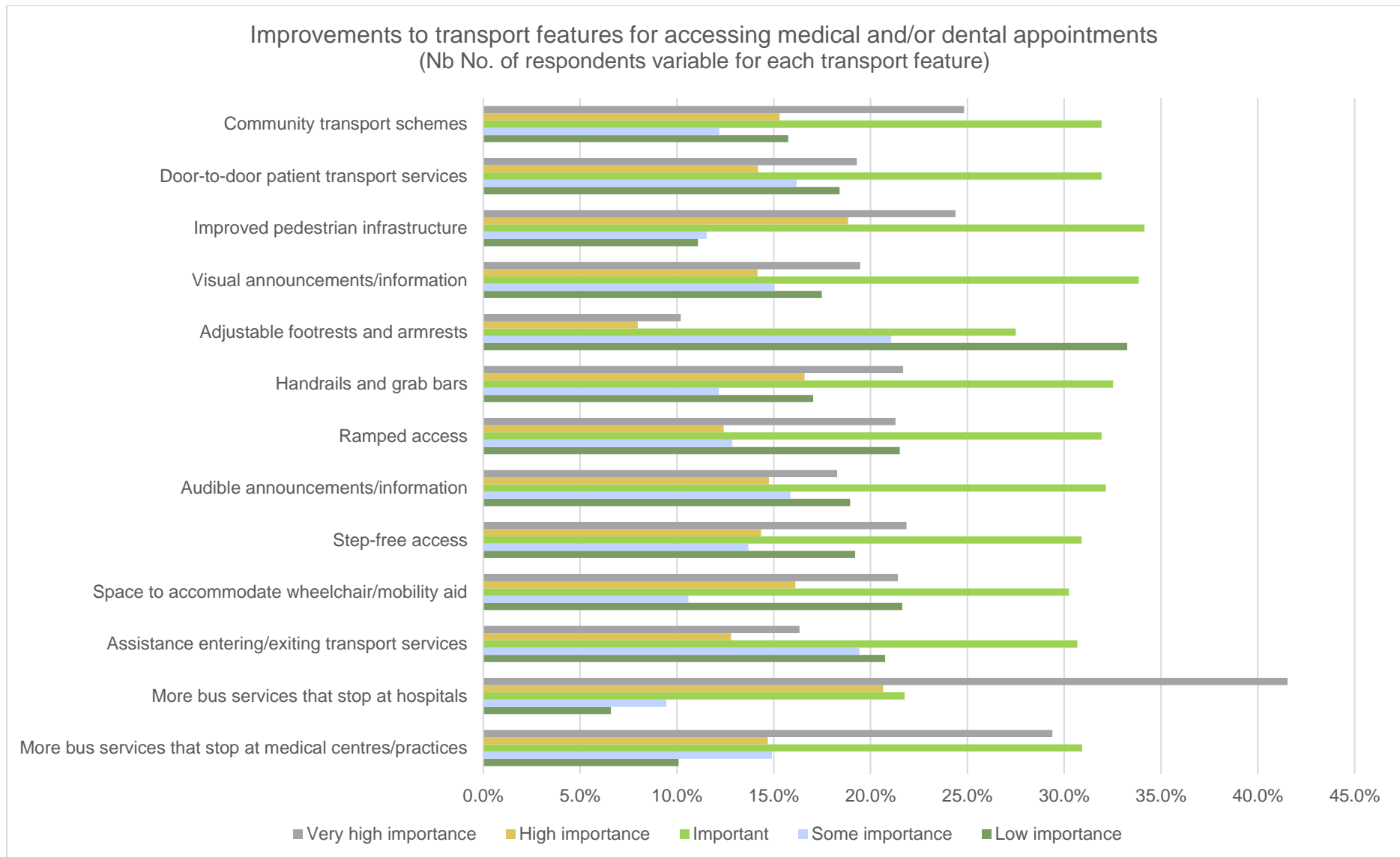


Figure 5-23: Opinions on improvements to transport features for medical and dental appointments

5.2.7 Qualitative Responses

Respondents were asked if they had any further comments about travel in the Garnock Valley towards the end of the survey. The main themes arising from these comments are summarised below.

- **Sentiment of poor public transport:** There was a widespread attitude that people were unhappy with the bus travel, particularly the frequency, coverage and integration with the train schedules. People were especially unhappy that the last bus out of Glasgow back to Garnock Valley is at 17:15, making work and leisure travel difficult.
- **Accessibility challenges:** People stated they faced difficulties accessing essential services such as going to hospital appointments (particularly University Hospital Ayr and University Hospital Crosshouse) and employment opportunities because of the unreliable and infrequent public transport. The last bus out of Glasgow at 17:15 was mentioned again, making it difficult for shift workers to travel back from work via bus.
- **High travel costs:** High train and bus fares were commented upon, which can exacerbate the challenges of accessing necessary services and leisure/social activities. Some routes were stated to be costly, despite short distances, such as a return ticket between Kilbirnie and Dalry being £7, despite the two towns being four miles apart.
- **Feelings of isolation:** A few people stated that they feel trapped in the Garnock Valley without having a car, restricting social interaction and contributing to feelings of isolation.
- **Safety:** The long public transport connection waiting times and very few evening buses make it difficult to travel with a sense of security for some people.
- **A need for improved services:** There was a strong call for enhancements to the public transport system, especially extending the bus schedules, increasing the frequency of buses, improving the coordination between buses and trains and having more affordable ticket prices.

5.2.8 Visitor Travel in the Garnock Valley

There was a dedicated section of the survey for visitors of the Garnock Valley that travelled for personal business or leisure. This was relevant to 45 people that responded to the survey. The main purposes of visitor trips can be viewed in **Figure 5-24**.

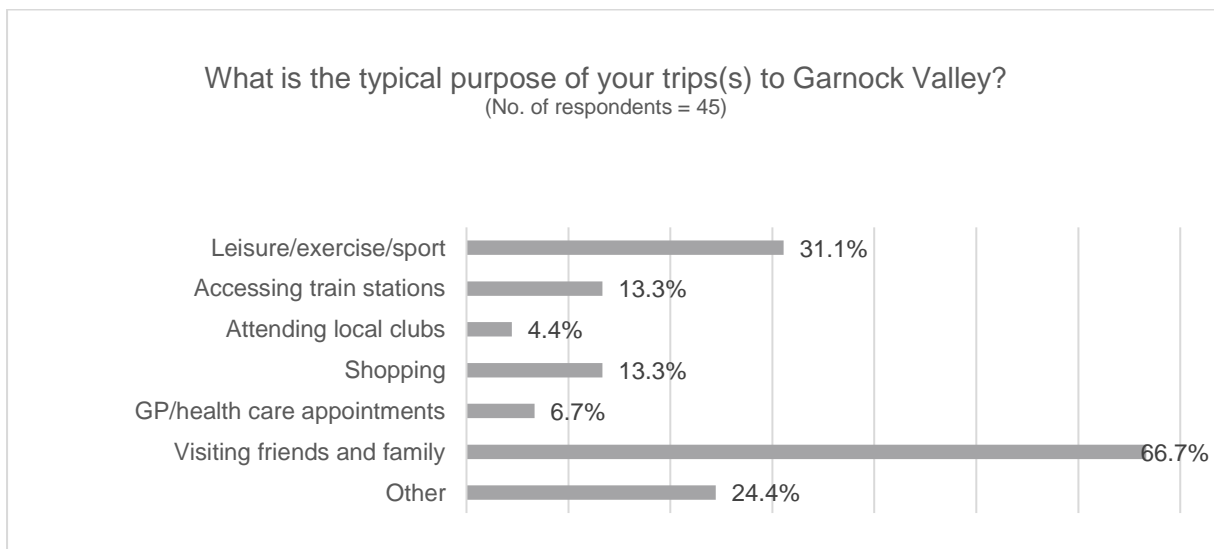


Figure 5-24 Purpose of visitor trips

Primarily, people travel to visit friends and family (66.7%) followed by leisure/sport/exercise (31.1%). Similar to trends observed elsewhere in the survey results, the most popular mode of transport for visiting was by driving a car or van (53.3%). Bus travel was second (28.9%) followed by rail at 13.3%.

Respondents that drove (24 people) were asked if their visitor journey could be undertaken by public transport, which only 16.7% stated that it could. Similarly, only 4.2% of people said their visitor journey could be walked, wheeled or cycled. Since these are visitors to Garnock Valley it would be assumed that they are travelling further distances and therefore active travel would be less realistic.

Respondents said the main reason for not using public transport was that there was no direct route (70.6%), and the main reason people didn't walk, wheel or cycle was that it took too long (79.2%).

A full breakdown of all visitor questions can be viewed in **Appendix C-7**.

5.2.9 Travel Needs

To round off the survey, respondents were asked about their travel needs. Several questions were asked relating to travel demands and potential improvements to travel in the Garnock Valley.

Respondents were first asked if there were any destinations that they would like to travel to, but do not currently due to transport limitations. Glasgow was the answer with the highest response rate, at 42.7%, followed by Irvine at 25.1%. More details of other destinations can be seen in **Figure 5-25**. These destinations were explored, disaggregated by respondents' employment status: if they were in full-time employment or a carer versus being retired. The destination choices were relatively similar, but Glasgow had slightly higher numbers for non-retirees at 23.4% (compared to 21.6% for people in retirement) and Irvine had higher numbers for retirees at 16.8%.

As can be seen on **Figure 5-25**, 52.4% of respondents also indicated that there was nowhere else they would like to travel that they currently don't, as a result of transport issues.

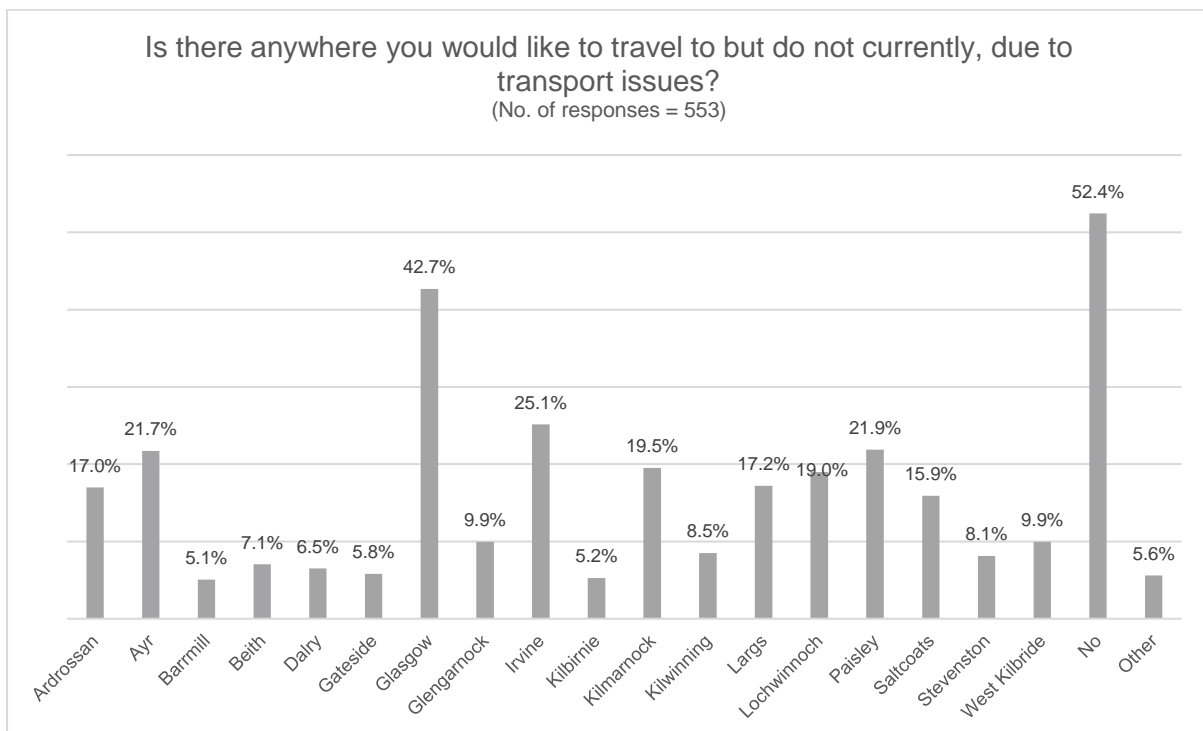


Figure 5-25 Travel destinations

Respondents were also asked when they are most likely to travel, which after 7pm on Saturday had the highest response rate, followed by 10am-4pm on Saturday, then on Friday after 7pm. Other responses can be seen in **Figure 5-26**. This question was then followed up with for what purposes would they travel to these destinations. Leisure was the main purpose for travel with just over three-quarters of respondents noting this, followed by personal business which is a purpose for trips for roughly half of respondents.

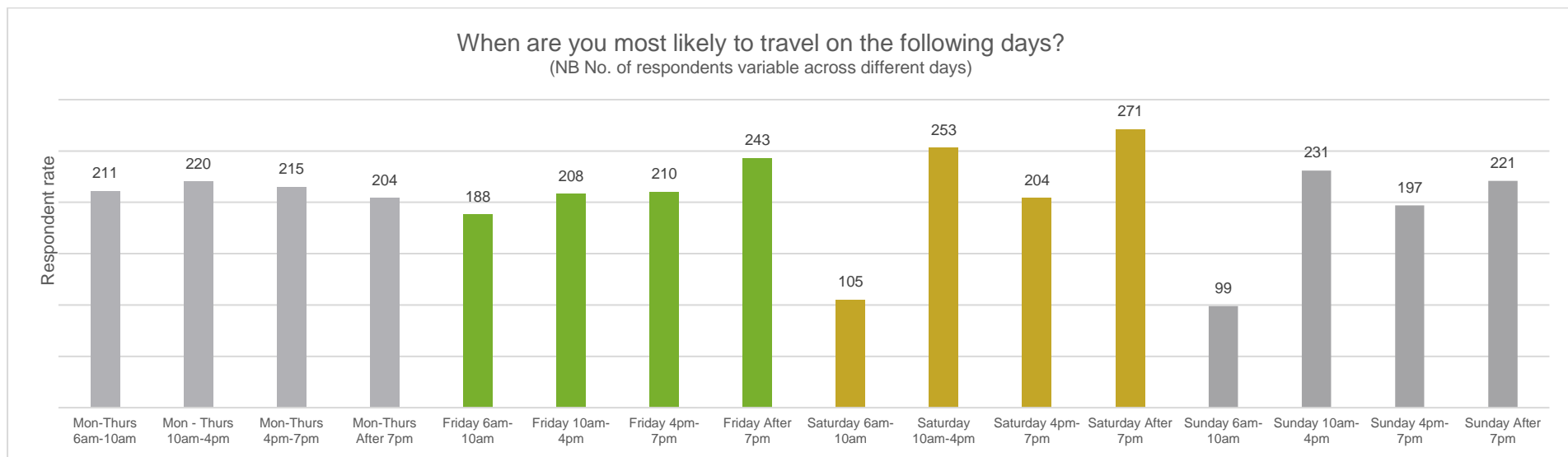


Figure 5-26 Most likely times and days to travel

Finally, respondents were asked what improvements they believed to be a priority, from very high importance to low importance. Improvements to the bus services was the biggest priority from the results collected. People stated that increased bus coverage (60%), improved bus connections to local train stations (51%) and increased frequency of bus services (58%) were seen as highly important. Schemes to support the elderly (41%), the youth (39%) and the unemployed (35%) were also regarded as highly important. Facilities for cyclists weren't deemed that much of a priority, with 13% of people saying that improvements for walking and cycling had low importance and 15% of people stating end of trip facilities for cyclists also had low importance. More details for potential transport improvements can be seen in **Figure 5-27**. Respondents were also asked an open question about any other transport improvements they believed were important, that had not already been mentioned. More frequent services of buses and trains was a common theme, particularly services in the evening and night. Additionally, people wanted improvements regarding better synchronisation between bus and train schedules, more direct routes on bus services, better bus infrastructure (for instance live digital bus times at bus stops), safer cycle paths and better accessibility for wheelchair users.

These themes were analysed against people who were in full-time employment or carers, and retirees (see **Appendix C-8**). Generally, there was a similar trend to the opinions given overall survey response, however there were some slight nuances. A high portion of retiree respondents (53.3%) identified 'schemes to help the elderly stay active and travel independently' to be of very high importance. However, in contrast, only 12.0% of retirees said that 'end-of trip facilities for cycling' was considered of very high importance, compared to 18.2% of people who are full-time employed/carers. People who are retired may be less mobile than people who are at an employable-age and, therefore, active travel is a less realistic option.

Please indicate how important you think the following transport improvements are to Garnock Valley
(NB No. of respondents variable for each transport improvement)

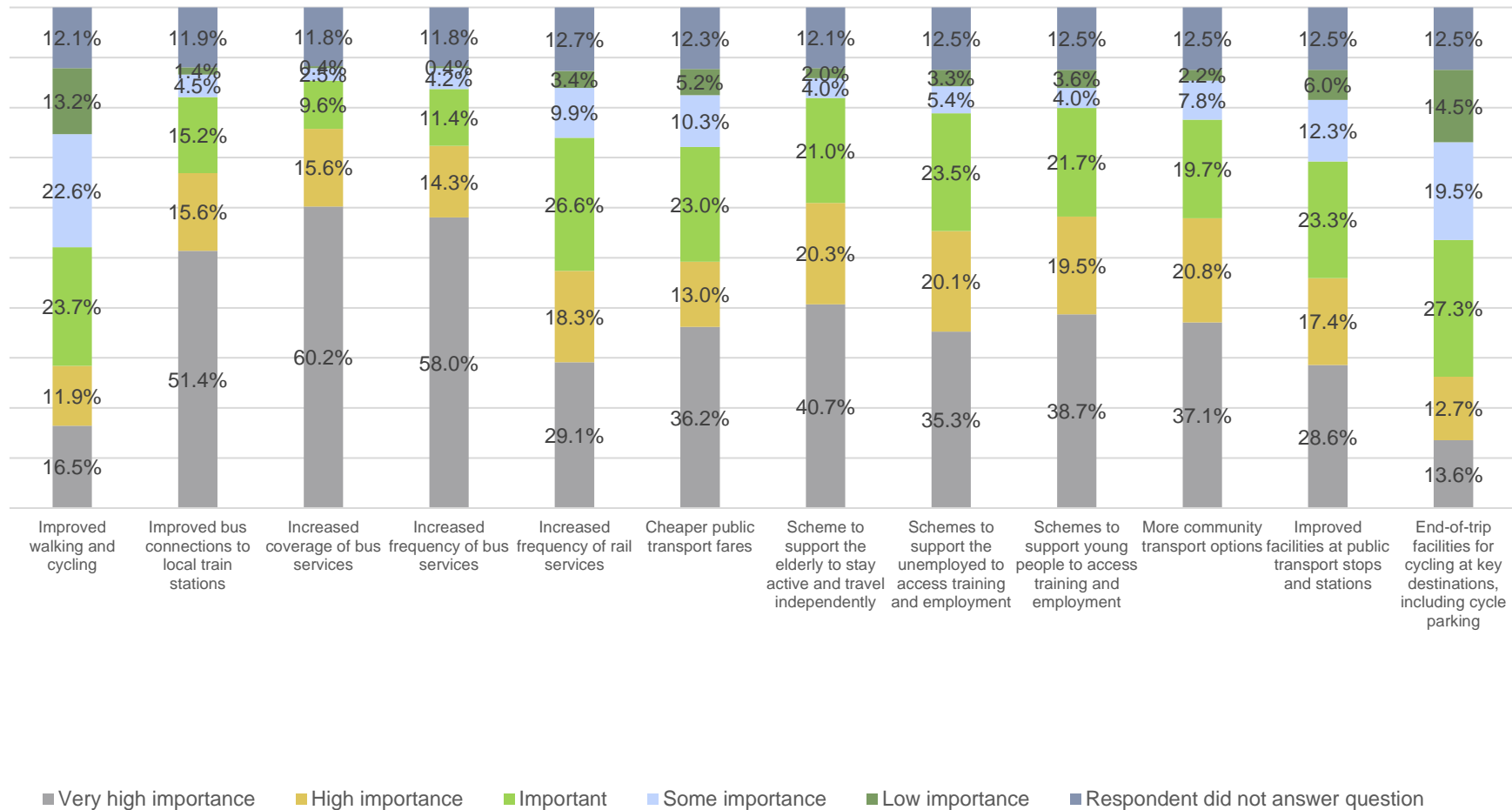


Figure 5-27: Importance of transport improvements

5.3 Qualitative Feedback

Conversations and feedback gathered from the community at the November 2024 events has been summarised, according to the event location (Kilbirnie, Beith and Dalry). The events were well-attended by members of the community and conversations about travel and transport took place with between 10-15 people at each event.

In addition to the qualitative feedback provided below, qualitative responses from the survey are provided in **Appendix D**.

5.3.1 Kilbirnie

Bus and train travel

- Bus was a main topic of conversation at the event. Some individuals complained that the bus from Kilbirnie to Irvine is very slow as it goes through all the residential areas.
- There is no incentive to travel by public transport “when it takes 60 minutes on the bus and 25 minutes to drive.”
- Glasgow is recognised as a key destination for travel but the last bus to leave Glasgow is at 17:15 in the evening. The bus drops passengers off at the Holmhead / Dalry Road roundabout in the south of Kilbirnie which can leave people having to walk long distances to get home, which is much less appealing during darker months.
- The lack of access to train services for people living in Kilbirnie was made apparent, with one individual saying people living in Kilbirnie “have no access to the train.”
- One attendee said that “pensioners can’t get a day out” now due to poor public transport.

Younger people

- Some younger attendees from the Garnock Valley Youth Forum were asked about what improvements they would make to travel in Kilbirnie. They suggested there was an issue with walking safety as footways are too narrow and would benefit from being widened to allow people to pass-by easier and so the distance between vehicles and pedestrians is greater. They would also like to see pupils that live outside school transport catchments be able to travel to school by bus as people living near the edge of the school catchment may still have long distances to walk. This would remove dependence on car travel.
- Often pupils will walk to school (they said they were “happy to walk half a mile”), and some are confident enough to cycle on-road, but there are days when poor weather can be off-putting. Some attendees described access to the Garnock Campus via existing footways as “not good”.

Individuals without access to a car

- Young people suggested they need a car to travel, but not everyone can afford one. Children that are not of driving age must rely on their parents to transport them about.
- One individual explained that their grandparents rely on taxis to travel now as there is no accessible or useful public transport links to allow them to get the destinations they want to travel to. They are limited to the amount they can leave the house because travel by taxi is not cheap.
- Without a car, travel to outlying Garnock Valley villages/settlements was described as “impossible”.

5.3.2 Beith

Active travel

- One individual offered some views on active travel in the Garnock Valley. The on-road nature of the National Cycle Network between Kilwinning and Kilbirnie was highlighted as an issue, as beyond that through the likes of Johnstone and Paisley there are very good off-road routes. In general, there was a view that most roads in the Garnock Valley are not fit for cycling due to

high traffic flows and a high proportion of these are HGVs. The uneven surface of roads was also highlighted as a deterrent as it can make it dangerous for cycling.

Hospital transport

- One individual expressed their frustration with access to main hospital sites that they and other Beith residents experience if travelling by public transport. The one-way journey from Beith to University Hospital Crosshouse involves two interchanges in Dalry and Irvine taking two and a half hours. The same journey by car takes approximately 30 minutes. The travel by public transport and hospital appointment itself will consume your entire day. The individual was aware of hospital transport offerings but said this is not always available when you need it. They also said that they are completely unable to arrange hospital transport to Royal Alexandra Hospital in Paisley as it is in a different NHS Health Board.
- Concerns were raised that concessionary bus pass cards were not being fully accounted for and this may be leading to bus patronage statistics showing lower than actual figures.

Previous transport provision

- Two individuals both recalled previous high-frequency localised bus services that operated around Beith, Dalry and Kilbirnie. They explained that a service like this would be greatly beneficial now.
- Another individual explained there used to be two buses that ran direct from Beith to Glasgow operated by West Coast Motors and the demand was sometimes greater than the capacity of buses.
- One attendee explained that previous that buses destined for Glasgow used to be routed via Braehead to try and increase patronage but in their opinion this actually served as a deterrent to most people as it increased the journey time.

Public transport

- One individual expressed frustration that many people who commute to Glasgow on the bus will drive to Eglinton Street in Beith and leave their car in the on-street parking spaces. Residents living along Eglinton Street then have difficulty parking outside their homes. A park and ride site was suggested to ease this issue.
- A few individuals highlighted the difficulty of journeys to and from Glasgow in the evening now that the last bus to leave Glasgow for the Garnock Valley is 17:15 and the last one to leave the Beith in the direction of Glasgow is at 15:51. Journeys by train are difficult and unappealing due to the distance between Beith and Glengarnock Train Station for walking and infrequent bus service.
- One attendee expressed frustration that people living in Irvine can get to Glasgow in roughly the same amount of time via train as those living in Beith despite it being approx. 12 miles closer.
- Some individuals expressed frustrations that there are now very few direct trains between the Garnock Valley and Irvine; you must change in Kilwinning now since timetables changed in 2022.

5.3.3 Dalry

Public transport

- One attendee provided their view on the public transport situation. They believe buses are the biggest issue and more real-time information is needed to inform people about where the bus is, so they know if it is late, or the service is not coming at all. The reduction in bus services to Glasgow, especially during the evening, is an issue. In their opinion the train service to Glasgow is very good alternative and sufficiently frequent but explained that if you don't live near a train station, which many people don't, then it is not that convenient. They also noted the shortage of bus drivers which doesn't help. On the whole, they described bus travel as a "chicken and egg situation" – if the service coverage and frequency is to improve there needs to be more passengers but for there to be more passengers there need to be better service coverage and frequency.

- One attendee explained that they had recently got the train from Kilwinning to Dalry recently and didn't actually pay because there was no conductor to buy tickets from. They conceded that there was a ticket office at the station but they didn't have time to buy one and explained that some elderly people (like themselves) don't have access to digital options to buy tickets. They expressed a general concern that many other train journeys could be unaccounted for in situations like theirs or by people deliberately not buying a ticket.
- One attendee explained that they used to travel by bus before the Covid pandemic but don't have the confidence now to return to travelling this way.
- One individual expressed frustration with the 25 bus service and how often it stops in residential areas between the Garnock Valley settlements. Another explained that due the hourly frequency of the service it makes it difficult to make quick trips and you may be left waiting for a long time if the purpose of your journey is to undertake a small five-minute errand.
- One individual was frustrated at price rises in bus fares and quoted an increase from £4.45 to £7.10 for an off-peak ticket they regularly buy. The same individual explained that they used to attend a weekly group in Beith and travel by bus but changes to the services means they can no longer attend as they don't have a car. Now they travel to West Kilbride via train to attend a similar group.
- One attendee said in their opinion the X36 bus service is adequate for their needs. They believe that most people who complain about buses are the ones that don't use it.

Active travel

- One elderly attendee was keen to use active travel for more trips but would prefer if there were more cycle lanes. They had talked to family about getting an eBike but had been put off because of how dangerous their family said the roads would be. A cycle path and/or footway between Dalry and Kilwinning would be a good addition to allow for active travel trips between the towns. Another resident also highlighted the lack of off-road paths between Garnock Valley villages.
- One individual expressed frustration that you cannot take your bike on a bus, but it is possible in other locations such as the Scottish Borders. The same initiative for buses in the Garnock Valley would be welcomed.

Previous transport provision

- One individual explained that there used to be a smaller bus company running high frequency services around the Garnock Valley that was greatly beneficial. They expressed frustration that over time smaller bus companies have been bought over by bigger ones and then services seem to stop.

Car travel

- Some residents of Dalry and Burnhouse expressed concern about speeding vehicles and that deterrent such as speed cameras are required. They explained that it is a safety risk for anyone crossing roads but especially, children and the elderly.
- One resident explained that they currently drive as their only mode of transport but does worry about what they will do if they become unable to drive as they get older.

5.4 Stakeholder Meetings

5.4.1 North Ayrshire Council Employability: Equal Programme, Cycle Maintenance Scheme

North Ayrshire Council provided insight into the Equal Programme, and the Cycle Maintenance Scheme that operates across the locality. Information on how the scheme works was provided as well as existing issues and identified opportunities. The following summarises key points discussed:

- The Equal Programme is a service set up to provide support for anyone with physical, mental health or neurological conditions to take their next step into employment. There are several

activities that anyone over the age 16 can get involved in. Training is provided and all schemes are designed to help people gain social skills, qualifications and employment training.

- There are several activities that individuals can get involved in, one being the Cycle Maintenance Scheme which has been running for approximately one year.
- The Scheme collects unwanted bikes from people in the community, or through work with waste distribution centres, prevents them from going to landfill. Once the bikes are collected, they are assessed on whether they can be brought back up to a road-worthy standard. Since October 2024, c. 194 bikes have been rescued across Ayrshire.
- The Scheme (as of November 2024) involves nine people (one supervisor, four trainees, four volunteers). Trainees are put through a paid 26-week work experience programme where they go through all required cycle maintenance courses and accreditations. Fully qualified trainees then act as volunteers for the next lot of trainees and the process repeats.
- Refurbished bikes are donated back into the community for commuting or leisure purposes to anyone in need. In the run up to Christmas 2024 there was a 'bike for Christmas' initiative which allowed parents/guardians to gift a refurbished bike. As of November 2024, there were 40 bikes ready to be donated back to the community.
- There is a strong focus to provide bikes in areas of deprivation or where other transport links are limited.
- North Ayrshire Council note a struggle to get trainees from the Garnock Valley involved in the Programme due to reduced bus services and public transport links from the Valley to Kilwinning, where the training is provided. The length of time it takes is an issue and if multiple interchanges are required this presents a barrier as people on the Programme are often more vulnerable members of the community.
- There is a secondary arm of the programme in development at the Garnock (Lochshore) Community Hub where the programme is about to set up a free cycle rental scheme with funding from Cycle Access Scotland. There is an approx. 4km loop to enjoy and there are plans to offer both children and adults bikes to encourage families. The programme hopes to run a major cycle charity day at the Hub.

5.4.2 North Ayrshire Council: Active Travel / Regeneration

North Ayrshire Council Active travel and Regeneration provided information on existing and future active travel schemes and initiatives across the Garnock Valley. The following describes some of the main discussion points.

- North Ayrshire Council aspire to create an active travel route from Kilwinning to Kilbirnie with a view that this will replace the existing on-road National Cycle Route 7 (NCN7) to an off-road setting. The existing NCN7 in this location was described as a safety concern with hills, bends and sections that are on 60mph roads.
- The Council are making good progress on the section of this route between Dalry and Kilbirnie. Agreement from a private landowner and Network Rail is being sought to secure a viable route alignment. Should this be forthcoming, Sustrans have set aside funding to allow detailed design works to progress in 2025/26.
- It is proving challenging to identify a viable off-road route alignment for NCN7 between Kilwinning and Dalry. Landowner feedback has been mixed and further constraints include river, rail and arterial roads.
- The Council provided information on other active travel initiatives in the Garnock Valley which included Radio City Association's community transport and bike hire scheme, Beith Community Trust's eBike hire and Dalry Men's Shed's bike recycling scheme.
- Additionally, the Council provided data sources and suggestions for where information can be found on the Garnock Valley relating to transport. These sources have been used in the development of previous chapters in the report.

5.4.3 Scotrail

- The current Scotrail timetable is the new base timetable and there are no plans to revert back to pre-pandemic service provision. To make changes to the timetable, a business case would be required to provide justification.
- In May 2023, Scotrail introduced a new timetable for services between Glasgow – Ayr and Glasgow Largs/Ardrossan. Prior to the timetable change, trains travelling between Glasgow – Ayr called in the Garnock Valley but the amendment to the timetable meant that most trains no longer called at Glengarnock or Dalry. Scotrail introduced this change to reduce journey times between Ayr – Glasgow. Due to this change, trains between Glasgow – Ardrossan/Largs were to additionally call at Glengarnock and Dalry increasing the journey time of trains travelling on that line.
- The profitability of services was discussed and a 2021 report was mentioned which concluded that in the period 2019/2020 most routes in Scotland were not covering their operating costs. The need for services to be profitable is obvious and service provision is directly linked to costs and profitability.
- In terms of disruptions to services, there is no direct prioritisation to some that means cancellations are more likely to occur in the Garnock Valley. The control team at Scotrail has to assess a variety of factors, such as getting a train conductor back to their home depot or ensuring rolling stock (trains) are back in Glasgow for services to commence the next day.
- Scotrail do engage with bus operators, local authorities and other transport operators such as CalMac to align timetables. There are a variety of constraints that impact the alignment of timetables, both for Scotrail and bus operators.

5.4.4 Stagecoach West Scotland

Stagecoach West Scotland were asked some questions on the reduction of bus services observed across the Garnock Valley, what their priorities are for the area, and challenges they face as a business. Some key discussions points are highlighted below. A representative from North Ayrshire Council Active Travel and Transport was also present at the meeting.

- In 2022, the X36 (Glasgow – Dalry) service was removed due to a lack of profitability but pressure from Scottish Government meant it was reinstated at reduced levels. At the same time, the X34 (Irvine – Glasgow) and X37 (West Kilbride – Glasgow) services, which routed through the Garnock Valley, were completely removed from operation.
- Prior to the 2022, the last X36 service from Glasgow used to be at approx. 23:00 and with the reduced timetable, the last bus now leaves Glasgow at 17:15.
- Stagecoach stated that patronage levels across the X37, X36 and X34 was very low, with as few as 20 people across the later services, and the reason they were removed was due to commercial viability.
- Numerous interventions had been introduced to increase patronage such as routing the bus via Braehead but, to date, none have been successful.
- The X36 service has always been a commercial service (not subsidised by SPT) and most passengers travel from Beith to Glasgow. It was noted many towns further south than Beith are better served by train for journeys to Glasgow.
- When questioned on the cost of bus fares, Stagecoach explained that in 2021 fares were reduced and the zones that determine the cost of fares were simplified. They provided an example of a weekly ticket between the Garnock Valley and Ayrshire (journey examples: Dalry to Kilmarnock or Kilbirnie to Kilwinning) was previously £27 but was reduced to £18.
- Stagecoach recognise integration with other modes is needed, but highlighted the many priorities and demands one bus meets along a route. They are happy to prioritise certain stops along a route but need to understand the priorities of the community. While discussing bus and train integration, Stagecoach explained that a bus service is unable to wait at a train station for 10-15 minutes to allow people to catch a train and others to be picked up. Again, they are happy to receive direction from the community if picking up/dropping off is a priority at certain times.

- Stagecoach aim to meet community needs, but the majority of services requested are not commercially viable without external subsidies. It was noted that the X36A and 25A/B/C/D/E services are currently subsidised.
- On improved bus and train integration, particularly relevant for the 25 service (Beith to Irvine), Stagecoach confirmed that increased frequency would require additional bus(es) at a likely cost of £150,000 per year, per bus.
- To provide a regular service which aligns with the train timetable at Glengarnock, it is likely 4 buses would be required to run on the 25 route (currently there are two).
- Stagecoach noted that the 25 service would benefit from subsidy support at peak times to support the various demands.
- The recent increase in National Insurance for UK businesses has an associated increase in wage bill and Stagecoach expect this to be a significant extra cost for the Stagecoach West Scotland business in 2025/26.
- Introduction of the under 22 free bus travel has reduced fare income.
- The semi-rural nature of the Garnock Valley, and the length of routes through the area, present challenges to the commercial viability of bus services. To meet community demands in relation to public transport, as indicated in the public survey, Stagecoach recommend funding is required to support.

5.4.5 McGill's

McGill's provided information on the two bus services they operate in the Garnock Valley: the 904 between Paisley – Largs and the 337 between Beith – Kilmarnock. A representative from North Ayrshire Council Active Travel and Transport was also present at the meeting.

- The 904 is a commercial service that runs on a well-established route that has not changed dramatically in recent years. McGill's have no plans to change the service as it is commercially stable at present.
- The 904 service only runs on a Sunday during May – September due to recreational demand, they noted Largs as a primary trip attractor.
- The 904 timetable is not dictated by any specific requirements and the service generally meets demand during peak hours to support standard working patterns for journeys in the morning and evening.
- McGill's noted some disruption experienced to the 904 service in Largs in the summer months, due to long queues at the ferry terminal which block the bus. However, they conceded that there was little that could be done to ease this issue and it did not cause major problems for the service.
- Electric buses were introduced on the 904 route and McGill's suggested that easier access to charging points for their buses would improve the commercial stability of it for the future. They noted a lack of charging points in the Largs/Wemyss Bay area of North Ayrshire.
- The 337 service is a tendered service for SPT and McGill's contract with SPT runs out in July 2025. The specification of the service (frequency and destinations/stops) is dictated by SPT. It currently operates with one bus and runs every two hours in each direction.
- Extending the 337 service to Kilbirnie and/or Dalry would either require an additional bus to maintain the same frequency, or the overall frequency would have to be reduced.

5.4.6 Strathclyde Partnership for Transport (SPT), Network Analysis and Design (Bus)

SPT Network Analysis and Design representatives for bus travel provided some background on the demand for bus services and the subsidy process for bus services. The following summarises the key points discussed.

- SPT explained some issues and challenges they are experiencing with bus services across the Strathclyde region, these include low patronage and low passenger satisfaction levels.

- An example of an SPT subsidised bus service in Renfrewshire was provided that illustrated despite increased frequency (and funding), higher patronage was not achieved. The service was not successful and had to be terminated sooner than expected due to lower than projected fare income.
- The majority of bus services in Strathclyde are operated on a commercial basis (88% of all bus vehicle miles) by privately owned bus companies that recover the cost of operating their services through a mixture of farebox revenues and government payments (concessionary fare reimbursement and grant support). Approximately 12% of bus vehicle miles are subsidised by SPT.
- SPT's budget for bus services is approximately £12 million in 2025 and it will remain the same for 2026. The budget for MyBus services is approximately £2.5 million.
- A change in bus service provision requires a change in the terms and conditions for contracts between SPT and bus service operators. Bus operators are facing rising costs which may result in negative impacts to bus service provision.
- The criteria for bus services subsidies is provided in SPT's Framework for Subsidising a Local Bus Service (2021). Three simple metrics are used to assess the need for supported bus services: accessibility, demand and subsidy. Accessibility is based on access to existing transport services, socio-economic factors, urban/rural classification and if interchange is possible between alternative services. Demand is based on the number of people benefiting from the service and subsidy is on a cost per passenger threshold.
- Commonly, SPT provides subsidies in a reactive capacity due to commercial services ceasing to run and the immediate requirement to fill the gaps and to provide socially necessary services.
- SPT have little to no capacity to increase bus services with the current budget restrictions and rising operational costs.
- SPT provided one example of an effective community transport scheme that they support in Renfrewshire. 'Johnstone and Area Community Transport' established a high-frequency localised service between Johnstone, Johnstone Train Station and Kilbarchan which has been successful and allowed for expansion of the service. SPT often see savings in supporting community transport operators, in comparison to subsidising bus routes run by commercial operators, as they run on a not-for-profit basis.
- SPT explained they provide support to community transport organisations during their set-up.

5.5 Our Garnock Valley Consultation

The Our Garnock Valley Consultation aimed to understand people's future aspirations for Garnock Valley. The consultation ran parallel to this study but had a broader focus on all aspects of community improvements.

Responses to a survey which received 744 responses revealed the top persistent challenges that should be priority actions in the Garnock Valley. As can be viewed on **Figure 5-28**, the joint top priority was better public transport.

When broken down by main town, Beith and Dalry chose better public transport as the 2nd priority action and in Kilbirnie it was the 4th. Glengarnock and Longbar residents also highlighted it as the top priority. Additionally, in each settlement a proportion of people highlighted the need for better walking and cycling as well as improved pavements and roads.



Figure 5-28: Community priorities in the Garnock Valley³⁶

5.6 North Ayrshire Community Transport Study

In early 2024, North Ayrshire Council (NAC) commissioned Sweco UK Ltd to undertake a study of the opportunities to develop Community Transport (CT) across the Local Authority area. The study assessed existing public transport coverage and established CT services, currently operating on Arran and across North Ayrshire, and carried out public and stakeholder engagement to determine the impacts of poor transport on the community and identify how further CT services could better support travel needs.

A summary below presents the standout information from the public survey, which received 505 responses, stakeholder feedback and public transport service and infrastructure information.

5.6.1 Public Transport

Public transport services and coverage across North Ayrshire were found to be lacking so much that the lives of residents, particularly those unable to drive, living in rural areas and those with disabilities, are negatively impacted. A significant reliance on subsidised bus services to meet residents' travel needs was also found, while issues with ferry reliability remain ongoing and impact access to vital services for island residents and the island economies.

The headline statistics are as follows:

- 13% of households in North Ayrshire have no access to bus services after 19:00hrs
- 73% of survey respondents have missed important events or appointments due to a lack of transport
- 41% of survey respondents experience challenges accessing public transport more than once a week
- 20% of households in North Ayrshire have no access to bus services on a Sunday
- 88% of survey respondents have relied on friends, family or neighbours for transportation assistance due to limitations in public transport in North Ayrshire
- 74% of survey respondents are dissatisfied or extremely dissatisfied with current public transport services in their area

³⁶ Image taken from Our Garnock Valley. Available at <https://www.ourgarnockvalley.net/>

5.6.2 Community Transport

Existing CT services on Arran and in the Garnock Valley are well utilised and provide a vital lifeline for some in travelling to medical appointments, socialising, keeping active and when facing economic challenges. Demand was established for the expansion of CT services, in terms of their geographical reach and service offering, as follows:

- 73% of people said they would consider using a CT service in their local area
- 82% of people would consider using community buses
- Most respondents said they would use a CT service for attending hospital appointments (66%), followed by food shopping (60%), visiting friends/family that live locally (47%) and attending local medical appointments (46%)

6 Key Findings and Recommendations

6.1 Overview

This chapter presents the study's key findings and outlines a series of recommendations, and next steps, to improve transport and tackle inequalities in the Garnock Valley.

6.2 Key Findings

The extensive programme of community and stakeholder engagement, and the detailed analysis on existing transport provision, carried out to inform this study have highlighted several problems and opportunities for travel in the Garnock Valley.

The key findings touch on inequalities in access to transport options experienced across the Garnock Valley which are in many cases linked to inequalities in access to services. It is noted that people's experiences are found to differ by the area they live in, and how easy it is for them to use public transport, while further disparities are found in relation socioeconomic status.

It must be noted when considering the key findings that a selection bias was established in the public survey, in which the feedback captured was found to be misrepresentative of the overall Garnock Valley population. Identifiers in this include an over representation of people aged 65+ (30% in the survey and 22% according to the 2022 Census) and an underrepresentation of people aged under 24.

The key findings are as follows:

1. There is a lack of direct bus services from Glasgow to the Garnock Valley in the evening (post 5:15pm), and this particularly impacts the communities of Beith, Kilbirnie and the smaller settlements in the Garnock Valley. Glasgow is recognised as the economic core of the Strathclyde region and the public survey identified the city as important to Garnock Valley residents for both employment and leisure opportunities as well as essential services. One respondent to the consultation said "not having reliable transport has prevented me getting jobs in the past and now access to services to support my disabilities" another said "workers cannot get home from Glasgow after 17:15. People no longer travel to Glasgow to shops or for a night out/meal etc. Buses no longer meet trains at Glengarnock station. Miss the bus then you have two options. Risk waiting at Glengarnock station for an hour or walk over 2 miles home. Students are forced to move out of home because the limited buses do not get them to university on time for lectures."
2. Bus services are not attractive for passengers. The most frequent bus services operate at a frequency of one per hour and the bus accessibility rating in the Garnock Valley is the lowest across all mainland North Ayrshire localities (although it is recognised this data is from 2019 and may not accurately reflect the current situation). The cost and complexity of bus ticketing can be prohibitive for some passengers, particularly those on lower incomes or infrequent bus users. One resident provided the following comment about bus services "The bus service does not accommodate me working in hospitality. It is extremely difficult to rely on transport to the station three miles away and the cost is crippling. It causes many issues in my place of work."
3. A key finding from the study was that people find it most difficult to access public transport after 19:00 across every day of the week. Key destinations residents need to access for work are Glasgow, within the Garnock Valley (Kilbirnie, Beith and Dalry) and Paisley. Similarly, for personal business or leisure, Glasgow, Irvine, Paisley and Largs are key. In terms of destinations people would like to travel to but currently don't due to transport issues, similar trends were apparent. Glasgow, Irvine, and Paisley emerged as the three primary responses; however, Ayr and Kilmarnock were identified as the fourth and fifth most prevalent destinations indicating a clear travel demand.

4. Rail travel provides notable benefits in terms of frequency and travel time, making it an efficient option for commuters and longer-distance travellers. The frequency of train services is considered appropriate based on passenger data and characteristics of the area. Moreover, trains often achieve faster transit times compared to road vehicles, particularly in congested areas such as Glasgow. However, a significant barrier to maximising the advantages of rail travel lies in accessibility. Many potential passengers are unable to reach railway stations if they live beyond a reasonable walking distance or do not have access to a car or bike. Lack of convenient transportation options to stations, such as bus services, further exacerbates this issue. Accessibility to rail stations is poorer for the communities of Beith, Kilbirnie and smaller outlying settlements in the Garnock Valley.
5. In the current financial landscape, increases in public funding subsidies for bus services are not anticipated.
6. Considering current public transport patronage, increases in service coverage and frequency are not anticipated. However, Stagecoach is happy to accommodate certain stops along existing bus routes if an understanding of the communities' priorities is established.
7. Residents find travel to medical appointments challenging and rely primarily on vehicle travel. University Crosshouse Hospital was recognised as a key destination for medical appointments. One respondent to the consultation said "Travel to hospital appointments is stressful due to the need to use a car, otherwise the journey is too long and broken up as there are no direct services. The number of cars being parked at Crosshouse Hospital is a problem in itself, with too many vehicles trying to access a very large car park that is nearly always full. Finding a space there is time consuming. Extending the car park isn't the answer, getting people to the hospital without a car would be. So better, reliable, regular services - including from the Garnock Valley - would help this." Residents of Beith and outlying eastern Garnock Valley communities benefit from the 337 bus service which provides a direct connection but journeys from other settlements face longer and more complex journeys by public transport.
8. At present active travel facilities, particularly those for cycling, are limited and lack segregation from vehicles. However, it is recognised that this will be addressed in forthcoming years as active travel infrastructure projects identified in the Local Transport & Active Travel Strategy are actioned. The current network is primarily comprised of NCN and as such is characteristically focussed on key strategic links between larger destinations. Trip-end infrastructure facilities and local routes for cycling are widely unavailable. One resident living in an outlying Garnock Valley settlement explained the following concerns: "cycling or walking out with the village is extremely dangerous. There are no pavements or cycleways out with the village. Traffic is fast and dangerous in our area. We have no safe area to walk or cycle."

6.3 Recommendations

A series of interventions / actions to address the key issues and improve sustainable transport provision in the Garnock Valley have been identified.

- Develop proposals for a community transport service. It is recommended that the service provides high-frequency localised services which provides connections to existing public transport services (particularly rail stations) and key destinations in the Garnock Valley. The need for understanding the requirements of different groups within the community is stressed to reduce inequalities in access to transport. It is recommended that contact is made with Johnstone and Area Community Transport to understand what process they went through in establishing their community transport service. In addition, it is recommended contact is made with SPT and the Community Transport Association for guidance, and to understand what support is available to develop a community transport service. The community transport service would be complementary to existing bus services, addressing specific mobility needs that standard public transport may not fully accommodate.
- Investigate the communities' priorities in terms of stops and timetable for existing bus services and approach bus operators to request changes. It is recommended that the most optimal

alignment between bus and train timetables at Glengarnock is the key priority that should be investigated.

- Investigate the feasibility of supplying for real-time public transport information to be available for bus services. Determining the key bus stops that would benefit from real-time information displays would be the first step in this process. It is also recommended that contact is made with SPT and bus operators to understand what technology is available to disseminate real-time information.
- Approach SPT to request additional funding for subsidised bus services in the Garnock Valley to provide better service coverage or higher frequency for existing services. Investigate whether the existing 337 bus serving University Crosshouse Hospital could be altered to directly serve Kilbirnie and Dalry, as well as Beith. The poor financial landscape illustrated by SPT is noted, however there is scope to investigate this in the future.
- Liaise with North Ayrshire Council and SPT to understand the outcomes of the Strathclyde Regional Bus Strategy and the changing landscape in terms of the proposals for local services franchising, Bus Service Improvement Partnerships and a municipal bus company.
- Identify opportunities for improvements in the active travel network to provide localised walking, wheeling and cycling links in areas of higher demand. Consider opportunities to provide links to the NCN and those that provide connections to rail stations particularly Glengarnock Station. Any opportunities identified would complement measures being developed as part of North Ayrshire Council's Local Transport & Active Travel Strategy.
- Identify opportunities for improved trip-end active travel facilities, such as secure cycle storage at public transport stops/stations, in town/village centres, schools and community centres in the Garnock Valley.
- Investigate the potential of a Garnock Valley zone card for bus travel which allows passengers to travel on commercial services run by different operators under the one ticket.

6.4 Funding

A number of funding opportunities should be considered in developing proposals for the various recommendations:

Strathclyde Partnership for Transport

SPT manage funding for various forms of transport which includes community transport and subsidised bus services. SPT often see savings in supporting community transport operators, in comparison to subsidising bus routes run by commercial operators, as they run on a non-for-profit basis. They are happy to support community transport organisations during set-up.

The Johnstone and Area Community Transport provides an example of a successful community transport initiative which SPT have supported and could be replicated in the Garnock Valley.

Paths for All – Ian Findlay Path Fund

This grant fund, supported by Transport Scotland, supports the improvement of local path networks within and between communities, making it easier for people to choose to walk, wheel or cycle for everyday journeys. Funding is available up to a maximum of £100,000 which can be used towards path improvements, new links, lighting improvements or seating.

Network Support Grant (Transport Scotland)

The Network Support Grant (NSG) is a discretionary grant available to eligible community bus operators to support the maintenance of Scotland's bus network for the benefit of passengers by keeping fares more affordable and networks more extensive than would otherwise be the case. NSG is paid at 14.4 pence per kilometre per bus. This is intended to contribute to the costs of running services.

The National Lottery Community Fund

The National Lottery Community Fund has a range of funding programmes in Scotland which could be relevant for improvements to transport improvements, including community transport. These programmes are:

- Awards for All Scotland
- Community Led
- Improves Lives
- Cost-of-living Support Scotland

Radio City Association

Radio City Association are developing community-owned renewable energy assets to re-invest profits back into the Garnock Valley. Existing work has been undertaken to support active travel and combat transport poverty, therefore reach out is suggested to determine the potential for funding towards a community transport project. Specific projects, such as the windfarm project, are still in development therefore it is recognised that it may be a number of years before any benefits in terms of funding are realised.

6.5 Next Steps

As this study shows, significant gaps exist in the local transport network and there is demand for improved transport services, in terms of access to public transport, and public transport service coverage and frequency. There is, therefore, great opportunity to improve transport and tackle inequalities in the Garnock Valley by implementing the recommendations of this study.

To achieve this, it is recommended that the Garnock Valley Locality Partnership develops an Action Plan outlining the steps required to implement the recommendations.

Appendix A – Survey

Appendix B – Interview Survey



Figure B-1.1: Location of interview survey areas in Beith



Figure B-1.2: Location of interview survey areas in Dalry

- Public transport**
 - Glengarnock Train Station
 - Any bus stops in vicinity of other survey locations
- Supermarket**
 - Tesco
 - MG Licensced Grocers
 - Premier Stores
 - Newhouse Mini Market
- Cluster meeting points**
 - Pharmacies
 - Cafes
 - Restaurants
 - Pubs
 - Banks
 - Libraries
 - Other shops
- Medical / pharmacy**
 - Kilbirnie Dental Practice
 - Kilbirnie Medical Practice
- Schools (during pick-up/drop-off times)**
 - St Bridget's Primary School
- Other**
 - KA Leisure
 - Kilbirnie Jobcentre
 - Radio City



Figure B-1.3: Location of interview survey areas in Kilbirnie and Glengarnock

Surveyor 1			
5TH			
DALRY	0700	TRAIN	
DALRY	0730	TRAIN	
DALRY	0800	SCHOOL	
DALRY	0830	SCHOOL	
DALRY	0900	MEDICAL	
DALRY	0930	MEDICAL	
DALRY	1000	SUPERMARKET	
DALRY	1030	SUPERMARKET	
DALRY	1100	CLUSTER POINTS	
DALRY	1130	CLUSTER POINTS	
DALRY	1200	CLUSTER POINTS	
DALRY	1230	CLUSTER POINTS	
DALRY	1300	CLUSTER POINTS	
DALRY	1330	CLUSTER POINTS	
DALRY	1400	CLUSTER POINTS	
DALRY	1430	SCHOOL	
DALRY	1500	SCHOOL	
DALRY	1530	SCHOOL	
DALRY	1600	SUPERMARKET	
DALRY	1630	SUPERMARKET	
DALRY	1700	SUPERMARKET	
DALRY	1730	TRAIN	
DALRY	1800	TRAIN	
DALRY	1830	TRAIN	
DALRY	1900	FINISH	
6TH			
KILBIRNIE	0700	SUPERMARKET	
KILBIRNIE	0730	SUPERMARKET	
KILBIRNIE	0800	SCHOOL	
KILBIRNIE	0830	SCHOOL	
KILBIRNIE	0900	MEDICAL	
KILBIRNIE	0930	MEDICAL	
KILBIRNIE	1000	CLUSTER POINTS	
KILBIRNIE	1030	CLUSTER POINTS	
KILBIRNIE	1100	CLUSTER POINTS	
KILBIRNIE	1130	OTHER	
KILBIRNIE	1200	OTHER	
KILBIRNIE	1230	OTHER	
KILBIRNIE	1300	CLUSTER POINTS	
KILBIRNIE	1330	CLUSTER POINTS	
KILBIRNIE	1400	CLUSTER POINTS	
KILBIRNIE	1430	SCHOOL	
KILBIRNIE	1500	SCHOOL	
KILBIRNIE	1530	SCHOOL	
KILBIRNIE	1600	CLUSTER POINTS	
KILBIRNIE	1630	CLUSTER POINTS	
KILBIRNIE	1700	CLUSTER POINTS	
KILBIRNIE	1730	SUPERMARKET	
KILBIRNIE	1800	SUPERMARKET	
KILBIRNIE	1830	SUPERMARKET	
KILBIRNIE	1900	FINISH	
8TH			
DALRY	0700	TRAIN	
DALRY	0730	TRAIN	
DALRY	0800	SCHOOL	
DALRY	0830	SCHOOL	
DALRY	0900	MEDICAL	
DALRY	0930	MEDICAL	
DALRY	1000	SUPERMARKET	
DALRY	1030	SUPERMARKET	
DALRY	1100	CLUSTER POINTS	
DALRY	1130	CLUSTER POINTS	
DALRY	1200	CLUSTER POINTS	
DALRY	1230	CLUSTER POINTS	
DALRY	1300	CLUSTER POINTS	
DALRY	1330	CLUSTER POINTS	
DALRY	1400	CLUSTER POINTS	
GLENGARNOCK	1430	SCHOOL	
GLENGARNOCK	1500	SCHOOL	
GLENGARNOCK	1530	SCHOOL	
GLENGARNOCK	1600	CLUSTER POINTS	
GLENGARNOCK	1630	CLUSTER POINTS	
GLENGARNOCK	1700	CLUSTER POINTS	
GLENGARNOCK	1730	TRAIN	
GLENGARNOCK	1800	TRAIN	
GLENGARNOCK	1830	TRAIN	
GLENGARNOCK	1900	FINISH	

Surveyor 2			
5TH			
BEITH	0700	SUPERMARKET	
BEITH	0730	SUPERMARKET	
BEITH	0800	SCHOOL	
BEITH	0830	SCHOOL	
BEITH	0900	MEDICAL	
BEITH	0930	MEDICAL	
BEITH	1000	CLUSTER POINTS	
BEITH	1030	CLUSTER POINTS	
BEITH	1100	CLUSTER POINTS	
BEITH	1130	CLUSTER POINTS	
BEITH	1200	CLUSTER POINTS	
BEITH	1230	CLUSTER POINTS	
BEITH	1300	CLUSTER POINTS	
BEITH	1330	CLUSTER POINTS	
BEITH	1400	CLUSTER POINTS	
BEITH	1430	SCHOOL	
BEITH	1500	SCHOOL	
BEITH	1530	SCHOOL	
BEITH	1600	SUPERMARKET	
BEITH	1630	SUPERMARKET	
BEITH	1700	SUPERMARKET	
BEITH	1730	SUPERMARKET	
BEITH	1800	SUPERMARKET	
BEITH	1830	SUPERMARKET	
BEITH	1900	FINISH	
6TH			
GLENGARNOCK	0700	TRAIN	
GLENGARNOCK	0730	TRAIN	
GLENGARNOCK	0800	SCHOOL	
GLENGARNOCK	0830	SCHOOL	
GLENGARNOCK	0900	CLUSTER POINTS	
GLENGARNOCK	0930	CLUSTER POINTS	
GLENGARNOCK	1000	CLUSTER POINTS	
GLENGARNOCK	1030	CLUSTER POINTS	
GLENGARNOCK	1100	CLUSTER POINTS	
GLENGARNOCK	1130	CLUSTER POINTS	
GLENGARNOCK	1200	TRAIN	
GLENGARNOCK	1230	TRAIN	
KILBIRNIE	1300	OTHER	
KILBIRNIE	1330	OTHER	
KILBIRNIE	1400	CLUSTER POINTS	
KILBIRNIE	1430	SCHOOL	
KILBIRNIE	1500	SCHOOL	
KILBIRNIE	1530	SCHOOL	
BEITH	1600	CLUSTER POINTS	
BEITH	1630	CLUSTER POINTS	
BEITH	1700	CLUSTER POINTS	
BEITH	1730	SUPERMARKET	
BEITH	1800	SUPERMARKET	
BEITH	1830	SUPERMARKET	
BEITH	1900	FINISH	
8TH			
BEITH	0700	SUPERMARKET	
BEITH	0730	SUPERMARKET	
BEITH	0800	SCHOOL	
BEITH	0830	SCHOOL	
BEITH	0900	MEDICAL	
BEITH	0930	MEDICAL	
BEITH	1000	MEDICAL	
BEITH	1030	CLUSTER POINTS	
BEITH	1100	CLUSTER POINTS	
BEITH	1130	CLUSTER POINTS	
BEITH	1200	CLUSTER POINTS	
BEITH	1230	CLUSTER POINTS	
KILBIRNIE	1300	CLUSTER POINTS	
KILBIRNIE	1330	CLUSTER POINTS	
KILBIRNIE	1400	CLUSTER POINTS	
KILBIRNIE	1430	SCHOOL	
KILBIRNIE	1500	SCHOOL	
KILBIRNIE	1530	SCHOOL	
KILBIRNIE	1600	OTHER	
KILBIRNIE	1630	OTHER	
KILBIRNIE	1700	OTHER	
KILBIRNIE	1730	SUPERMARKET	
KILBIRNIE	1800	SUPERMARKET	
KILBIRNIE	1830	SUPERMARKET	
KILBIRNIE	1900	FINISH	

Figure B-1.4: Survey and specific locations for each of the two surveyors across each survey day

Results

In total, there were 76 interview surveys completed over the three-day period. On November 5th, 34 surveys were completed, on November 6th there were 24 completed and on November 8th there were 18.

Demographics of people surveyed

- Age: There were a range of ages surveyed, with a number of younger people being captured in the responses. 14.47% of people were aged 16-24 and 25% of people were aged 25-34. Additionally, 43.42% were aged 35-64 and 17.11% were aged 65+.
- Gender: There was an even split between Male (43.42%) and Female (56.58%).
- Employment status: There was a wide range of people surveyed, with 32.89% of people in full time employment. An interesting highlight is that a number of students were surveyed at 11.84%, as well as retirees at 15.79%. Please see Figure 9 for a more detailed breakdown of the employment statuses.
- Disability: 14.47% of the people surveyed stated that they had a disability. This included physical impairment, sensory impairment, long standing illness or health condition and mental health condition.

Home postcodes

On the first day (November 5th), 34 surveys were completed. For those who entered a valid postcode (26 people) for their home address, 11 people lived in Beith, 11 people lived in Dalry, 1 person in Irvine, 1 person in Glengarnock and 2 people in Largs.

On the second day of the survey (November 6th), 24 surveys were completed, with 22 people stating their home postcodes. 15 people said they lived in Kilbirnie, 1 person in Largs, 1 in Dalry, 1 in Ardrossan, 3 people in Beith and 1 person in Longbar.

On the final day (November 8th), 18 surveys were completed, with 16 people stating their home postcodes. 1 person stated they lived in Largs, 3 people said they lived in Kilbirnie, 6 in Dalry, 5 in Beith and 1 person said they lived in Longbar.

In total, out of the people surveyed who gave valid postcodes: 19 people lived in Beith, 18 people lived in Dalry, 18 people lived in Kilbirnie, 4 people lived in Largs, 2 people lived in Longbar, 1 in Glengarnock, 1 in Irvine and 1 in Ardrossan.

Appendix C - Survey Results

C-1: Demographics

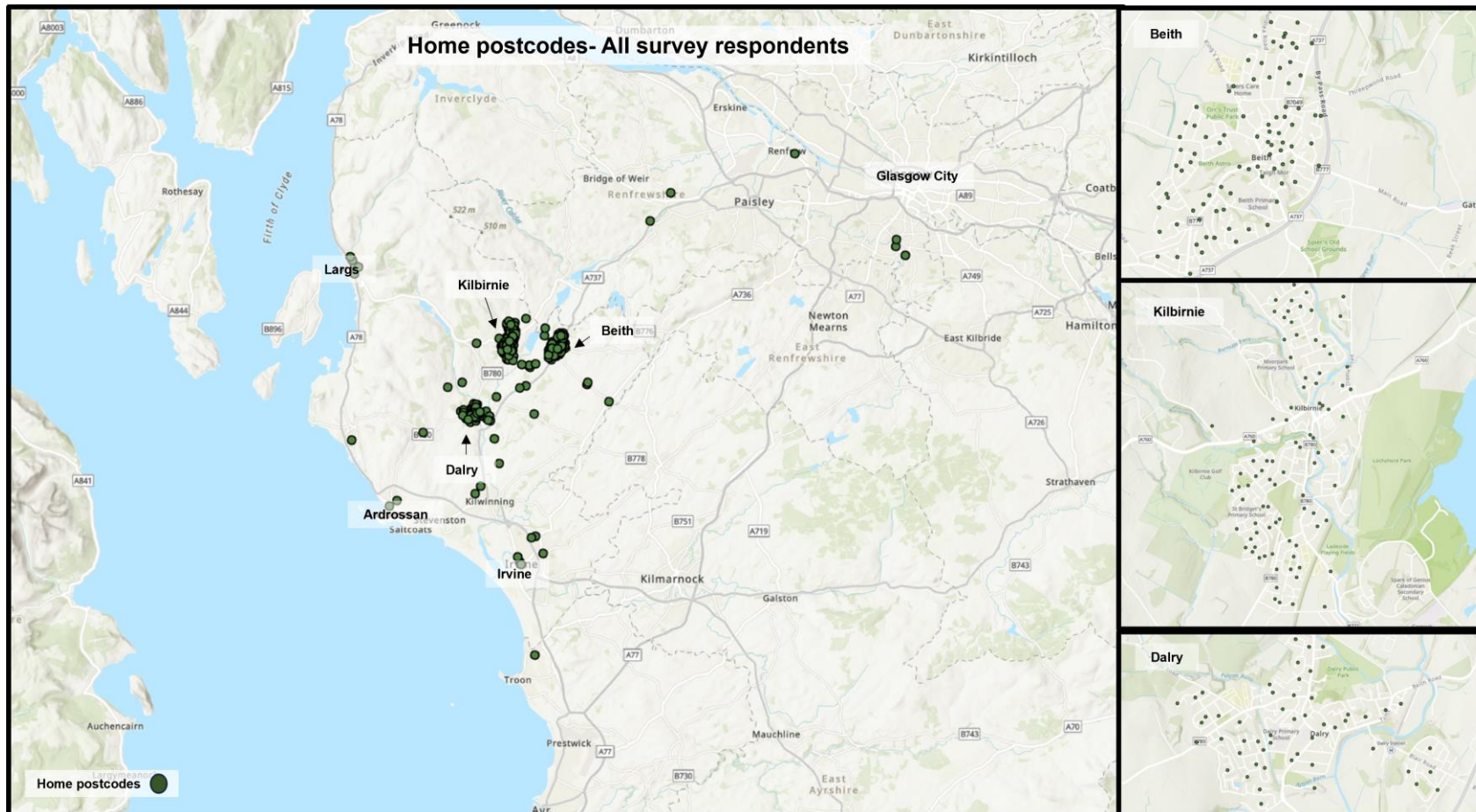


Figure C-1.1: Home postcode of respondent that provided a valid postcode

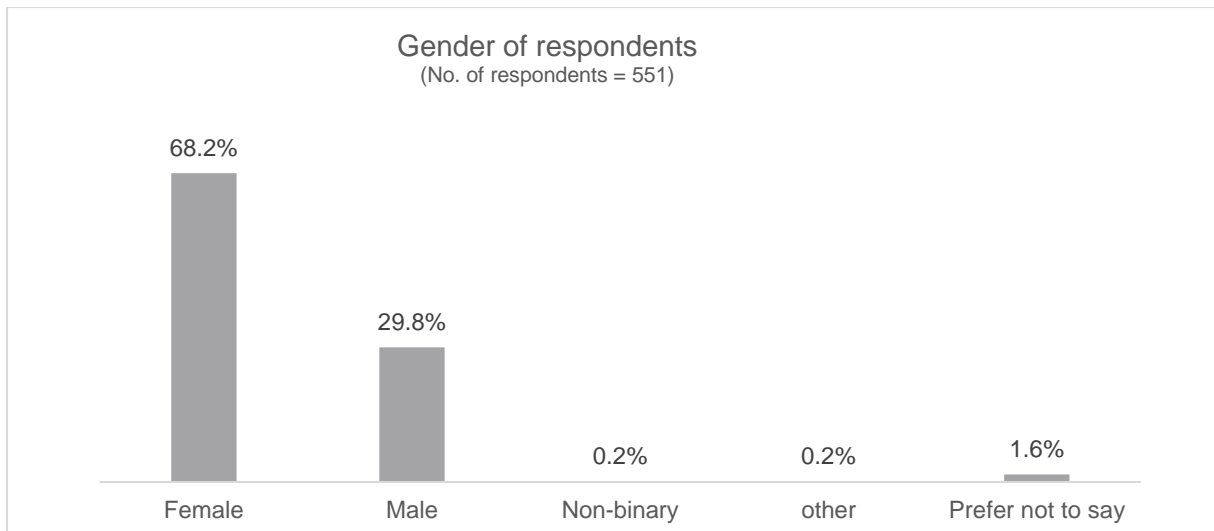


Figure C-1.2: Gender of respondents

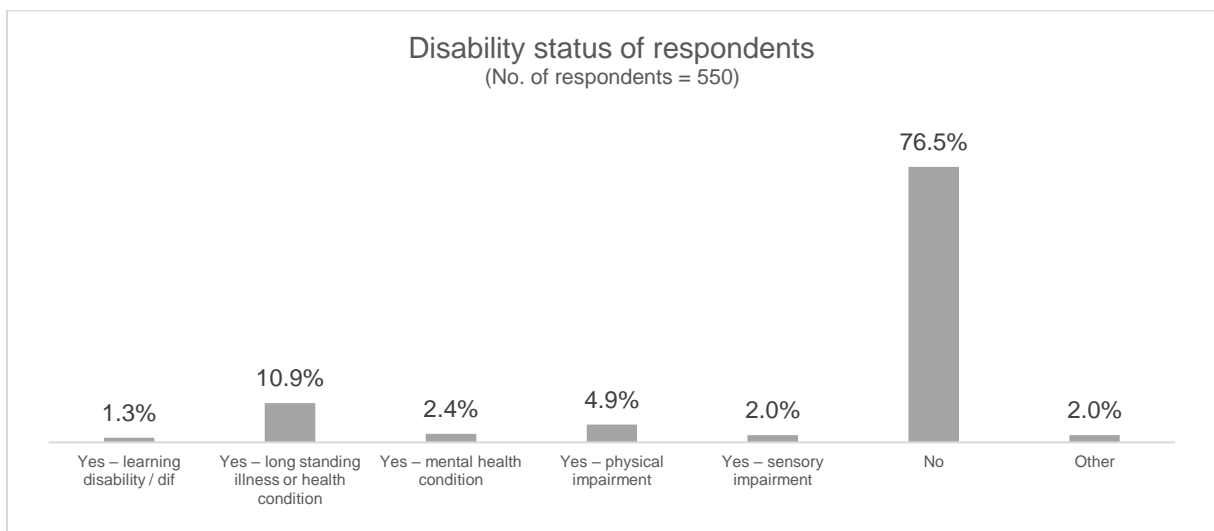


Figure C-1.3: Disability status of respondents

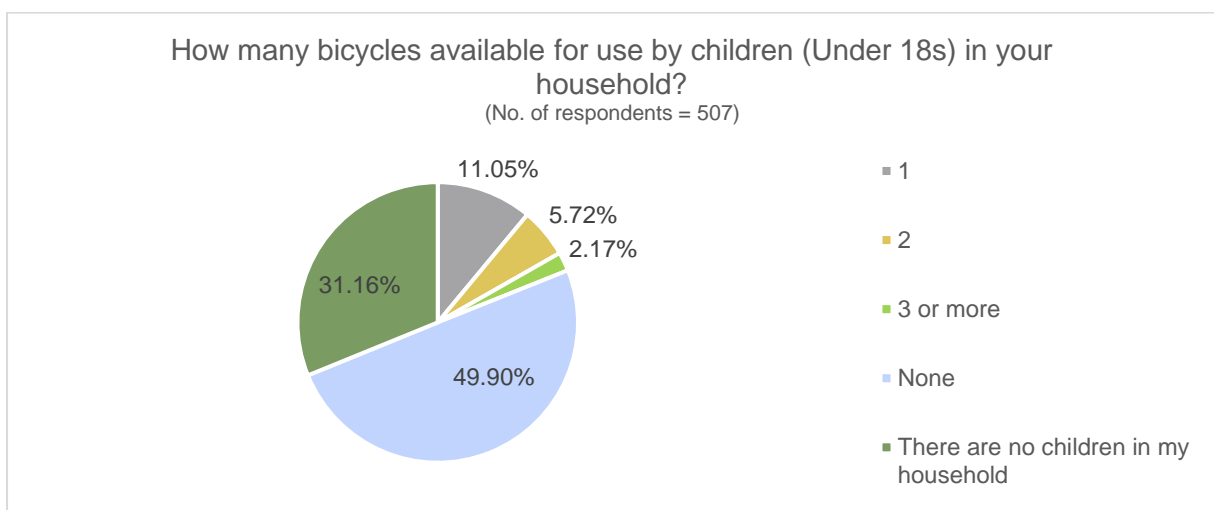


Figure C-1.4: Availability of bicycles for children under 18

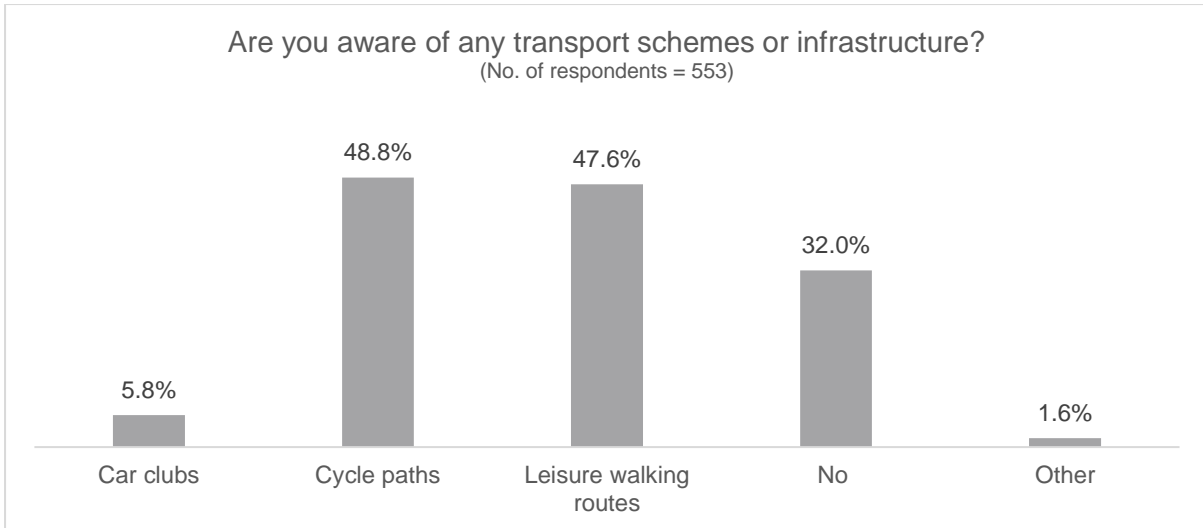


Figure C-1.5: Awareness of transport schemes of infrastructure

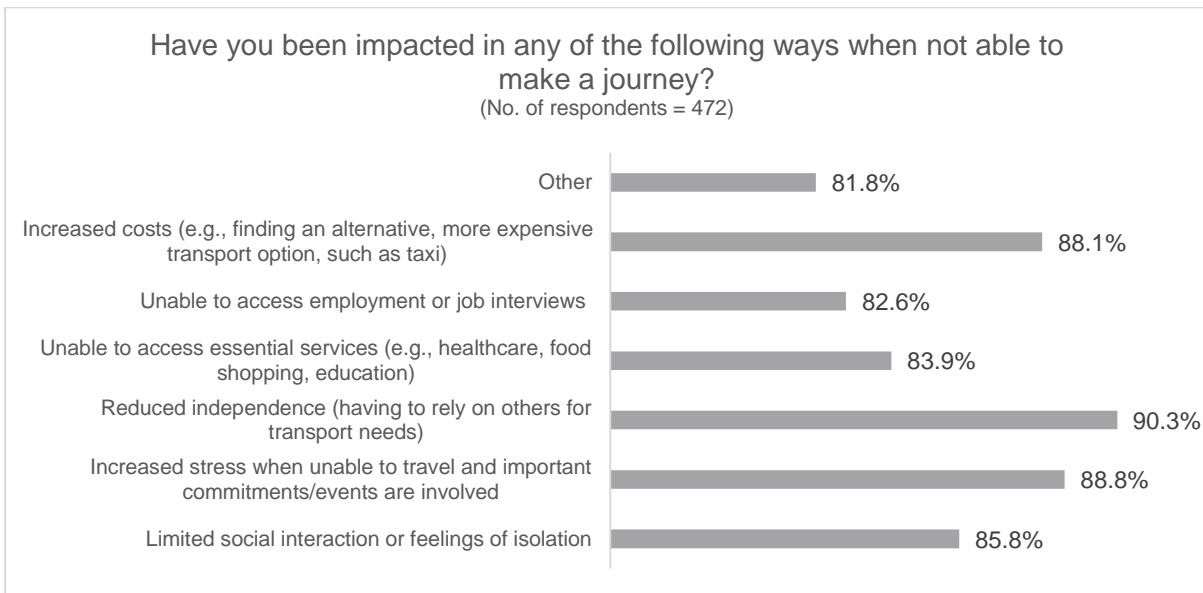


Figure C-1.6: Ways that respondents have been impacted when not being able to make a travel journey

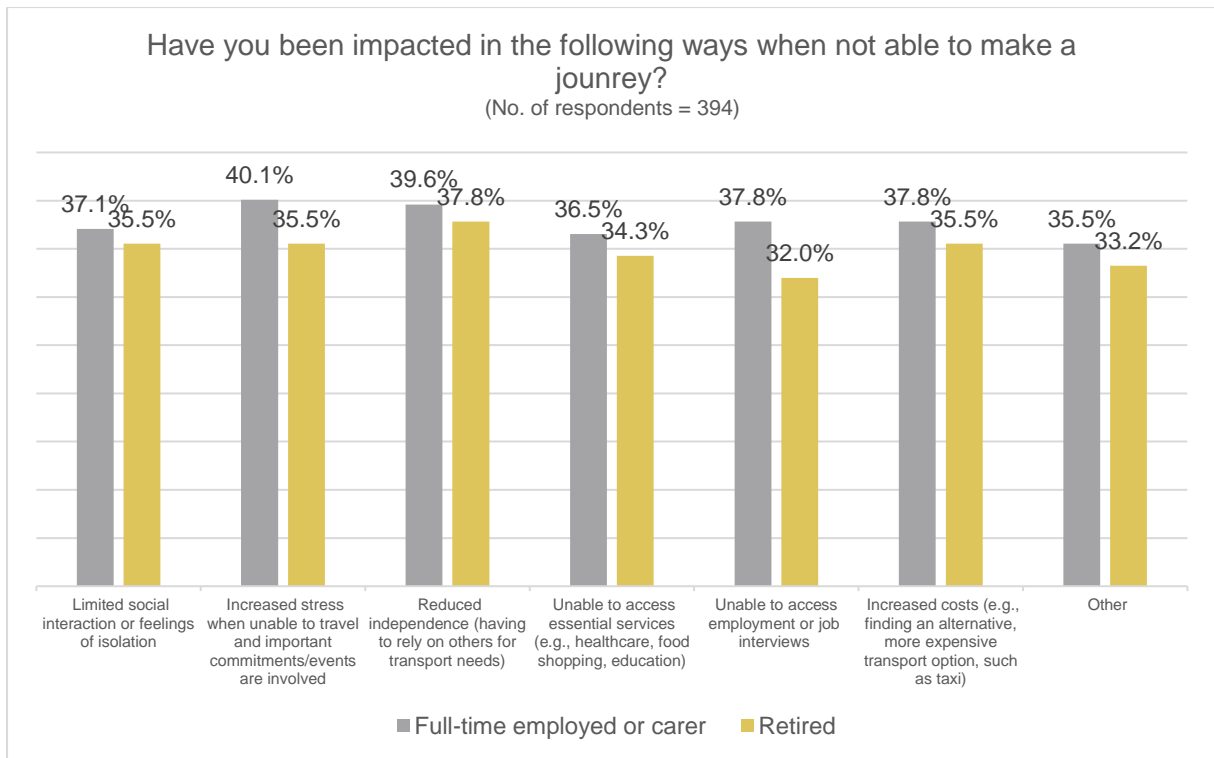


Figure C-1.6: Ways that respondents have been impacted when not being able to make a travel journey disaggregated by full-time employed or carers and retired people

C-2: Transport Affordability

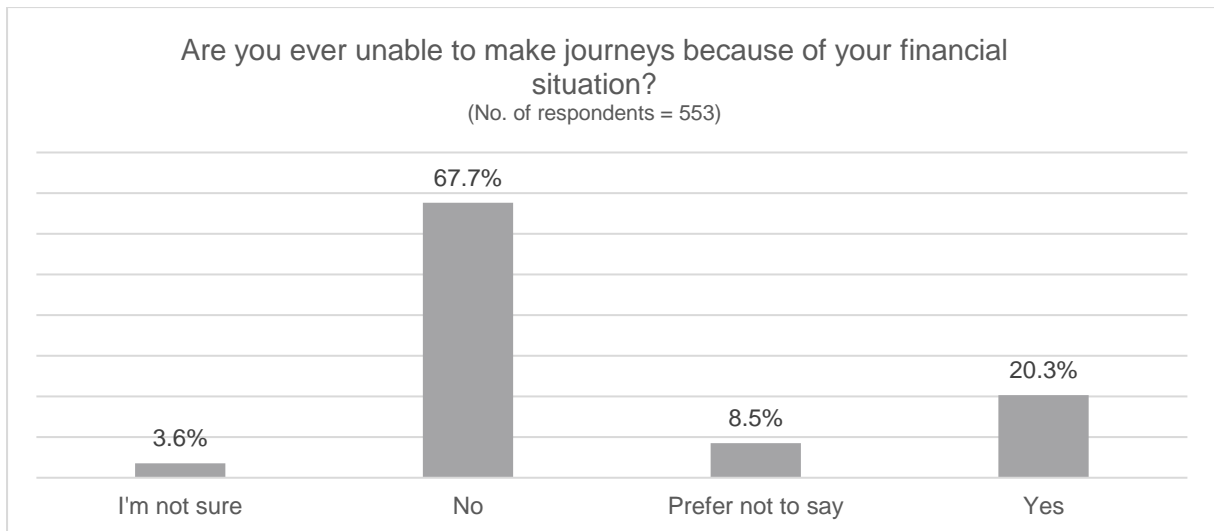


Figure C-2.1: Inability to make journeys due to financial situation

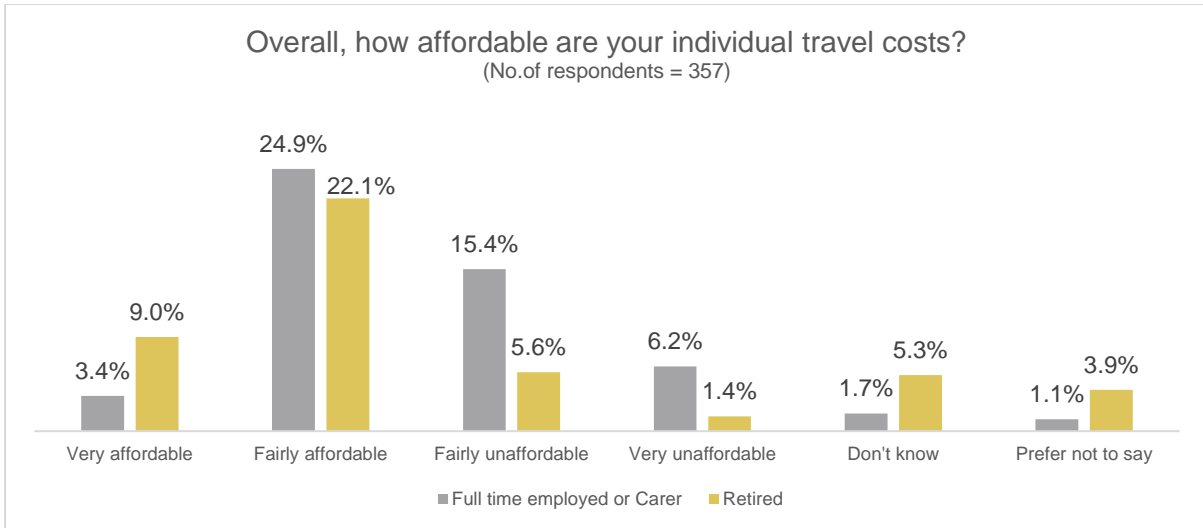


Figure C-2.2: Affordability of travel disaggregated by full-time employed or carer and retired

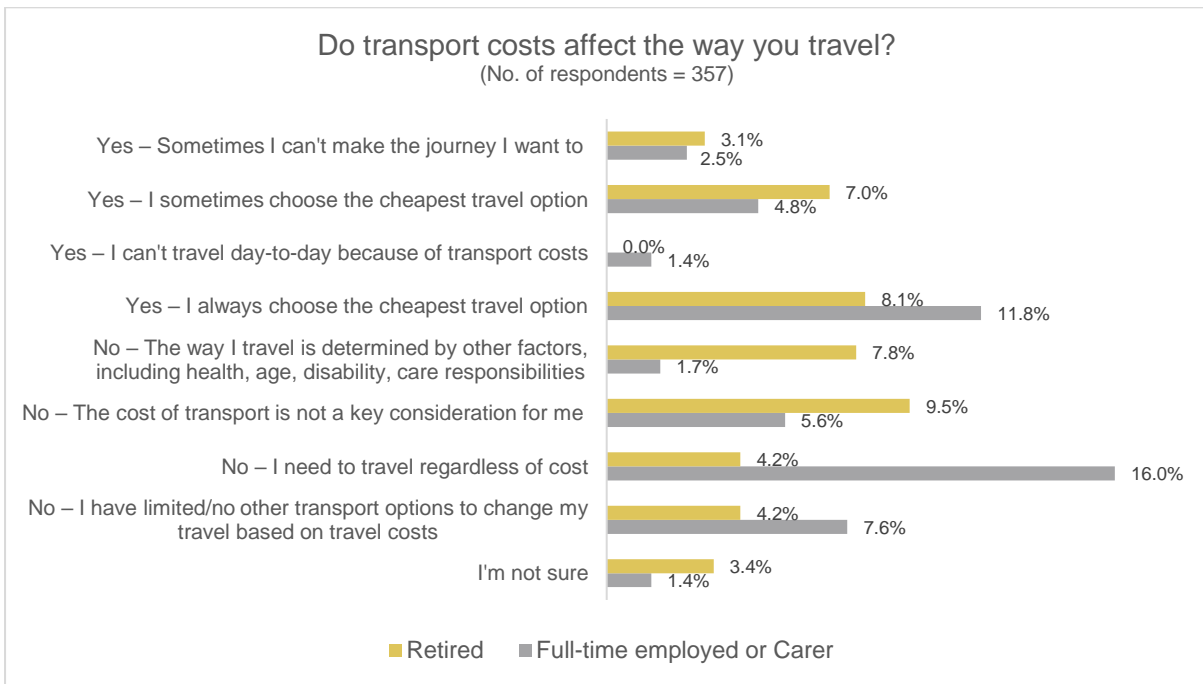


Figure C-2.3: Influence of cost of transport for journeys disaggregated by full-time employed or carers and retire

C-3: Current Public Transport Services

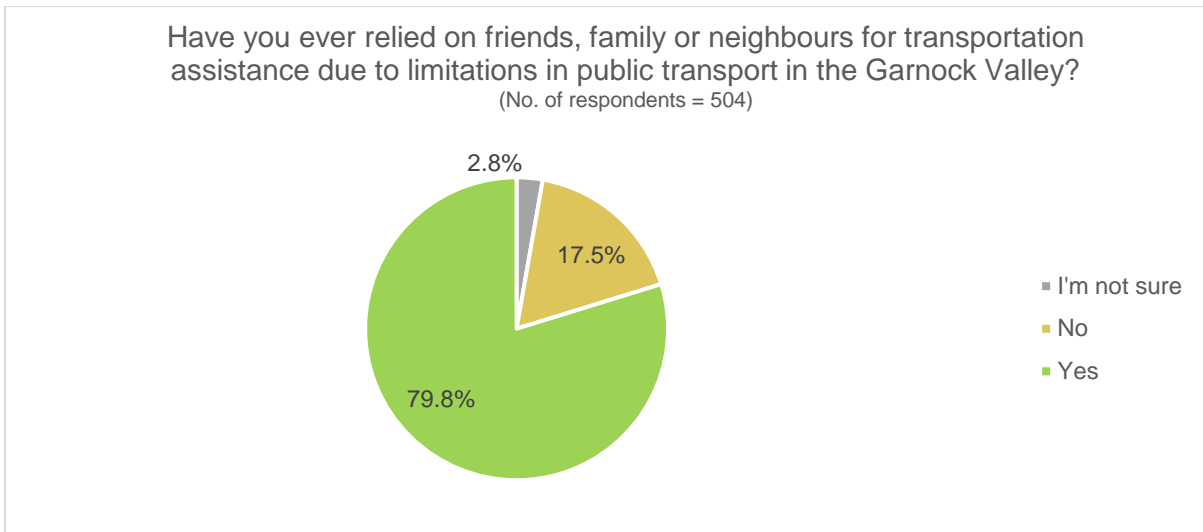


Figure C-3.1: Reliance on friends, family or neighbours for transport due to limitations in public transport

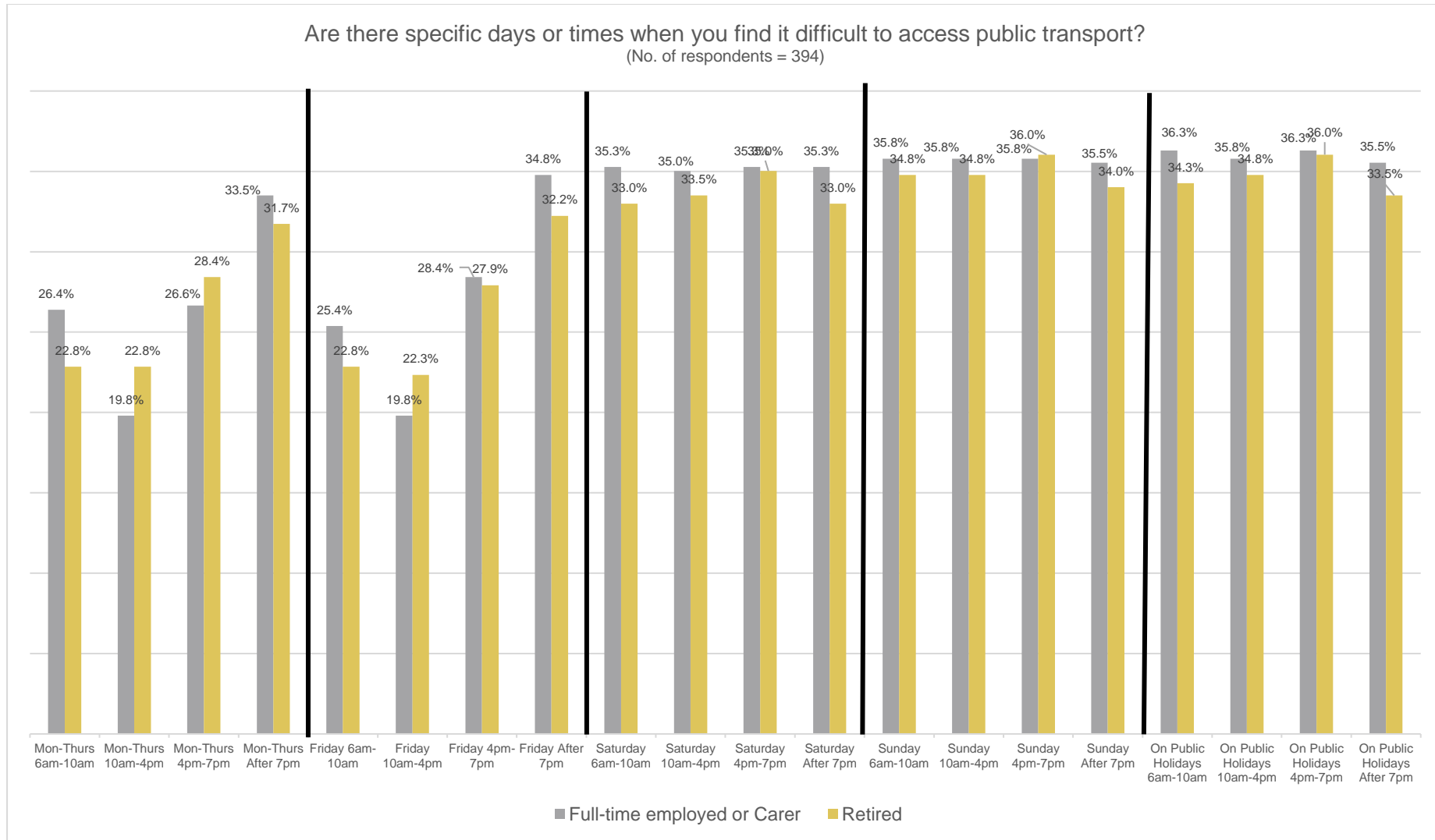


Figure C-3.2: Difficulty accessing public transport full-time employed or carer vs retired

C-4: Travel to Work or Education

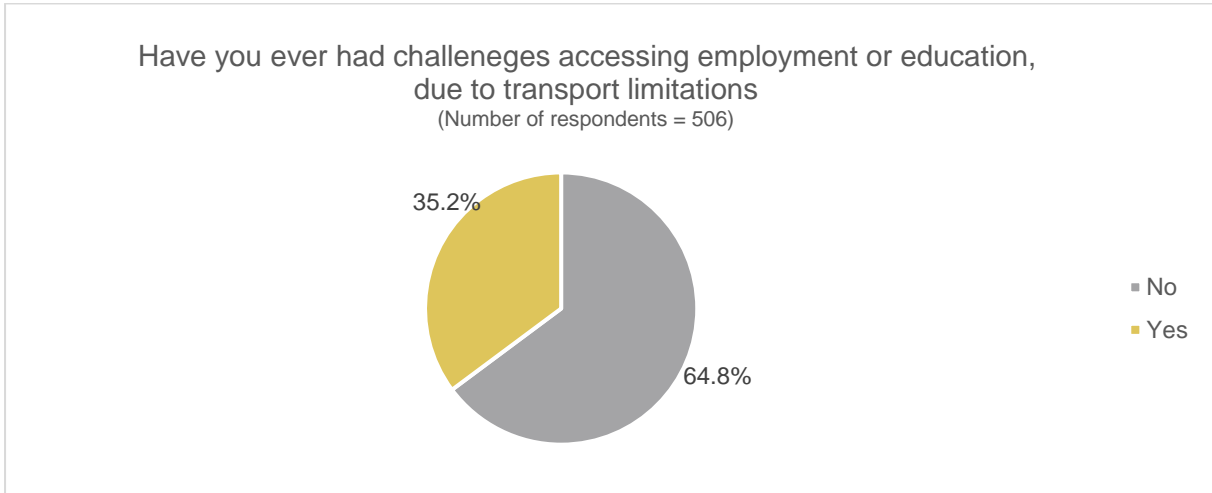


Figure C-4.1: Challenges accessing employment or education

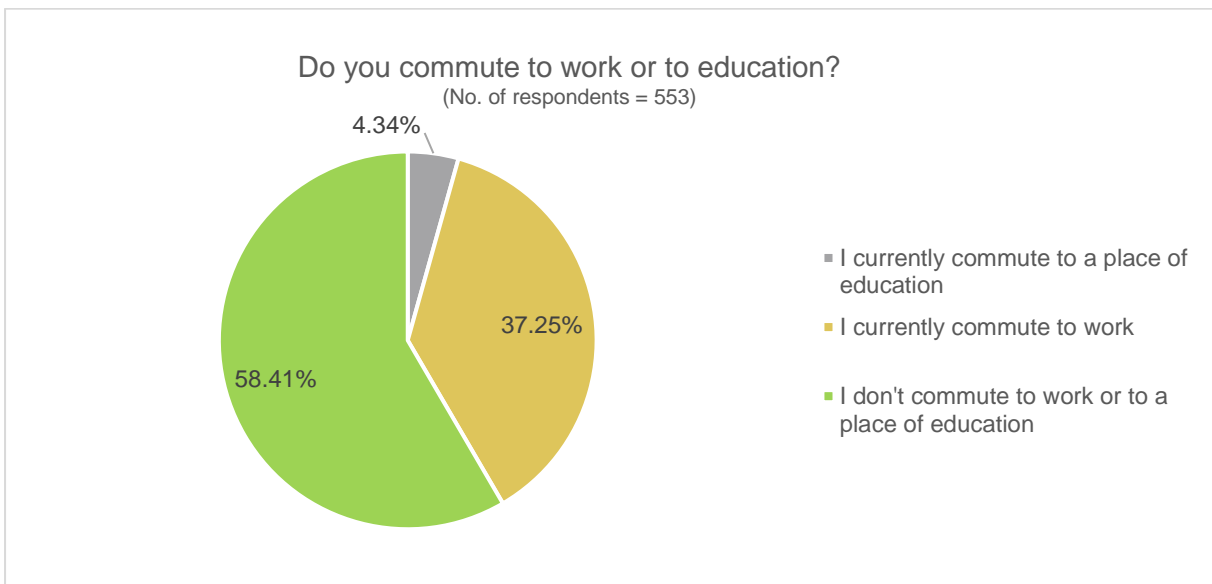


Figure C-4.2: Number of respondents that do or do not commute to a place of work or education

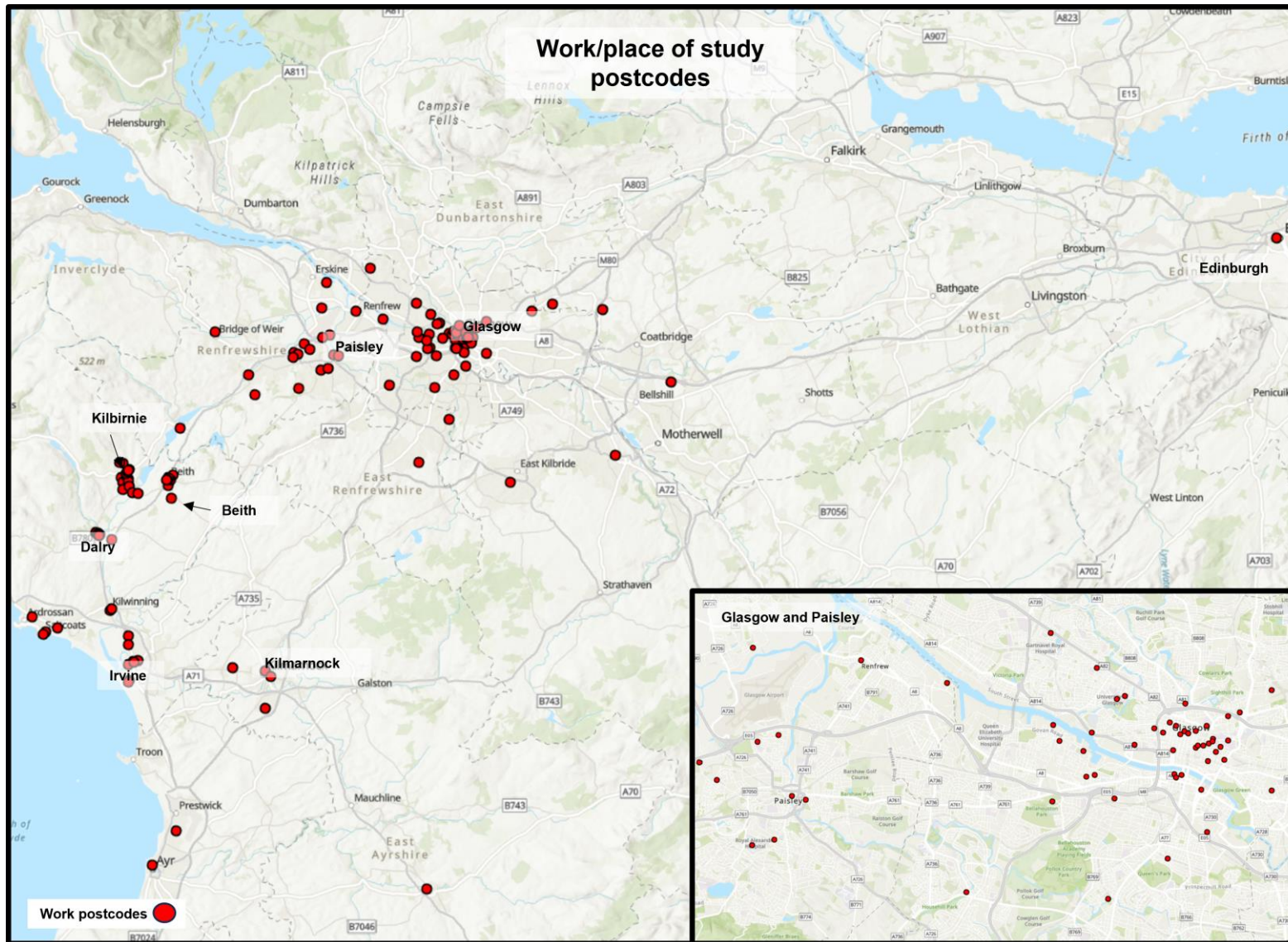


Figure C-4.3: Workplace or place of study postcode

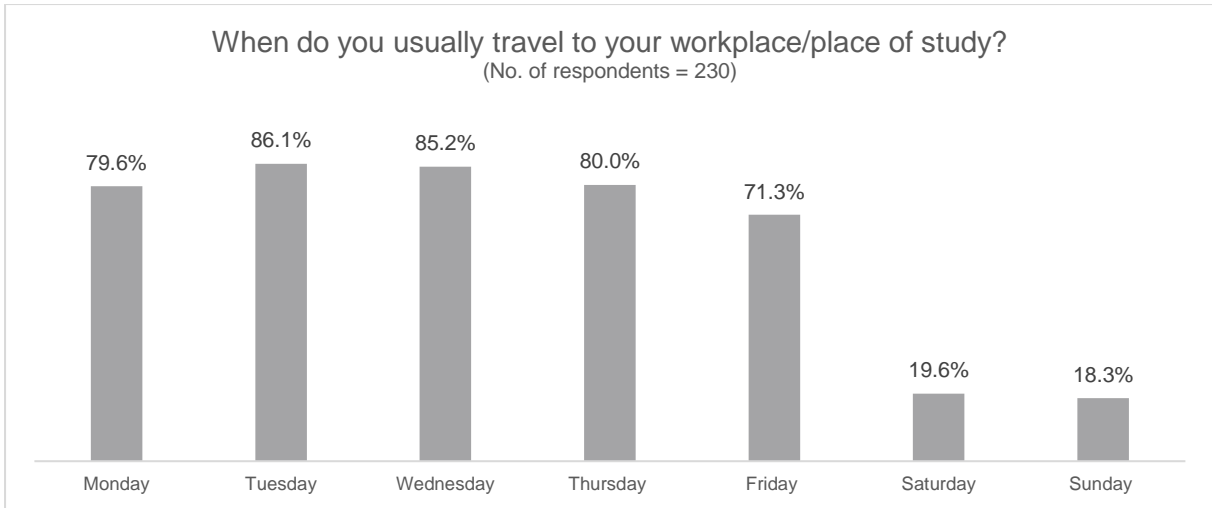


Figure C-4.4: Usual days of travel to workplace/place of study

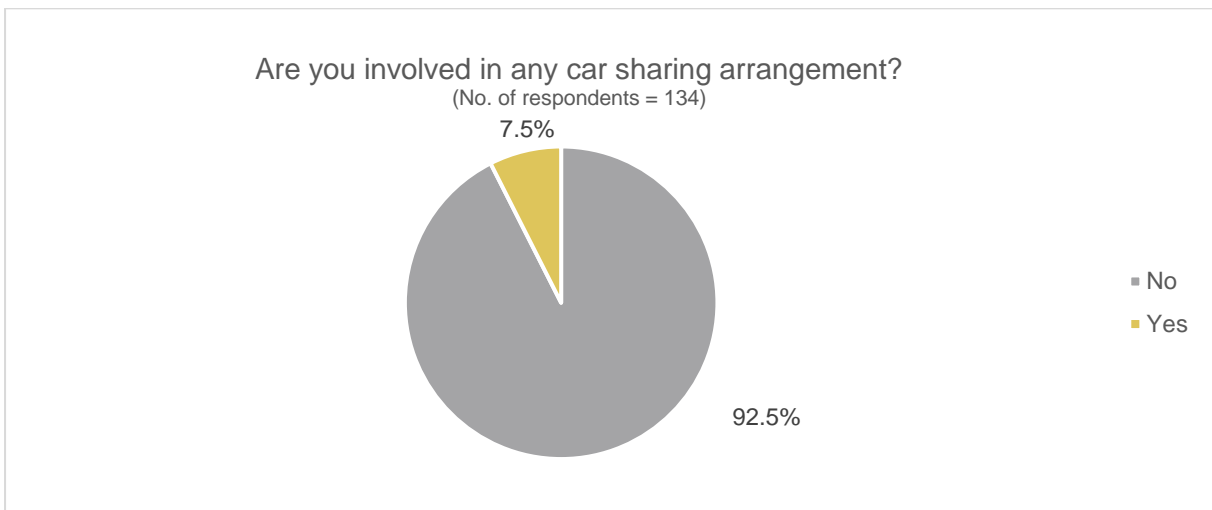


Figure C-4.5: Car sharing arrangements for those that arrive by car

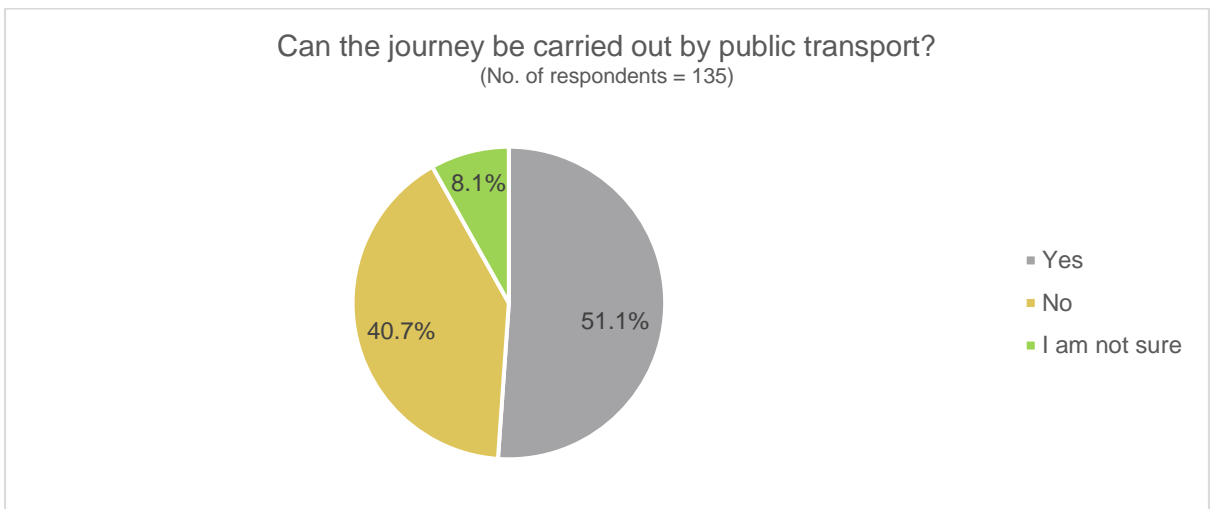


Figure C-4.6: If respondents arriving by car/van, motorcycle, taxi believe the journey be undertaken by public transport

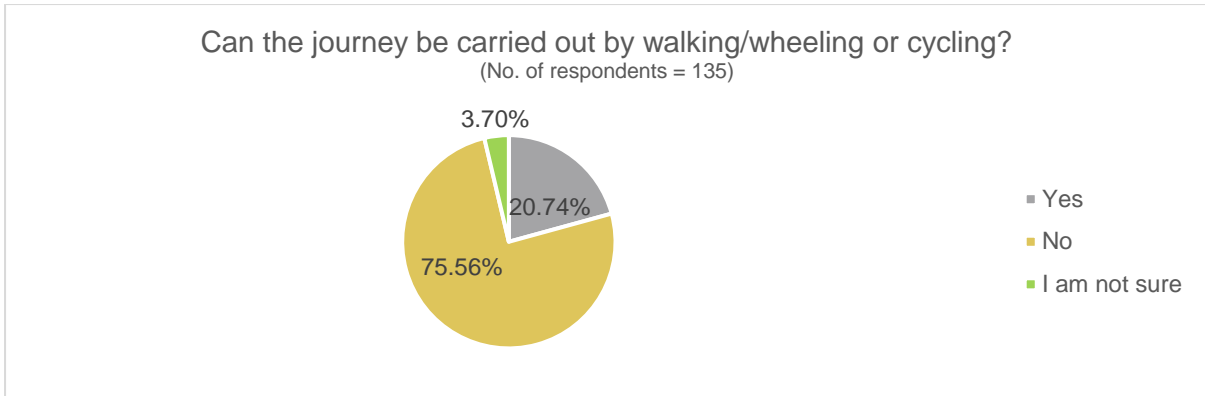


Figure C-4.7: If respondents arriving by car/van, motorcycle, taxi believe the journey be undertaken by active travel

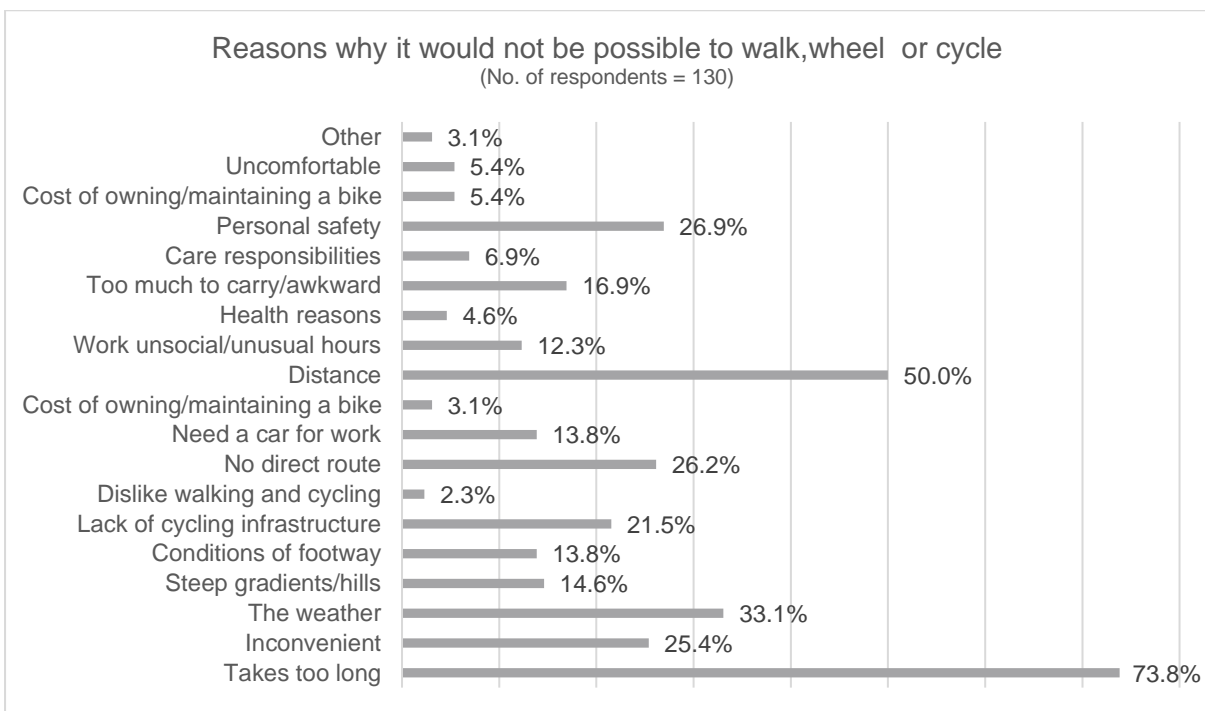


Figure C-4.8: Reasons respondents arriving by car/van, motorcycle, taxi believe the journey cannot be undertaken by active travel

C-5: Travel for Personal business and Leisure

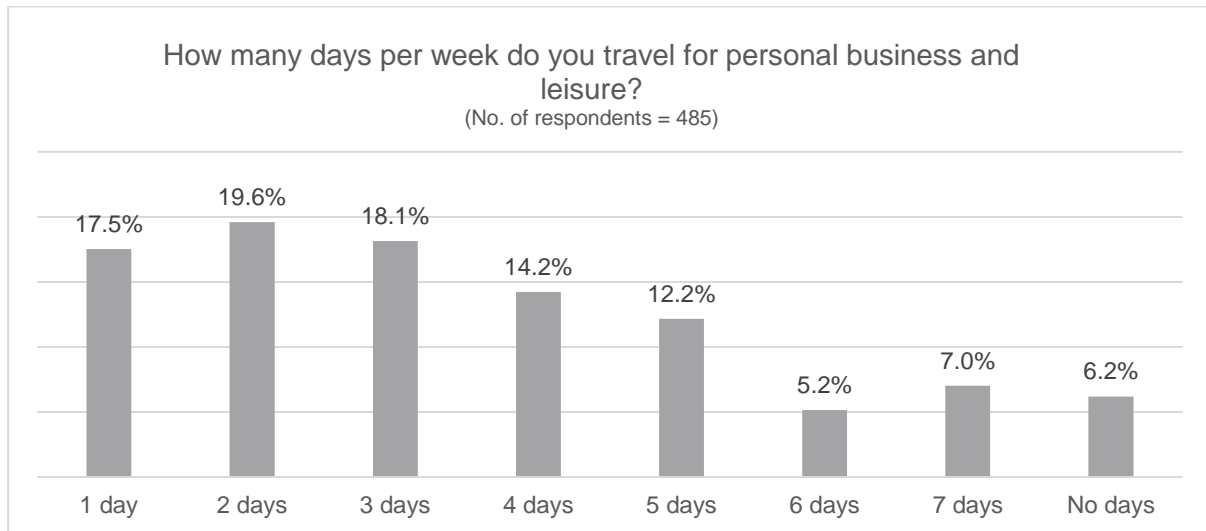


Figure C-5.1: Number of days per week travelled for personal business and leisure

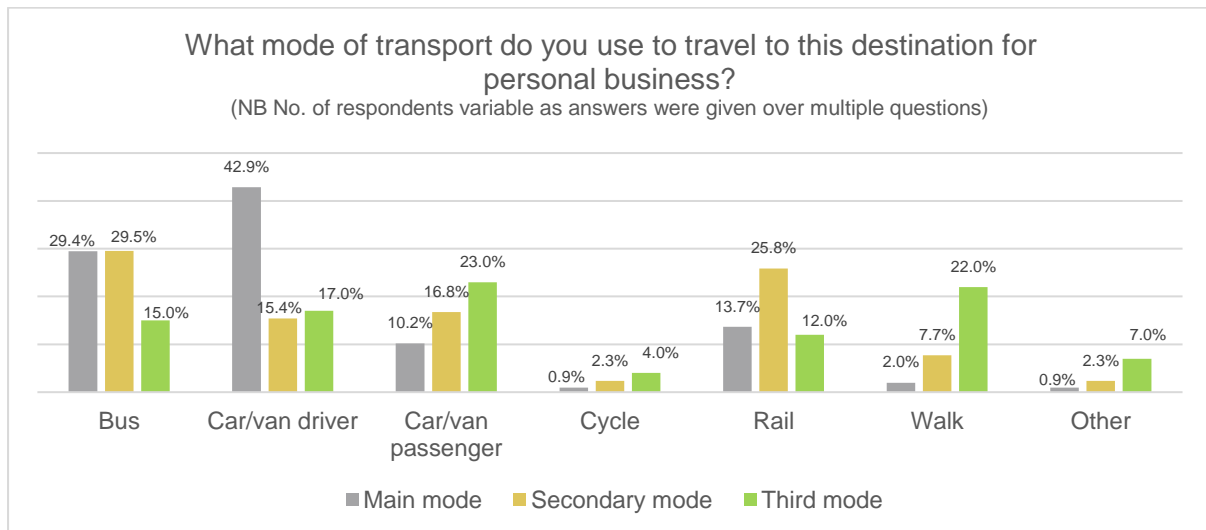


Figure C-5.2: Modes of transport used for personal business trips

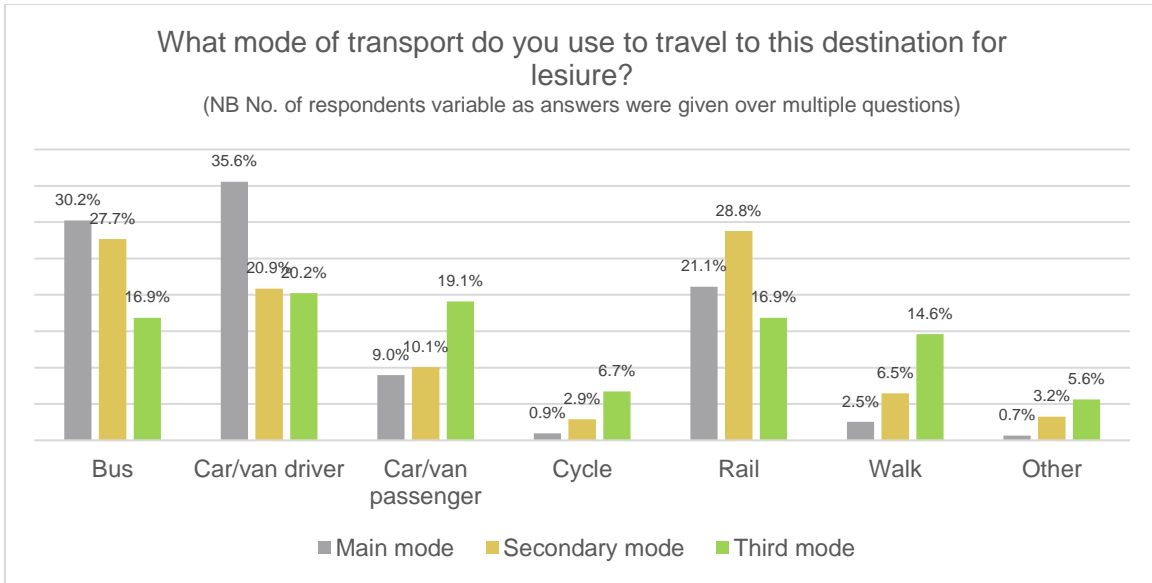


Figure C-5.3: Modes of transport used for leisure trips

C-6: Travel for Medical or Dental Appointments

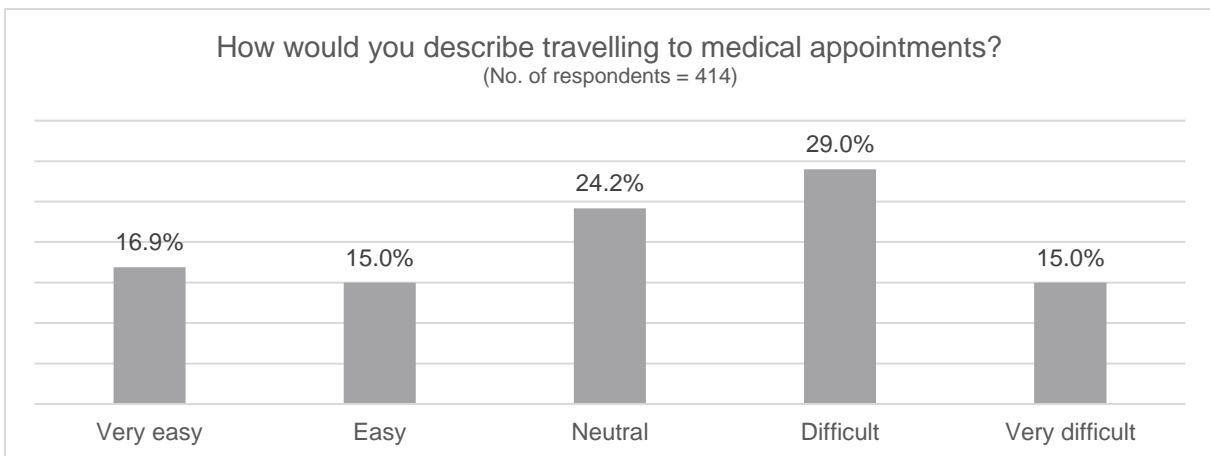


Figure C-6.1: Ease of travel to medical appointments

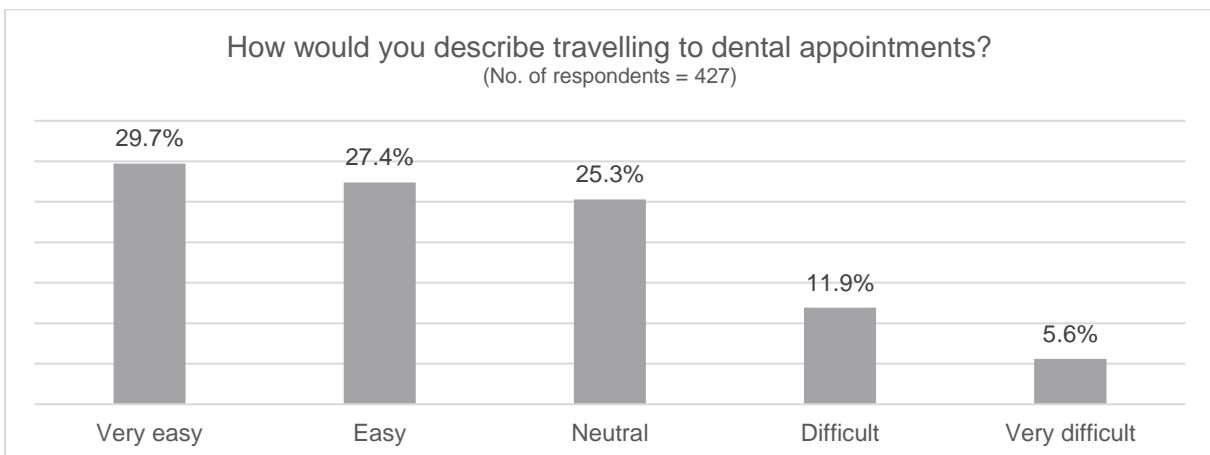


Figure C-6.2: Ease of travel to dental appointments

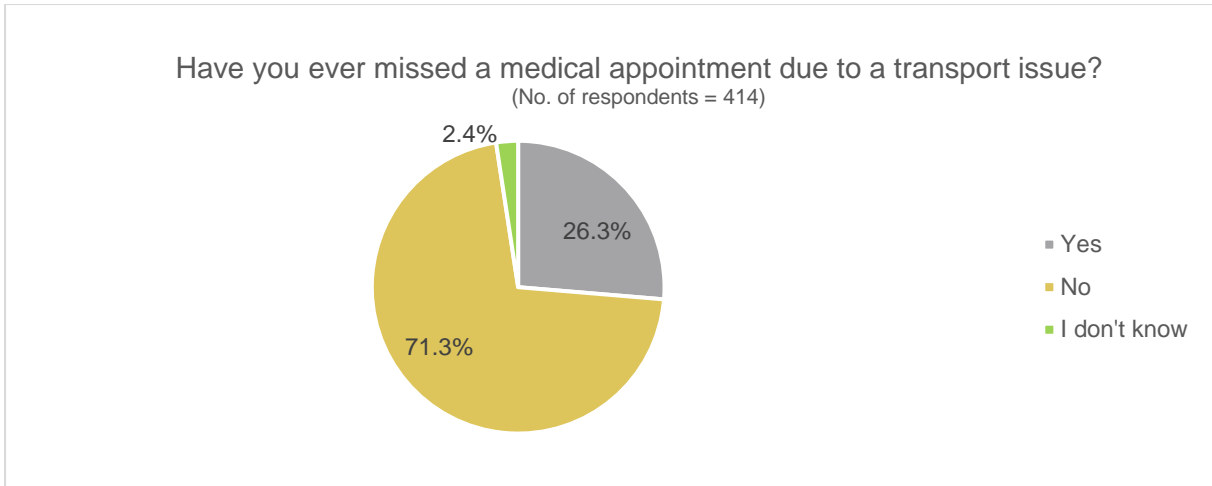


Figure C-6.3: Proportion of respondents that have missed a medical appointment due to a transport issues

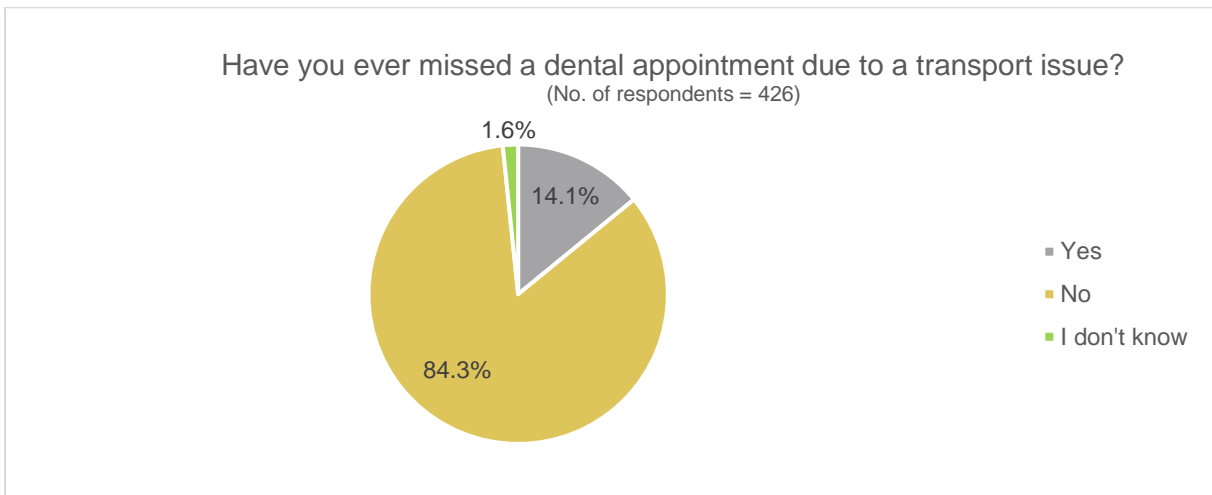


Figure C-6.4: Proportion of respondents that have missed a dental appointment due to a transport issues

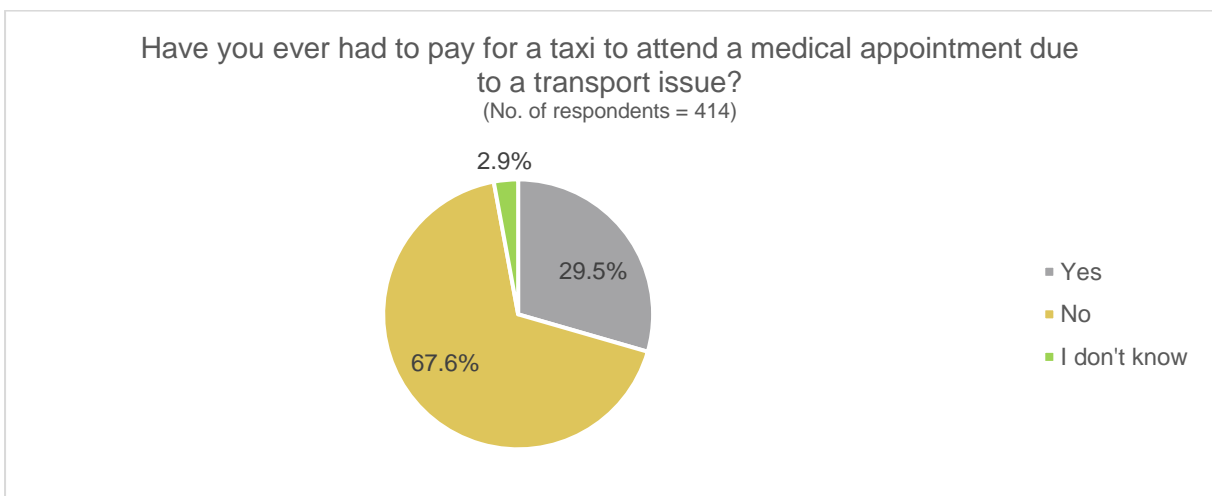


Figure C-6.5: Proportion of respondents that have to pay for a taxi to attend a medical appointment

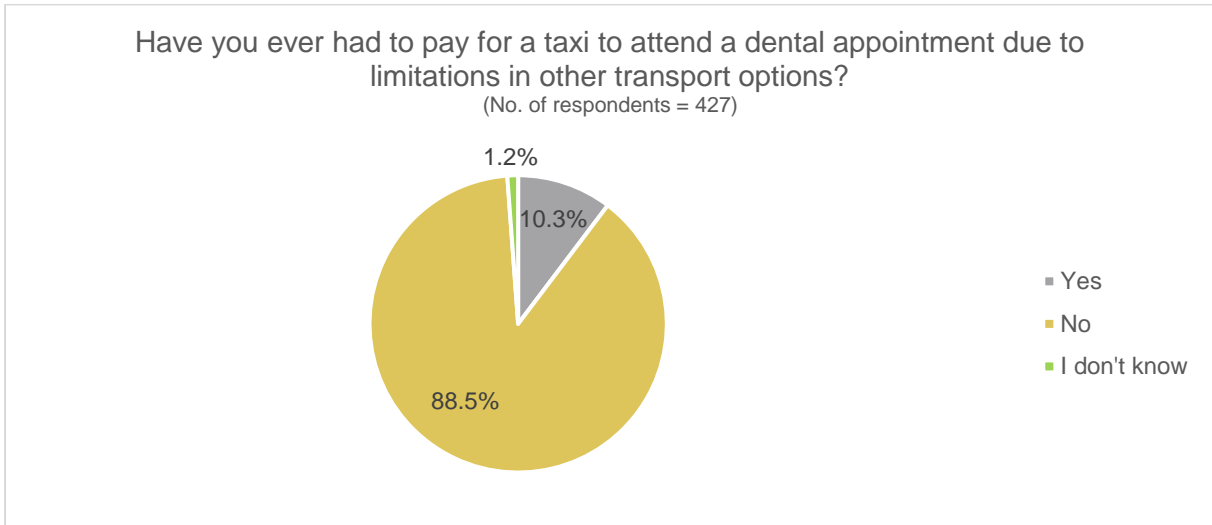


Figure C-6.6: Proportion of respondents that have to pay for a taxi to attend a dental appointment

C-7: Visitor Travel

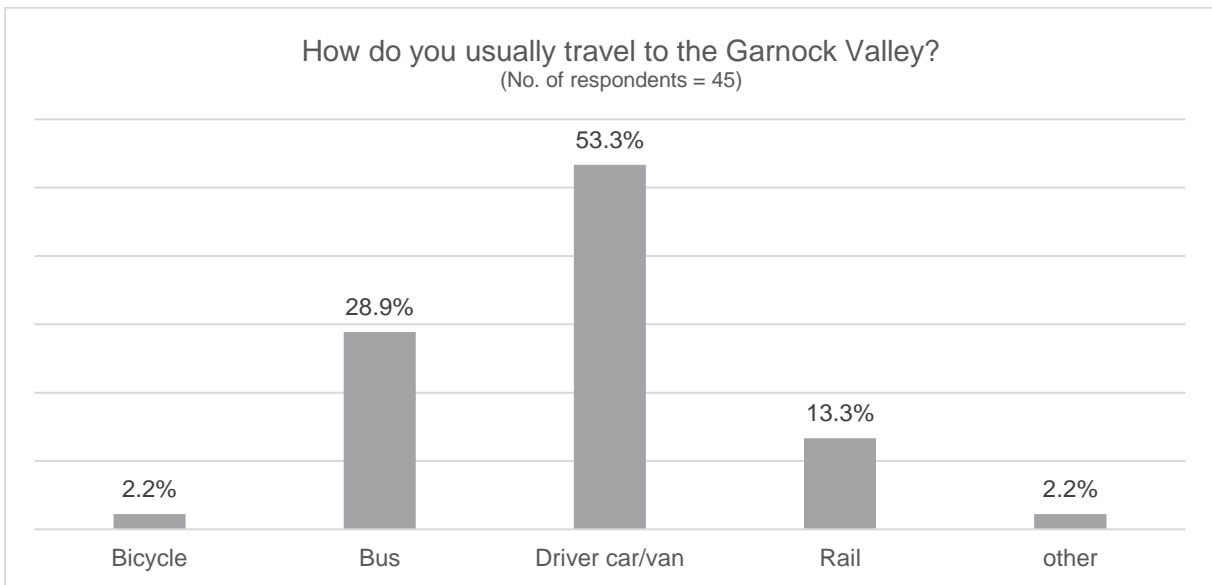


Figure C-7.1: Mode of transport for visitors traveling to the Garnock Valley for leisure or personal business

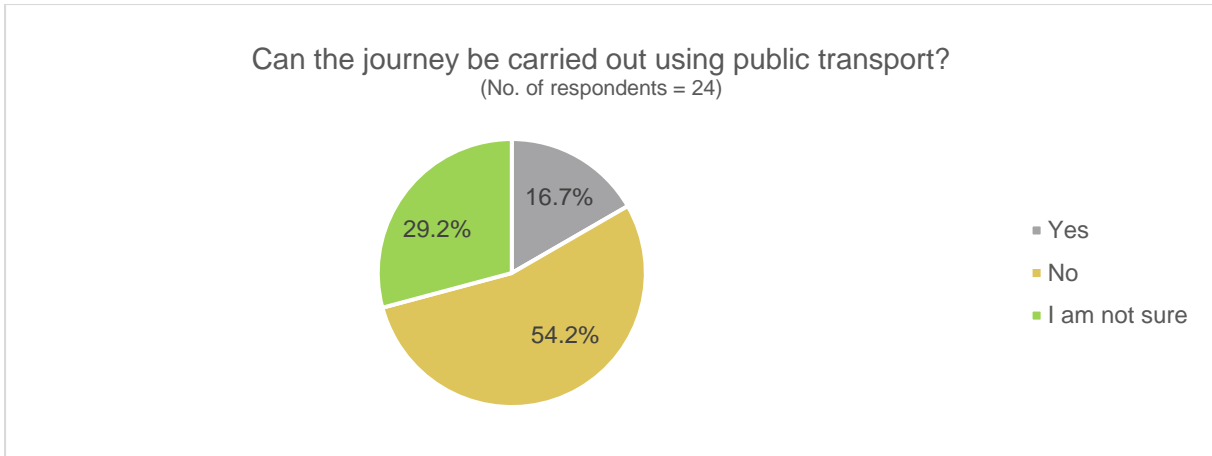


Figure C-7.1: Proportion of visitors travel journeys undertaken by car that could be undertaken by public transport in the opinion of respondents

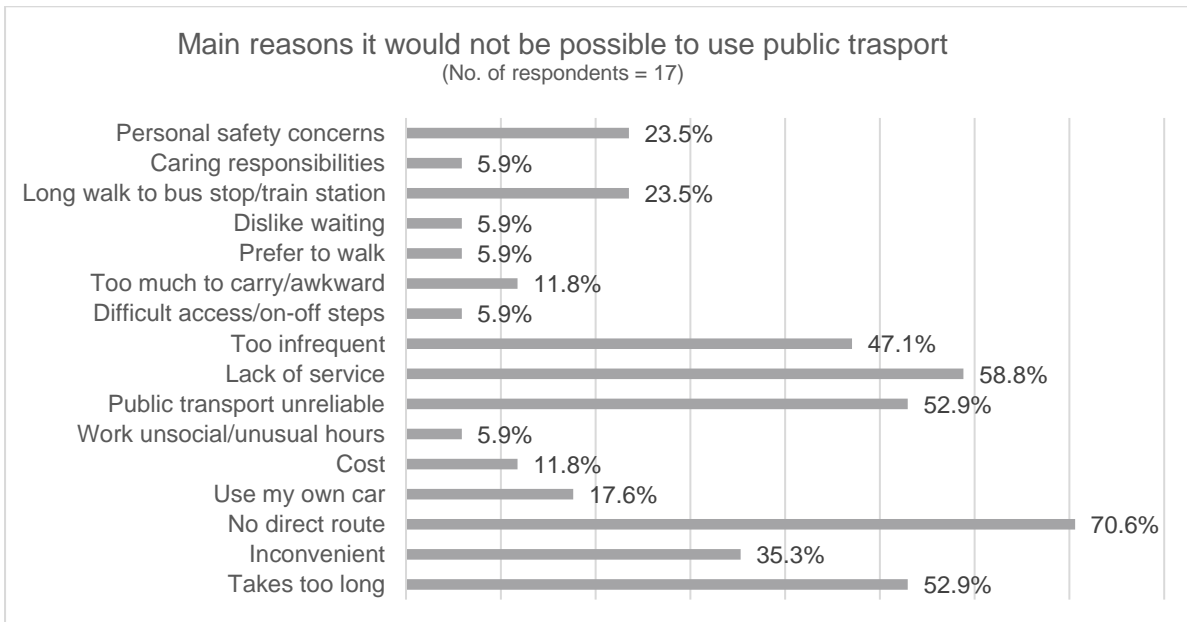


Figure C-7.2: Reasons that visitors who undertake their journey by car believe it can't be undertaken by public transport

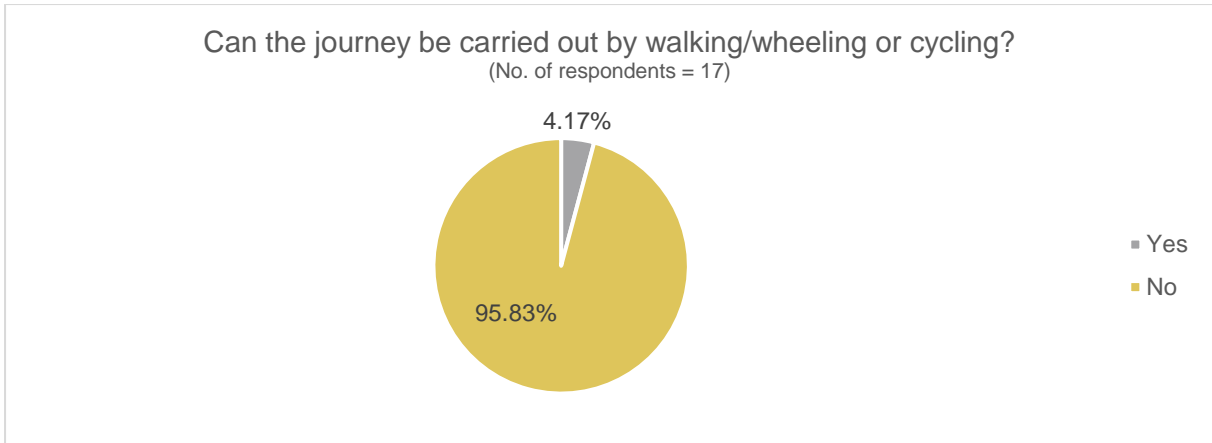


Figure C-7.3: Proportion of visitors travel journeys undertaken by car that could be undertaken by active travel in the opinion of respondents

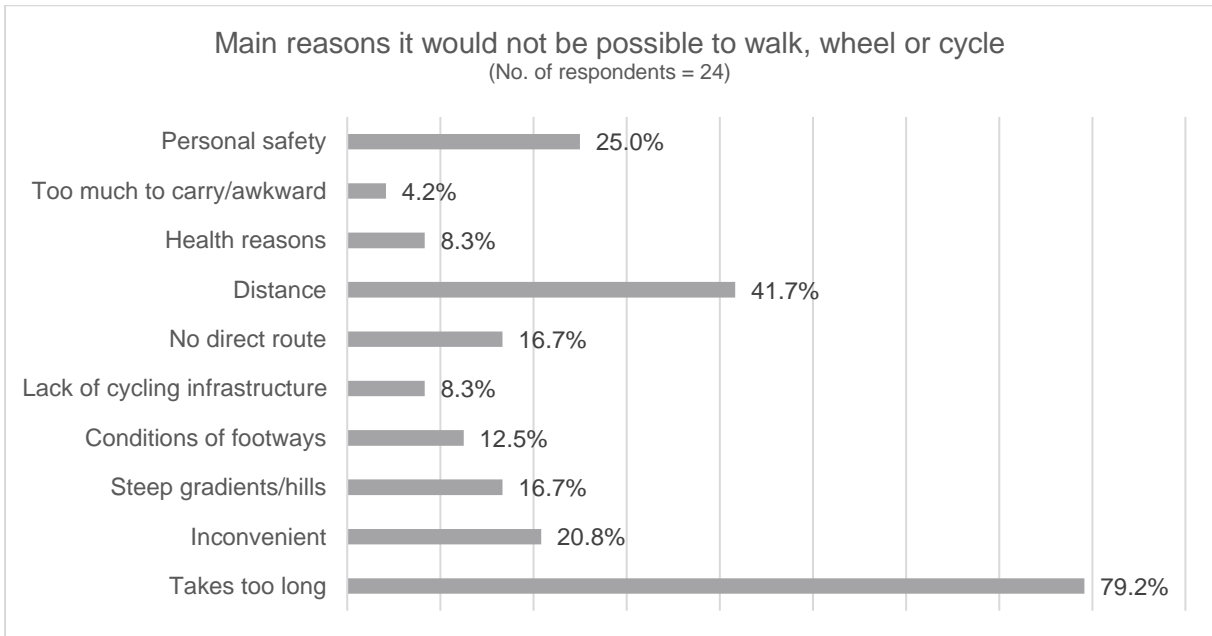


Figure C-7.4: Reasons that visitors who undertake their journey by car believe it can't be undertaken by active travel

C-8: Travel Needs

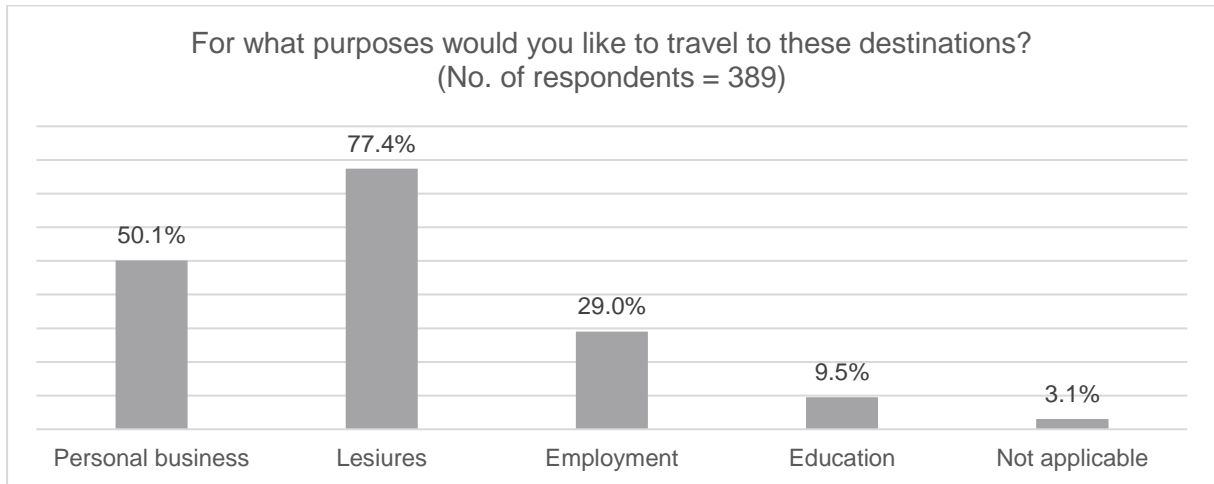


Figure C-8.1: Purposes of travel to destinations that people cannot currently undertake journeys to but would like to

Please indicate how important you think the following transport improvements are to Garnock Valley
(Repondents Retired.
No. of respondents = 181)

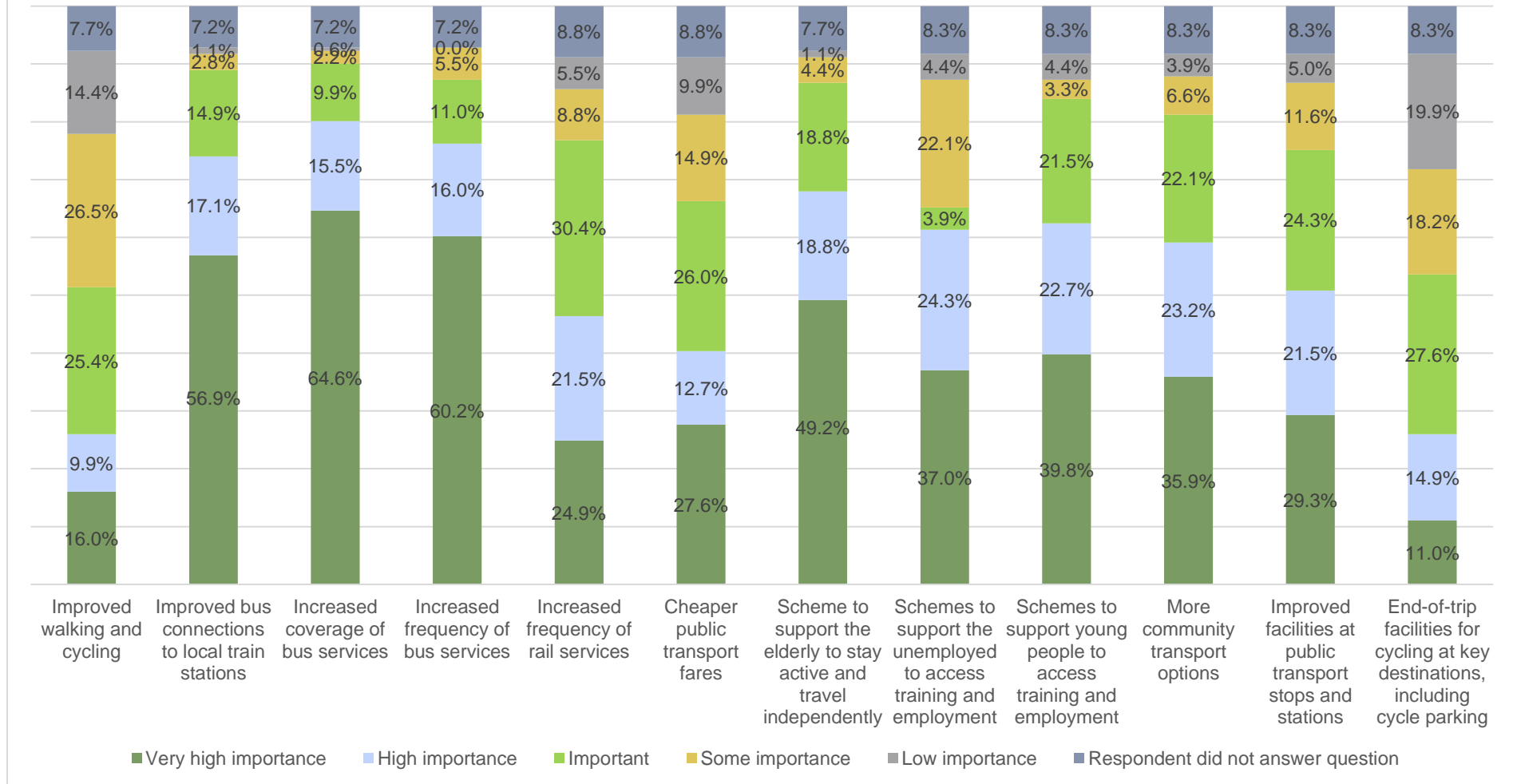


Figure C-8.2: Importance of transport improvements for retired people

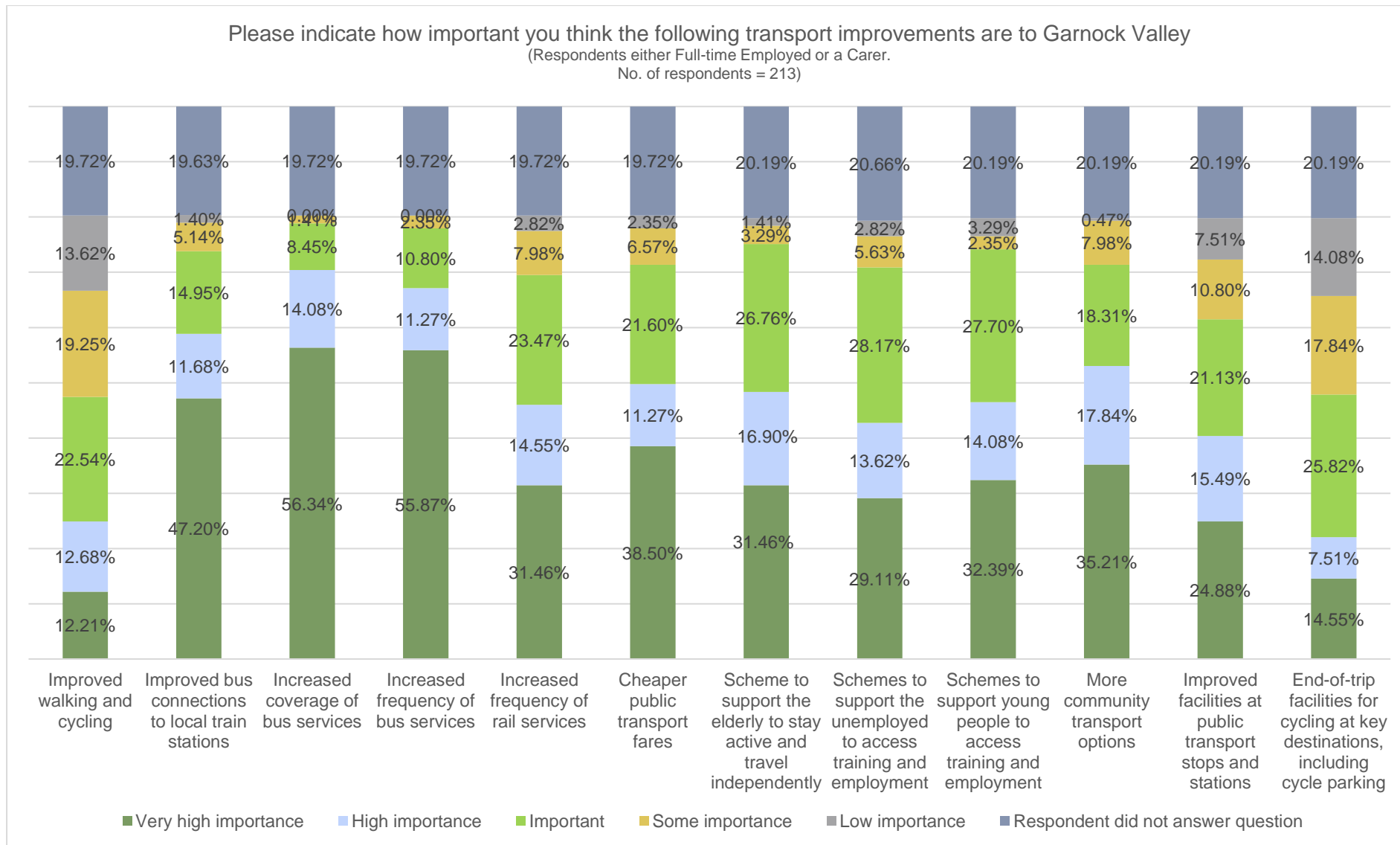


Figure C-8.3: Importance of transport improvements for full-time employed or carers

Appendix D – Qualitative Survey Responses

Please describe the challenges you have faced accessing employment and/or education, or related opportunities due to transport limitations?

To visit my friend in a nursing home in Irvine I need to take the 36 bus to Dalry then walk to bottom end of Dalry to catch the 25 bus to Irvine. 25 bus does run from Beith but goes all round Kilbirnie adding unacceptable time to my journey.

Without my car I would not be able to get to and from work as I work outside of the hours the buses operate to my town. There are also safety implications including buses not matching train arrival times from the nearest station to the town. The area from the station to the town where I live is mainly country alongside a notoriously badly lit road and not suburban area so not conducive to walking from to my house outside of daylight hours.

When I worked I had to fit my hours around bus times

When I was living far from work I was unable to get a bus to take me to work so I had to move a bit closer or walk in the rain and different elements.

When I was at school and university before I could drive it was almost impossible to get around without getting a family member or friend to give you a lift in their car. The garnock valley public transport between the towns and to paisley and Glasgow is almost non existent and completely unreliable.

When I live with my kids transport is shocking for the time the buses finish and the fact there's no transport on Sunday gone the days were there was 9to5 jobs people do work Sundays especially in care how can't get transport so there for have to call in sick

Very poor bus network through Dalry

Used to work for the nurse bank at the Southern General Hospital in Glasgow. After my car was written off I was unable to work as public transport from Beith didn't work with shift patterns, didn't have the money to buy a new car and as hours worked were unreliable and not guaranteed didn't want to risk taking out a loan.

Unless you're 9 to 5, transport options quickly run out.

Unable to get to paisley, Irvine in a timely affordable way

Unable to get public transport from Kilbirnie to Glasgow early enough to start a particular job, and no timely return journey available.

Unable to apply for some jobs as there isn't the transport available or its just too expensive that I would just be earning money to pay for transport

unable to access Beith by bus in the evening

Unable to access early morning or late evening due to lack of public transport

Trouble travelling to Glasgow for work

Transport does not run late enough. The bus also doesn't run directly from/to West Kilbride or to Largs which is a big problem.

Trains cancelled, bus route irregular or no direct route.

Trains and buses not running on certain days at certain times, so unable to cover extra shifts at work

Train station in glengarnock is too far to walk every day for work, Beith needs its own stop/station, happy to have this unmanned if you can buy a ticket on the platform/on the train. A737 is a nightmare for crashes/peak traffic and should be made a dual carriageway and be lit from Lochwinnoch to Howwood to prevent issues. Amount of traffic works on A737 this year have been over the top for someone travelling to Glasgow at 4am for work with no bus/rail alternative.

Times of public transport and travel costs.

There are no buses to the garnock valley from Glasgow after 5pm, when there are issues with the train, which happens often, you are literally stranded in Glasgow

The times the buses finish has hindered me in jobs as I cannot commit to the hours required.

The stagecoach bus service to and from Glasgow from Beith is very limited and has decreased significantly since we moved here 20 years ago. The last bus leaving Glasgow week days is at 5.15pm ? Most people will finish at 5.30 pm or later if in retail ? I cannot understand why this would be the case as when I travelled daily in previous employment in Glasgow several years ago the bus was always full to capacity? I am actively seeking employment in Glasgow but the lack of bus service is severely limiting my options. The bus services to and from

To visit my friend in a nursing home in Irvine I need to take the 36 bus to Dalry then walk to bottom end of Dalry to catch the 25 bus to Irvine. 25 bus does run from Beith but goes all round Kilbirnie adding unacceptable time to my journey.

Glengarnock train station are not sufficient for train travel to be a viable option and neither would be the 2 + mile walk home on dark winter nights. Our car is not compliant with the LEZ in city centre either so I am struggling to find suitable employment due to lack of public transport in my area. This issue will also affect my son who will be looking to travel to Glasgow for further education and or employment within the next few years.

The roads around Beith are very congested at peak times and dangerous with limited visibility, offset junctions, hills and people driving too fast. Apart from the A737 all the other roads are too narrow with limited passing places and again limited visibility at corners/junctions.

The last buses back from both Paisley and Glasgow to Kilbirnie are far too early so I can only use the train.

The lack of regular transport to allow for shift patterns in the morning and evening for work or education is a problem. The lack of evening buses causes issues for commuting into Glasgow.

The distance travelled normally means changing types of transport at least once during my journey and this of course increases the cost

The challenges are cost related as I do not have a big income in Scotland.

The buses are limited to only travelling to dalry hourly and my carer service holds classes in irvine so I have to change buses and sometimes have long waiting period between each service. That us when they turn up!

The bus to my work in Irvine now no longer runs. This has had a big impact especially managing travel and health limitations.

The bus and train timetables are not in sinc, especially at night.

Staying in garnock valley means being restricted where and when you can go. Also implications of travel costs.

Stagecoach bus service to and from glasgow reduced

Recently informed by Recruitment Agencies that due to the lack of private transport the majority of jobs which I qualify for are out with reach - major barrier to employment

Public transport restricts the ease of looking for a new job x

Public transport limitations restrict opportunities due to ability to travel and reach destinations at required times.

Prior to learning to drive I had to target employment options to the places that were accessible by public transport,

Previously I have only been able to take jobs on public transport route, so Glasgow, Irvine, Ardrossan etc. And could take jobs with an early start or late finish. I am now working from home, but changes to the bus routes and times mean it would be difficult to take a job that wasn't working from home on in Beith. I do occasionally have to attend work meetings in Ardrossan and the travel and waiting times can be almost 2 hours each way.

Poor public transport options make it difficult to get to and from lots of places with more employment (glasgow etc). Buses being almost non existent and trains limited to 2 and hour is shocking

Poor public transport options

Poor public transport effects you getting jobs

Poor local service

Over an hour to Kilmarnock twice a day by train, with two changes, or bus with one change, is just too much time to waste. 25 minutes by car!!

Not working now but without a car would not have been able to work, shift working mostly.

NOT HAVING RELIABLE TRANSPORT HAS PREVENTED ME GETTING JOBS IN THE PAST AND NOW ACCESS TO SERVICES TO SUPPORT MY DISABILITIES

Not enough services to ardrossan or a express service like there used to be to Irvine the x34 x36 was a great service on the early 2000's but since stopping them a lot of people are restricted as they can't change or hang around awaiting due to either mental health disabilities or just not good timing of the services

To visit my friend in a nursing home in Irvine I need to take the 36 bus to Dalry then walk to bottom end of Dalry to catch the 25 bus to Irvine. 25 bus does run from Beith but goes all round Kilbirnie adding unacceptable time to my journey.

Not enough buses during only 1 an hour out of the town

No return public transport to the Garnock Valley from night class and lectures after 7pm.

No reliable bus service in the Gatnick Valley. Taking the X36 & X34 bus service to reduced service and taking the X34 away altogether is shocking.

No easy transport to University in Glasgow and Paisley in evenings

No direct buses run from Beith outwith the Garnock valley so must use cars to get to work and for son to get to college. For son to attend college in Ayr he would need 1 bus and 2 trains to get there and the same back. Not manageable due to poor services and length of time for travel

No buses to glasgow after 5pm .

No buses at a time for me to get to my centre in kilbirnie and same at home time. I am a vulnerable adult who can't stand for a long time waiting for next bus because of personal safety.

No buses after 515 from Glasgow limits job opportunities. Trains are more expensive and there are limited connections back to Beith from glengarnock station

No buses after 5 from glasgow.

My son has issues accessing employment out-with the area. For example when going to East Ayrshire as the bus can take so long to get there and requires more than one journey. My daughter is also at Garnock Community Campus and the bus at 8.30 does not get her to school until after 9. She would have to leave at 8.05 to be in on time. There are lots of children late for this reason.

My child cannot access school at a decent time due to bus timetable or limited space. Bus does not provide enough times after 3pm to Glasgow

Missed social interaction due to lack of regular and frequent bus service

Lost a job due to rubbish bus service to Glasgow. Wasn't for walking home or waiting ages on a bus back to beith from the station. Had to work all different shifts and it cost so much money

local transport links are poor and impacted me greatly getting to uni and I was fortunate for a 10 am start in Hamilton. and it was not affordable but I was not eligible for a travel bursary

Local transport limited after 5pm

Lez zone means cannot take car to work in Glasgow Poor bus/train times plus very expensive costs means this is not an option.

late to work or school from delayed and only buses once an hour at random times in the morning bus has been cancelled and can't afford peak train times

Last bus back from Glasgow is 17.15 so need to leave work early, government don't subsidize the bus companies enough due to giving pensioners and young ones free travel, that's why the bus companies are cutting all the routes, because they are having to give everyone free travel

Lack of reliable service to train station. Poor bus service with certain areas not covered by public transport This has already been highlighted in previous surveys. How many more surveys are required. Garnock Valley is becoming more isolated

Lack of public transport

Job opportunities in Glasgow are limited due to transport. To drive, there is limited parking and what parking there is, is very expensive. Bus travel to and from Glasgow is extremely poor, and there is no Service after 5:30pm. There is no train station in Kilbirnie, so I would need to either drive to the station or try and get one of the irregular bus services.

It's really hard to get regular buses or reliable taxis

It is both getting to work that requires an early start or getting home after work because there is no buses.

To visit my friend in a nursing home in Irvine I need to take the 36 bus to Dalry then walk to bottom end of Dalry to catch the 25 bus to Irvine. 25 bus does run from Beith but goes all round Kilbirnie adding unacceptable time to my journey.

If you wish to seek employment outside of the town, for example in Glasgow, you are extremely restricted by the bus and train times. Public transport in the area does not run particularly late at night. It also has a reduced timetable on the weekends. The last bus home from Glasgow to Kilbirnie is 5.10pm. This makes it not possible to undertake certain forms of employment which may require evening or weekend work.

If working in Glasgow, last bus is away before you finish work, get the train and there's no buses to get you from station, limited taxi service. Can't meet up with friends for social event as you have no transport home.

I work in retail in the city centre and my job has been affected by travel. Not only is there no service from Glasgow after 5:15pm. None of the local bus services accommodate train arrival and departures. Parking is also an issue at Glengarnock station. I queried zone card to be able to use bus and train services but a monthly ticket is £378!!!! A complete disgrace. Travel is over price and limited in this area. The bus service needs to be reviewed and accommodate those travelling to and from the city centre! Glengarnock station does not service the people of Beith with or without a car to get there! If you do have a car it's impossible to get a space.

I work in retail and travel costs are very expensive, I need to use the train because of poor bus service but I can't always get home. I've had to walk 3 miles or wait 50mins on a bus back to Beith. A single ticket is the same cost as a return which is confusing. Bus is more affordable but times are not helpful.

I work in Glasgow and finish at 6. Currently there is no bus home after 5.15. This is an utter disgrace. Previously the stagecoach service was regular and I used it regularly. Now it's not fit for purpose making me drive to work or get the train which is expensive.

I wanted to do night classes in Glasgow but the last bus is 5.15pm.

I struggle to get a bus home from work sometimes especially when they have Sunday service and also work at Xmas and New Year and there is no service.

I require the first train service to make it to work on time. This has been cancelled or not available for most of the year since I moved here. There are no bus services to Glasgow earlier enough to provide another option and I cannot drive due to a sensory and visual disability.

I rely on my husband and his car. Buses and trains are infrequent, unreliable and far too expensive. It costs far more to use public transport than it does to fuel the car for the equivalent journey. My husband is not always available to drive however and that means that there are very often times where I find myself unable to go out. I cannot get out of Dalry after 9am get errands done and be back before 3pm for schools finishing with the current state of transport never mind find employment to fit those times when I rely on public transportation.

I previously worked in Largs before I owned a car I had to rely on a fairly unreliable train service during the peak summer months as the buses didn't run late enough for me to get back from work. On several occasions I finished so late that I missed the last train and had to get a taxi home, which is far too expensive for a minimum wage employee. I now work in Glasgow and choose to work from home frequently as the trains are very expensive. I would choose bus travel but the last bus to the Garnock Valley from Glasgow is just after 5 and I finish 5.30pm at the earliest, like most other people.

I have turned down job offers due to travel not available.

I have had to turn down employment as there was no public transport to get me to or home from the place of work.

I could not attend evening classes in Glasgow.

I can't get to my work if you don't have my car.

I cannot take my children anywhere when my partner is using the car without taking multiple forms of transport and often being stranded in the rain for hours waiting for return public transport. With 3 children one with autism this is not an option.

I cannot get to my work on time due to the times of the buses available. In order to use the train to get to work on time I'd need to leave ridiculously early as in 5am to get to my place of work by 7:15am therefore my husband drives me to and from work mostly.

I can no longer justify paying for the 4 weekly zone card. It had increased from £165 - £375. I work in Braehead on backshift. To ensure I am not late for work I have to spend 4.5 hours total travel time a day. The latest buses back to Beith in both Paisley and Braehead is terrible ending before half 5. If my bus doesn't show

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up on time at Braehead at night, I miss my one hourly train to Glengarnock. My travel time home becomes 3 hours instead of 2. When I get to Glengarnock I have to wait nearly an hour for a bus. It is now more cost efficient and time saving for me to now drive to and from work, which takes a maximum of an hour max. I am pro public transport which is better for the environment, but our services are terrible and no longer worth it.

I Applied for a School Link course for the ayrshire Collage campus in Kilmarnock, I had to drop out of the course as it was infeasible to make it in a timely manor without jeopardising another school subject

i always try to find a job locally so I don't have to rely on public transport as of the cut back in buses

Having to get a bus to another town to go on another bus to get to my destination, then having to leave my workplace early to get transport home due to the bus stopping earlier everyday

Have had to turn down many jobs in the past because I couldn't get to work by public transport or couldn't get there on time. It's also very expensive to travel from Beith as it's sometimes necessary to get a combination of busses and trains to get to your destination. I have also been unable to access courses in the past because travel was impossible.

Had to move work place due to no bus after 6

Had to get a bus an hour earlier than I started my job

Had to change jobs when early bus through Beith stopped. Also last bus leaving Glasgow 5.10pm no use to working hence my job chance. This meant drop in salary

getting to work if my car doesn't work is near impossible id have to cycle 8 miles.

getting to college from beith to glasgow

Getting to clients outwith kilbirnie

Getting to Ardrossan for course on time. Impossible unless you leave Extremely early which is difficult with disability

getting from beith to college in glasgow

For me personally, for a while public transport didn't start early enough in the day to make it to office for start of shift, especially on weekends. To be clear this was more of an issue for me personally prior to the relaxation that allowed more working from home, it's less of an issue for me now that I'm between jobs and not anticipating taking up employment full time office based any more. But I do still have concerns for those who are required to travel to a place of work early, or leave late, and they can't find available public transport options.

eRLY START TIMES FOR WORK IN JOHNSTONE- PAISLEY CUT SERVICES SAYING NOT ENOUGH POPLR USING THIS BUS SERVICE WHICH WAS NOT TURE ALSO HAD TO WORK A SUNDAY SHIFT . NO SERVICE FIR BUSSES SO HAD TO USE HOLIDAYS INSTEAD

Either no transport or have to change bus/trains to get to destination. Also times of when transport start or finish for day.

Due to not driving, and underlying health conditions on top of a fairly poor bus service operating in the area and the ongoing issues with trains in the area, it is extremely difficult to get back and forth to work when I was able to work. With only an hourly bus service in 2 directions it made getting to work difficult as I would be almost an hour early or late to work and it was just under an hours wait for the bus home, in the darker winter nights it really isn't ideal.

Due to my carer responsibilities I have very limited time to myself. I am unable to attend many appointments, social groups or even go shopping out of the town due to being reliant on public transport and it being restrictive. The buses are very limited to 1 per hour to irvine/ beith or largs. Many of these services limit the route, times etc on Sunday with no bus running to largs throughout winter months and the last bus from largs is 6.45. No longer a local service for shopping at supermarket like other towns, years ago the bus used to run into Tesco and between the schemes in Kilbirnie to beith. Unless you can book a taxi, which seem to be limited services again for the area you have to time shopping around bus service but not very good with having to walk a distance with multiple bags of shopping. I have resorted to online shopping because of this.

To visit my friend in a nursing home in Irvine I need to take the 36 bus to Dalry then walk to bottom end of Dalry to catch the 25 bus to Irvine. 25 bus does run from Beith but goes all round Kilbirnie adding unacceptable time to my journey.

Due to lack of public transport to Glasgow (buses end at 5.10 pm, as I don't work in city centre I can't make that bus, and only leaves train service which can be unreliable, and when I used to rely on public transport, I have been stuck in Glasgow with no mode to get back to Garnock Valley) I tend to drive to work. However, parking in Glasgow is very expensive and time limited, which has meant I have had to reduce my hours quite significantly, resulting in less pay. This has resulted in a need for two cars, so we have one for school drop off/pick up while other parent has main car due to working in Glasgow. I have an autistic child, so I always need to ensure they are aware of how to get home. Current public transport options available do not meet requirements, hence the need for two cars. The buses are either full, so there's an hour wait for the next one, or drive past school children waiting even when they are not full.

difficulty getting to Hamilton by public transport

Dalry to Kilmarnock by train is 1.5 hrs. By bus earliest arrival time is 8:30am. Plus the fact Strathclyde does not have an integrated travel card from here. Only starts from Johnstone.

Couldn't get transport to get to work on time

Cost of traveling to and fro was outweigh the income

Cost of bus / train to destination used to limit where I can work, although work locally now.

Challenges getting buses which correspond to my start/finish times.

Can't do Sunday overtime due to lack of public transport

Cannot get a bus home from Glasgow after 5pm disgrace.

Buses not running on time having to change buses to get to other destinations is very time consuming and is a real pain especially if you have a hospital appointment at Crosshouse hospital.

Buses for children attending high school come one hour before the children start and have to wait outside in all weather's one bus an hour is not good enough

Buses don't run in line with finishing times

Buses are inconsistent here they don't run often enough so you're either very early where you need to be or late.

Buses are extremely limited

Bus to train station doesn't always suit train times. 17:15 for last bus back to Beith is too early so I had to get 2 trains & a bus taking nearly 2 hours

Bus to Glasgow and return evening bus stops far too early

Bus timetable was changed and the last bus from Glasgow is too early for what I need so I have to get the train which is more expensive. I have no other choices

Bus timetable limits travel times for work as there is only 1 bus and your in any direction out of the valley.

Bus times do not tie up with train times meaning I am unable to work somewhere that I cannot drive to i.e. Glasgow city centre or Paisley city centre. My car is not LEZ compatible and city centre parking is too expensive. Similarly the times of public transport do not meet my working hours in some cases and I would be left having to walk miles home if I did not have access to my own transport.

Bus times back from Glasgow didn't suit the needs of my job offer as last bus home was 5pm at night. I don't take my car into the city centre. Also no train station in town so have to rely on local bus to get to station, buses don't run in line with train times anymore and haven't done for many years. Basically public transport within the Garnock Valley to access towns and cities out with is not fit for purpose as doesn't fit the requirements of those who need to use it.

Bus service is extremely limited, and before I drove it was very difficult to get to places that offered employment or education

Bus service in Garnock Valley is shocking

To visit my friend in a nursing home in Irvine I need to take the 36 bus to Dalry then walk to bottom end of Dalry to catch the 25 bus to Irvine. 25 bus does run from Beithbut goes all round Kilbirnie adding unacceptable time to my journey.

Bus service does not accommodate me working in hospitality. Extreme difficult to rely on transport to the station 3 miles away and cost is crippling. Causes many issues in my place of work.

Bus routes do not always get me close enough to my destination, I could have a walk of up to 40 mins and areas where lighting is poor and the area is quiet.

Before retiring I found job opportunities were limited due to travel limitations and this will be the same for younger people today.

Before I learned to drive I had to work locally as I had no regular transport that I could rely on that allowed me to travel independently for work.

Been unable to take public transport when my car broke down. Even trying to get a taxis was difficult. Only way to get to work was to walk from one end of beith to the glengarnock to get train in the dark.

Attending college in Ayr - no public transport available to meet class times and college location. Uni in Glasgow - challenges with buses in order to go direct to Glasgow or to the nearest station I am unable to go to work without a car as I work in an industrial estate in South Glasgow My husband can't get public transport from Beith to his work in Newton Mearns. It doesn't exist or would take hours to get there.

As I don't drive I have to work closer to home and miss out on jobs I am qualified for in Glasgow due to no late bus service and the cost of train fares.

As a countryside resident, it is a 1-mile walk on the very dangerous A760 to get the bus. If working a weekend, I have to walk back from the train station 5 miles, as there is no bus up Largs Road at 9 pm. Not fun being a nurse in Kilbirnie.

Access to local schools and clubs for all the family

Access to a wide variety of shops with competitive prices. Access to a wider variety of sports classes available in other KA Leisure venues e.g. Yoga

Able to get to work on time and within

A private car is a necessity for employment whether within or especially outwith the immediate area

A lot of work placements are based in gladgow or saltcoats and no buses run early in the morning to saltcoats and last bus back from Glasgow is before 5pm. Train weekly tickets are far too expensive

3 buses required to get to work! Difficulty getting one out of Dalry at a reasonable time.

Are there any additional transport improvements not listed above that you think should be introduced in the Garnock Valley?

-
- Direct bus to Crosshouse hospital from dalry
-
- Cycling to Glasgow or even cycling from Beith to Kilwinning to James Watt college is not an option!! Public transport must be available
-
- Better roads. No potholes.
-
- Yes why does the 25, 36 and 904 run in convoys instead of being staggered across the hour?
-
- Yes the A737 needs upgraded fridge beith to Kilbarchan its terrible it a 60mph speed limit abs be lucky to hit 40mph due to.volume of traffic in it.
-
- Yes I think the bus transport as the moment is terrible and the buses come together when in my mind they should be staggered.
-
- Yes get a bus that runs from Glasgow after 5pm
-
- We need a better bus service for people that work in Glasgow
-
- Up to date printed information available at bus stops. Shelter from rain/wind at bus stops.
-
- Unable to get anywhere on public Transport on a sunday. A simple trip to largs would take over 3 hours with 2/3 changes. No local transport to get to train station either or back into kilbirnie again. Its easier To stay home or use car! Also buses dont wait at station for train arriving, suggest spt look at their timetables for train arrival etc
-
- Times are shocking can't visit partner in hospital can't attend afternoon chemo appointment because of buses and Kilmarnock service frequently breaking down ! Same applies for getting to braehead and queen elizabeth hospital I have to pay a taxi to this hospital
-
- thw x36 should stop in kilwinning
-
- Three buses pass through Beith during the day. All within a 15 minute period. Then another hour before that is repeated. These buses do not fit with train times to Glasgow from Glengarnock Station. On returning to Glengarnock Station buses to Beith are not appropriately timed to fit with train arrival times.
-
- This survey is carefully worded. People who use cars mainly do so for convenience and, more importantly, because the local infrastructure is poor at best. Try a night out in the city and rely on public transport.
-
- The train fair is outrageous. Over £14 rtn just to go to Glasgow for work is unsustainable
-
- The present bus service stops at 17.15 from Glasgow. If I have an appointment eg hospital or hospital visits it is impossible to get back to the city centre to catch the last bus at 17.15. I then have to hang about Glasgow till after 6pm so I can get a cheaper ticket using my bus pass on the train. If I go to a concert or show in Glasgow, which I like to do, I have to come home on the train and because the train and bus timetables are not linked I have 1mile walk in a dark poorly lit road so feel very vulnerable meaning I miss the social events.
-
- The last bus to Glasgow is 3.15 and back is 5.15. Unless you walk 3 miles to the train station how are you supposed to get to work in Glasgow? It's absurd how poor the transport links are here. And any that do appear are often late, over priced and take far longer than they should. We're considering moving next year because it.
-
- The last bus leaving Glasgow at 5:15 every day is ridiculous with buses after this taking 2.5 hours. Buses need to be introduced to help people get back from work and when socialising in Glasgow, eg bus at 7pm, 9pm and 11pm. We are left isolated in the Garnock Valley as Beith doesn't have a train station within walking distance.
-
- The Garnock Valley appears to be the forgotten zone. After 17.00 there is no reasonable public transport to towns outside of the valley. There are no opportunities for the residents to socialise outside of the area. Elderly residents pay higher prices for shopping as they can't access cheaper supermarkets.
-
- THE BYPASS JUNCTION FROM BARMILL TO BEITH SHOULD BE MADE 'TURN LEFT ONLY' WHETHER AT PEAK TIMES OR MADE INTO A SLIP ROAD TURNING LEFT. (IVE WORKED AT THE ADMIRALTY/DM BEITH SINCE 1998 AND I SEE ALSORTS OF NEAR MISSES AT THIS JUNCTION ALMOST DAILY, THERE WERE PLANS AND DRAWINGS ISSUED YEARS AGO SHOWING THE PROPOSED ROUNDABOUTS, I FEAR WE WILL HAVE FLYING CARS BEFORE THE BEITH BYPASS GETS ITS ROUNDABOUTS)
-
- the bus should return to the milton scheme on sundays in kilbirnie absolutely essential thank you for taking time to read my survey , john whiteman .
-
- The bus from Dalry and Beith should be a quick journey in the morning and not be stopping for school kids to Garnock Academy and the bus back from Beith to Dalry to be more frequent around 5pm to 6pm as most

Direct bus to Crosshouse hospital from dalry
people finish there work at 5.30pm and the bus leaving Beith is 6.13pm too long to wait after finishing your job. Many people work 0.9.00am to 5.30pm Monday to Friday including myself and travel from Dalry to Beith and back. Bring back a skipper bus that is small,fast and reduced fare as £7.50 return from Dalry to Beith in Stagecoach is way over priced and a total RIP off!!
The availability of taxis. In other areas there are no need to book a week in advance just phone and a taxi arrives within 10 minutes. In the Garnock Valley we are trapped in the evening so this limits our chance to socialise outwith our own town. Taxis to be available to meet trains would be beneficial to get folk home safely.
Sycronisation of bus/train connections
Support in the early morning fie school children. Later at night also for people commuting.
Smaller buses and more bus stops to go round housing schemes
Services to Largs in the evening. Fast service to Kilwinning during the day. Higher frequency to Barrmill & Kilmarnock. Services to Glasgow in the evening.
Services for bus towards Glasgow starting earlier. Flexi multiple journey tickets available for train journeys from Glengarnock to various stations rather than just a weekly/monthly rail tickets. A later express bus service from Glasgow. If the train is cancelled after 5:45pm there is no other transport available to return to the Garnock Valley.
Services between Ardrossan and Glasgow
Services are too infrequent and stop in some areas by 7pm. This leaves those reliant on public transport (particularly elderly residents) curfewed in their homes by early evening. Bus drivers also need to be more patient and careful with stopping and leaving destinations, especially allowing elderly commuters time to get to and from their seats before the vehicle starts moving. Digital Bus times boards at Train Stations would be extremely useful alongside some effort to link Bus arrival / departure times with train arrival / departure times.
School buses from beith to garnock academy.
Safer cycle routes. I am not a confident cyclist and would not cycle on roads. A cycle path route from Beith to Glengarnock train station would be ideal and I would be happier for my child to use this than main roads. Also we have a brilliant facility at Geilsland estate which is supposed to be for the local community, however there are no safe routes to get there by foot or bike without literally risking life to cross the very busy A737 with traffic moving at 50 MPH ? There are no pedestrian crossings so basically if you don't drive you cannot safely access this facility? How can this be a service for the whole commity? Even driving is risky as there are frequent accidents at the crossroads at the entrance to the road. There are incidents weekly and sadly have been several fatalities. Again, we have been promised by NAC this will be addressed since moving to Beith over 20 years ago but nothing has been done and meanwhile the accidents and fatalities continue?
Running bus after 7pm
Run buses back from Glasgow after 17.15
Removal of peak fares would encourage me to use the train more. More frequent and more reliable service to more destinations would encourage me to use the bus more
Reintroduce the 337 bus to Kilbirnie as it currently terminates in Beith. Subsidy for the McGill's 904 so that it can run in the evening and Sunday all year.
Reinstate full X36 service from Ardrossan to Glasgow in off peak times through the day and early evening
Reduced fayres
Re introduction of more trains stopping at glenganock in both directions, having been cut from three an hour to one and two an hour depending on the time of day, and unable to travel to Irvine or Ayr without having to change at Kilwinning for a train which passes through glengarnock enrout.
Public transport needs to be increased massively. Getting to and from anywhere is really bad in this area.
Provision for more busses for school children attending secondary school. Regular bus that ties in with rail services is required
Proper, safe cycle/multi use path between Dalry and Kilbirnie to access NCN7/Lochshore paths

Direct bus to Crosshouse hospital from dalry
Please don't leave working people to pay higher fares when the young and old are getting free bus travel. Travel is unaffordable to those in low paid work.
People in Dalry, Kilbirnie and Glengarnock need two busses to Crosshouse Hospital. Yet, those staying in Beith get a straight-through service to Crosshouse Hospital via Magills 337 service. This is a great inconvenience for those with no transport or who cannot drive because of a disability to get to Crosshouse. Surely Transport Scotland could see if there is a way to try to get a service from Dalry via Kilbirnie, Glengarnock, Beith to Crosshouse Hospital. Then there is appointments at Ayr Hospital, a nightmare to get to from the Garnock Valley.
Patient transport for elderly who live in rural areas & cannot attend medical appointments at crosshouse hospital & particularly Ayr hospital
Overall access from GlenGarnock to Beith in conjunction with train times and bus connections to other surrounding towns and in three towns and Paisley/Glasgow
Operators failure to operate last journeys. Usual excuse is breakdown or lack of crew.
Off road cycle path linking dalry to kilbirnie
Occasional Shelters on walking routes/paths
No.
No local petrol station available, poor / no cycle paths
No
Need buses to glasgow and largs after 6pm at night.. I would not travel by train at night alone as I feel them unsafe
Na
My main problem is getting a connecting bus with the train. The time it takes to get from Kilbirnie to Crosshouse Hospital by public transport it can take between an hour and a half and two hours to get to the hospital
More wheelchair accessible transport options as I would use a lot of battery on my wheelchair just getting to the train station
More train stations - rebuilding the old lines that still exist
More recharging points including at community centres, health centres, shopping car parks. Safe access to existing cycle paths from Beith. Safe access from Beith for cyclists and pedestrians to Gateside and Barrmill.
More frequent services, later bus services for returning from Glasgow, later trains at weekends. Services to be more reliable and linked up (for example, some evening bus services to Kilbirnie leave the stop at the Garnock train station a few minutes before Glasgow train gets in), so you have to either walk two miles, pay for a taxi or wait up to 1 hour plus for next bus.
More frequent bus services to Irvine, Ardrossan and Paisley would be advantageous.
More frequent bided to and from Glasgow .
More buses per hour.
More buses in general..local buses
More bus services. There is little service after 5pm. It's not great.
Lost a job cause I couldn't keep up or travel on the bus some of us can't afford a motor. Everyone talks about going greener but our bus services don't help people trying to work shifts in Glasgow. Don't fancy walking home from the station every night and can't afford to get buses and trains can't even go out in Glasgow to socialise. Beith needs a bus service
Longer service times on existing bus services would be beneficial as well as an express service to Irvine. Currently always drive into Irvine for work due to the bus being ridiculously long and extortionate train fare. Feel walking and cycling provisions are more than adequate for the area, as will regularly walk/cycle for pleasure and will walk to the supermarkets in either Beith or Kilbirnie when it is not raining and needing a "small shop." Like to run to Lochwinnoch and get the train back, which previously did on the reduced fair however now too

Direct bus to Crosshouse hospital from dalry
expensive. In my opinion improvements to the the dangerous junctions at the offset on A737 between the MOD and towards Tianna Falls and again in Beith should be prioritised in the form of a much lower speed limit at these areas to allow pedestrians to cross over. These are the main arteries for people from Beith/Kilbirnie to enjoy green space. Footpaths and roads in poorer condition than elsewhere of NA and when reported, never fixed!
Local service to tesco, medical centre chemist
Link Dalry to Kilbirnie with a safe, off road walking multiuser path. Reopen bridge at vale bridge in Kilbirnie to allow safe access to the cycle path and to allow children to walk to school safely.
Later return times from Glasgow
Later bus from Glasgow perhaps at the weekend.
Later bus and train services to and from Glasgow especially at weekends
it is good
Interconnectivity is an issue, buses leaving the stop before trains arrive etc. services stopping at weekends during the evening.
Increased passenger capacity when young people are travelling to school. Garnock Community Campus was intentionally built between two towns, but without pupil transport or sufficient public transport links.
In the absence of the promised roundabouts on the Beith Bypass, the roads department should consider introducing a left hand turn only system for those coming from the Barmill area. Transport looking to north to Johnstone, Paisley and Glasgow etc would then drive to the roundabout at the south end of the bypass and then re-orientate to go north. This would make the junction safer, help traffic flow and reduce congestion and omissions.
Improved shelters. At night the buses are hourly which can be a long wait in cold winter weather
Improved lighting and maintenance of roads and cycle routes
I work in care and resident has a c+ bus pass. He has 2 carers and 2md carer needs to pay full. Even a reduction in 2nd carer payment would help as we have put work id with us
i think the no36 bus should go to kilwinning instead of dalry. so you can get a connecting bus to other places
I think Garnock Valley should look into a bike bus for transporting children safely to school and reducing cars on the road, I have seen this work successfully in Shawlands, Glasgow. https://shawlandsbikebus.org/
High step on to a train can be a big problem.
Given our central location in Scotland I think it's ridiculous we have such poor transport links
Garnock Valley has a shocking bus service. Glasgow last bus 5.15 Beith last bus to Glasgow 3.45. 4 buses on a Sunday only. Don't live in Garnock Valley.
Frequency of bus and rail services key issue
Fast frequent travel to Glasgow from Beith including evenings and off peak as the council does not invest in the town so there is no evening entertainment at all. Look at the state of Eglinton and Main st, high rates and no investment hasn't attracted quality business and restaurants leaving almost every building empty. Shameful.
enforcment of speed limits to reduce danger to pedestrians and cyclists
Early bus to Glengarnock for earliest trains
Cycle routes like bus lanes during school hours to support independent and health bike hires for low income families or purchase schemes to support individuals for employment
Currently I have to rely on taxis to socialise with my close family
Connection of bus to train arrivals and departures

Direct bus to Crosshouse hospital from dalry
Connected transport via rail and bus so not waiting for a long g time at railway station for a bus back to Beith. Later bus from Glasgow so you can access theatre, cinema etc
Community transport services.
Buzzer buses round schemes. Current service hourly 25
Busses in the evening. Trains on a Sunday is Ok at hourly but it used to stop at 7/8pm! And why can we not get a bus to Paisley or a LINKED integrated service to the airport. AND a more comfortable bus for goodness sake. Not a city centre jolt me to death bus.
busses don't meet trains and busses do not go to my locality after certain times, so there is no cohesive transport network
Buses to/from Glasgow after 5pm
Buses to Glasgow should run later to accommodate people wanting to go into the city for an evening out
Buses linking up with trains at glengarnock.
Buses from beith and kilbirnie not taking 1hour to get to irvine and trains from irvine to glengarnock instead of changing at kilwinning this is not good for the elderly
Buses after 7pm in Garnock Valley
Bus times for pupils travelling from Beith to Glengarnock are currently poor. Do not align with school starting or finishing times meaning multiple trips by parents with cars. My son has had no use of his young Scot card due to this
Bus times coordinating with train arrivals and departures better, introduction of more services after 4pm, more direct routes to towns and to cut down multiple changes in buses
Bus stops with digital screens that tell you when the next bus is (very common in other towns along the Clyde Coast). Saves people standing for long periods of time unsure when/if the next bus is coming. People will also wait if they know precisely what time the bus is coming.
Bus service to roebank beith
Bus service to Glasgow at night to allow access to theatre trips, currently there are no evening/night buses back from Glasgow and trains are not always accessible. Better timings of buses, currently the 3 buses through the garnock valley arrive within a 10-15 minute interval then it's 45 minutes until the next bus
Bus service must be reviewed to accommodate those in beith that work in retail and hospitality in the city centre
Bus service after 1715 from Glasgow to Beith and onward
Bus from Beith to ardrossan and direct bus to Irvine at present takes 1 hour 20mins no bus from Glasgow after 5 pm so can't socialise or meet friends in the evening
Bring back the train station in Beith
Better transport to hospitals such as Crosshouse and ayr hospitals from north ayrshire
Better service by Stagecoach at moment it's appalling
Better policing on trains especially during the summer months
Better co-ordination of bus services with train services. Additional direct trains between Garnock Valley stations and Irvine to reduce need for changing at Kilwinning (the current timetable is a backward step compared with the previous service pattern). Direct bus service to Crosshouse Hospital to serve Dalry (current service is from Kilbirnie/Beith via a rural route which does not serve Dalry). This is particularly important given the number of elderly people and some families who rely on buses to get to hospital appointments. The lack of a direct bus service from the Garnock Valley to Kilmarnock is also of concern.
Better bus shelters with seats
Better bus connections between GV and the Three Towns

Direct bus to Crosshouse hospital from dalry

As a countryside resident, it is a 1-mile walk on the very dangerous A760 to get the bus. If working a weekend, I have to walk back from the train station 5 miles, as there is no bus up Largs Road at 9 pm. Not fun being a nurse in Kilbirnie.

An improved bus service to Glasgow, our closest city, should be a priority. Garnock Valley visitors to Glasgow are unable to travel home by bus after 5:15pm. And bus stops should not be limited to one end of the town, which forces travellers, often lone travellers, to walk some distance to get a bus. Even if someone wants to get a bus to the train station, in order to get a train to Glasgow or beyond, it often involves a long walk to the bus route.

Add on +2 companions for people with disabilities Carers free bus travel card needed to help get to clients

A737 safety improvement project seems to have stalled. Although I am ambulant, a disability access review of pavements should be carried out to remove obstacles for wheelchair users.

A737 Roundabout at Beith.

A proper bus service to and from glasgow with late night buses More trains stopping at dalry with late night trains

A local bus service from schemes to train station twice an hour, cheaper for working people.

A local bus at night from the strain station.

A joined up approach by all providers. Possible and sensible connections are missed by 10/15 mins. Scheduling timetable to enable passenger to join up journeys. For example the McGills 337 service from Barrmill to Beith misses the hourly Stagecoach X36 service by 10 minutes.

A bus that links to the train coming in. Limited services available and those which are available are disjointed. It makes commuting a logistical nightmare and the Garnock Valley requires good links as there is limited work available on our doorstep.

A better bus service

Do you have any other comments about travel in your area?

Workers cannot get home from Glasgow after 5.15. People no longer travel to Glasgow to shops or for a night out meal etc Buses no longer meet trains at Glengarnock station. Miss the bus then you have 2 options . Risk waiting at Glengarnock station for an hour or walk over 2 miles home. Students are forced to move out of home because the limited buses do not get them to university On time for lectures

Without the use of a bike or walking 2 miles to Beith the 2 hourly bus service that runs through Barrmill is inadequate. Travelling home after 5pm is extremely stressful since the X36 service was terminated. I am grateful to my neighbour for lifts out of the village in terrible weather. The risk I take having to cycle to Beith and cross the deathtrap that is the A737, (with no bypass in sight) is unacceptable. People in the Garnock Valley deserve better. The entire public transport system in North Ayrshire needs a rethink before anymore houses are built claiming to be 25 minutes from Glasgow. People will never give up private car ownership (if they can afford it) when the services are so so bad.

Why is last bus from Glasgow 5.15. No access to cinemas, theatres etc. bus service doesn't correspond with train service so can stand for a while waiting for a bus. Service to Irvine takes 1 hour 35 minutes from Beith (could be halfway to the highlands in that time). My parents in Kilbirnie have a choice of 2 buses to get to doctors appointments but both come at same time then they have an hour to wait till next 2 come. Can these not be half hourly.

Why are the prices so different between McGills and Stagecoach?

Where I stay one bus an hour is terrible service . An no Sunday service . No bus service after 6.30 at night can't go anywhere . I do like to use the bus service as I meet a few friends . Also bus service to Glasgow a back as last time is 5.15 used to go to theatres a meals . Not now . Service is shocking , drivers hardly lift their head ask them to put bus step down they don't even do that without a scowl . Younger drivers are not so bad it's the older grumpy ones . Please improve your bus service .

When using the train from Paisley to Glengarnock the station routinely has drunks and people vaping in the facilities. When using local trains and buses in the past I have been verbally insulted, threatened and also assaulted. The hourly train from Paisley to Glengarnock will at times skip the stations in-between Lockwinnoch to Kilwinning with no prior announcement. When having a meeting at the Beith Community Centre regarding the Stagecoach buses all local councillors attending were found to not use public transport. They all drive which outraged the community as they have no stake in public transport

We require much better timetables and more times included to travel outwith Beith to Glasgow. I no longer use public transport for meeting family that live in Glasgow as I can't get home safely

We really need cheaper and more frequent bus links to station.

We need more regular bus services from Garnock Valley (including Barrmill and Gateside) to Irvine, Paisley and Glasgow

We need more direct buses to Irvine. We need buses from Glasgow later in the evening. We need better scheduling of late trains from Glasgow especially on Saturdays

We need more buses to and from glasgow and glengarnock.

We need a late bus home from Glasgow a bus not running after 5pm is a complete joke and frankly sad for the local area

We in Burnhouse need to have access to other immediate areas. Cycling or walking out with the village is extremely dangerous. There are no pavements or cycleways out with the village. Traffic is fast and dangerous in our area. We have no safe area to walk or cycle.

We have one bus service with mcgills heading towards Renfrewshire which is one hourly and often bus drivers are early, don't stop or the bus doesn't come at all. On these occasions my son has been left stranded either at home and had to arrange another method of transport or he has been left in Renfrewshire, when this happens he has had to wait in unfamiliar places on a lift which takes us 30minutes to get to and that's when we have been a bale to. There's been too many when he's been left and it's been the last bus so no way home as he had no money to get train.

We could walk or cycle to appointments in the area if safe walkways/cycleways were available. But the roads are too dangerous even to contemplate this.

Very poor. Low frequency. Not worth trying to use.

Very hard coming back from Glasgow every day after finish work.

Workers cannot get home from Glasgow after 5.15. People no longer travel to Glasgow to shops or for a night out meal etc Buses no longer meet trains at Glengarnock station. Miss the bus then you have 2 options . Risk waiting at Glengarnock station for an hour or walk over 2 miles home. Students are forced to move out of home because the limited buses do not get them to university On time for lectures

Trying to get in or out of Kilbirnie using public transport at any time, is a complete nightmare. I was called for jury duty at Kilmarnock court a few weeks ago, had to be there for 10 am. After getting myself really stressed about this I had to phone them and explain that due to our shambolic public transport, the earliest I would be able to get there was 10.45am. Fortunately, they exempted me from attending, but I could be called up again at any time, which will be the same scenario.

Travel, by public transport, between communities in the evenings is virtually non existent and local public transport generally is very poor. There is no bus service between Lochwinnoch and Kilbirnie, 3 miles apart. Getting to and from Largs in the evening is impossible without a car/taxi. There is no cycle track between Kilbirnie and Dalry and the road is very dangerous to cycle.

Travel within the Garnock Valley is not fit for purpose. Not enough services to access the wider areas out with peak times. You are at least an hour and a half to get to both Kilmarnock crosshouse hospital or Ayrshire central, both are only a half hour drive. Beith doesn't have many shopping options so need to travel out with the town for a full weekly shop. Not enough and no frequent services to access this. Kilwinning, Irvine and 3 towns have busses running every 15 minutes between these areas but Garnock Valley services are few and far between. Beith has no train station so need to rely on public transport to access public transport to get to your final destination. The bus service currently in place is unreliable and doesn't run alongside the train timetable, resulting in long waits to and from destinations. I would like to be able to use public transport but can't. It is also cheaper to use my car than to pay to use public transport.

Travel to hospital appointments is stressful due to the need to use a car, otherwise the journey is too long and broken up as there are no direct services. The number of cars being parked at Crosshouse Hospital is a problem in itself, with too many vehicles trying to access a very large car park that is nearly always full. Finding a space there is time consuming. Extending the car park isn't the answer, getting people to the hospital without a car would be. So better, reliable, regular services - including from the Garnock Valley - would help this.

Travel to and from Beith to Glasgow had been completely destroyed by Stagecoach and NAC. You cannot use public transport for an evening out and through a complete lack of investment in the town there is no where to go to have a meal out or sociable drinks. Beith is probably the highest contributor to council budget and receives the bare minimum in return from the council.

Travel out with garnock valley is terrible. There is no buses at all that run to Stevenston, saltcoats & arrossan through out the day. The bus to get to irvine takes almost 1.5 hours which is insane yet to get the train you need to change at kilwinning as no longer any direct trains to the station from glengarnock. The buses run at the same time going through kilbirnie rather than changing so one is every half hour rather than the hour. No buses meet up with the trains that stop in glengarnock either. Public transport is ridiculous expensive and isn't very practical.

Travel in the GV hasn't been very well planned out. In Glengarnock the 25, x36 and 904 all arrive withing a short time frame heading towards Kilbirnie and then there's nothing until the following hour. There's no option to get to the 3 towns (Ard, Dalry, Stev) apart from the train, but then getting to train stations can be an issue for many people. With the 25 being the only bus that serves the schemes in GV and there only being one an hour.

Travel in the Garnock Valley is simply disgraceful. To go to Crosshouse Hospital you need to change at Kilwinning. If you miss the connection then you could have to wait a whole hour to travel 10 minutes along the road. The last bus from Glasgow is at 17.15 - hopeless if you are attending the cinema or theatre or coming from further afield and have to get a connection to Dalry.

Travel In our area is ridiculous we get 2 buses an hour and they both come at same time . We get no buses after 6pm which is no good if you are working till later they stop the later buses to and from Glasgow especially on a Saturday where it was an extremely busy service to and from Glasgow.

Transport services in Beith are shocking. Last bus to Glasgow is 15. 50 and last bus back to Beith is 17.15. People of Beith feel isolated .

Transport options in the Garnock Valley are extremely limited, this impacts severely on the options for education and employment. The majority of people now have to drive as there are no transport options that take you directly from A to B without long wait times or just a non existent bus service after 5pm. I do think if the services linked better ie bus and rail or more frequency of both and to a later time at night / earlier service in the morning, regarding bus service, more people would use the services rather than take the car but cutting back services has caused more people to drive. Also an idea to put on more bus service around the home time of school

Workers cannot get home from Glasgow after 5.15. People no longer travel to Glasgow to shops or for a night out meal etc Buses no longer meet trains at Glengarnock station. Miss the bus then you have 2 options . Risk waiting at Glengarnock station for an hour or walk over 2 miles home. Students are forced to move out of home because the limited buses do not get them to university On time for lectures

pupils from Garnock Campus, the overcrowding of the bus is an accident waiting to happen, kids sitting in luggage areas, is not ideal. And people coming home from work/ education/ appointments can't get on the bus for all the school children, why should they have to wait on another bus to get home? No wonder people drive.

transport in the GV is poor there isn't enough services at early and late hours not everyone works a 9-5 job but even those that do there is still limited services.

Transport back from Glasgow is shocking with the last bus at 17.15 hrs. Yes, there are trains, but there is only one bus that does not align with trains and is only every hour. Buses to Glasgow do not have seat belts, this is illegal as it is not a built up route with most of the 18 miles on dual carriageway or motorway introducing considerable risk for commuters if there was an accident. There are no bus services planned to meet train times. There are only 3 bus services through Beith and these are hourly. They all arrive within 10 minutes of each other rather than staggered at 20 min intervals, it's very disjointed.

Totally unhappy if a bus leaves a stop early especially if you have a limited time to get to bus stop.also if I miss a bus I need to stand for another hours which I find really hard as I have joint issues which are really painful.

Too Expensive!! There should be a cap on travel here in North Ayrshire as it is classed as a deprived area we are told, wages just don't stretch for expensive travel.

This survey is carefully worded. People who use cars mainly do so for convenience and, more importantly, because the local infrastructure is poor at best. Try a night out in the city and rely on public transport. At best your time will be rushed and you'll be very early home.

They're is no buses and only one bus company that have a monopoly on the routes and do what they like. Sometimes they're is no services and that it.

They should bring back the regular service that stage coach has in the early 2000's the x34 and x36 serviced used to be a great service to commute around Ayrshire

There needs to be significantly better coordination of bus and train services for Beith residents using Glengarnock Station. There needs to be reinstatement of evening bus services from Beith to Glasgow. Currently the last bus to Glasgow is at 3.50pm with the last bus from Glasgow at 5.15pm. A ridiculous situation affecting workers, students and leisure visits.

There needs to be more bus services that go from Kilbirnie/Beith to Crosshouse at the moment there is no services from this area to this hospital nor a service returning, you have to go in the opposite direction to get a further service to bring you back towards Irvine to then get a service back to these towns. The logistics for travelling to and from the hospitals from this area adds many hours onto your day before getting to the appointment and after. Meaning you're extremely limited to the appointment times available

There is no direct bus or train service to hospital at Ayr or Crosshouse which is not ideal for people with health problems. AND parking at Crosshouse is a nightmare.

There is no bus service from Dalry to West Kilbride or Largs. This makes travel to these destinations by bus a very long journey as it is then a case of taking two connecting buses. The trains have become prohibitively expensive, as have the buses. Since the flat off-peak train fares were removed recently, I no longer take the train. I have reduced how much I go out as a result of the train fare increase, and lack of affordable bus services. I feel this affects my health negatively.

There are no evening or late night bus service in or our of the town which makes meeting socially difficult with those from other areas. This decreases quality of life and job opportunities for many residents

The village of Burnhouse is isolated from a proper transport network

The transport is a joke in kilbirnie can't get bus or taxi especially at weekend

The train service is very regular to and from Glasgow but the bus service is very limited, with the last bus from Glasgow at 5:15pm in the evening.

The residents of the garnock valley would really appreciate a decent public transport service and would be grateful if this could be given the consideration it deserves. Thank you

Workers cannot get home from Glasgow after 5.15. People no longer travel to Glasgow to shops or for a night out meal etc Buses no longer meet trains at Glengarnock station. Miss the bus then you have 2 options . Risk waiting at Glengarnock station for an hour or walk over 2 miles home. Students are forced to move out of home because the limited buses do not get them to university On time for lectures

The public transport services in Beith are very poor. We have 3 buses every hour, however rather than staggering their arrival times, all arrive within 5 minutes or at the same time! So if you miss them, you've another hour to wait. If the bus times were staggered to every 20 minutes or so, this would also remove the issue for train users at Glengarnock just missing trains, or just missing buses back to Beith after getting off the train (incurring a 50 minute wait). The trains are already reduced to every 2nd train stopping in Glengarnock from Glasgow Central (even though all trains pass through the station) And if you're going to Ayr you need to change at Kilwinning rather than a straightforward through journey.

The population and demand within the Beith area is growing but the bus service doesn't change. There should be more choice. There should be greater service to allow access to events etc. at the moment people don't have even easy access to hospitals. It needs to change.

The only bus route to kilwinning takes over an hour and the last bus home from Glasgow is before 6pm. Both of these massively impact my ability to see family, care for my disabled brother and attend groups and classes with my son. It also limits my ability to shop for groceries at affordable prices and socialise with friends.

The main issues are that not all the main towns in the Garnock Valley have a train station. Not all towns have a train station that can easily be reached on foot. In addition, travelling out of the Garnock Valley by bus takes a long time as buses are infrequent or there is no direct route. The prices for both train and bus are also high.

The late bus service to and from glasgow should be essential to the Garnock valley

The lack of public transport in our area is frustrating and can feel very isolating when you do not drive. Hospital appointments are extremely difficult and time consuming due to the poor transport links. The people of the garnock valley deserve better. How many people do not attend appointments or miss them due to transport issues?

The lack of evening services are very restricting as I don't drive in the dark. Socially isolating as I cannot get to leisure opportunities that I would like to take part in. Have to be driven to attend or walk about an hour to get to railway station. Buses don't line up with train times.

The lack of competition means our Stagecoach bus service is a complete joke. The last bus to Glasgow is before 5pm and the last bus back from Glasgow is 5.15pm. We're lucky to drive but between the lack of buses and expensive rail services, so many people in the Garnock valley are being denied a reliable and cost effective public transport system. It must be difficult for the most vulnerable in society that they feel trapped in the Valley, unable to travel when they need to. Scotrail have recently increased their costs following an off peak trial, and they have reverted back to a full service after months of a reduced service. Since going back to full service about a month ago, about 10% of my trips into Glasgow and back for work, have been late. I would consider moving from Beith as I fear it's only a matter of time before there is no bus service.

The infrequency and time limitations of public transport servicing Dalry mean that the residents need to use their cars far more than should be necessary and compared to the towns round about the service is woeful! The bus service is practically non existant and the fact that the services stop so early mean that residents can only take limited advantage of the night time economies and other facilities that are out of town.

The government is pushing for society to ditch their cars and opt for public transport and environmentally friendly methods to travel, however, the infrastructure cannot support the government's climate change policy

The garnock valley is the land that time forgot. Remove the subsidy from stagecoach and give the glasgow/ardrossan service to a company prepared to run a full service

The Garnock Valley is a forgotten part of North Ayrshire. The whole area is a potential commuter hub if public transportation was better planned and delivered (like it used to be when I first came here, when I got the bus or train everywhere) there's no banks, choices for food shopping, so have to drive from my rural home to other towns to do my business. I have to drive to another local authority for my nearest Aldi. We have created a dependency on community larders, food banks etc because of poor transport infrastructure. We have some of the most disadvantaged communities and no way out for some people because of the lack of decent public transport.

The footpath along the A737 Dalry to Kilwinning is terrible!! Why don't busses carry bikes at the front - learn from America. The bus Dalry to Glasgow is sooo uncomfortable. Surely the contract can require more of a coach than a jarring city centre few mile journey bus.

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The current public transport arrangements here in the Garnock Valley is absolutely atrocious, it is truly shameful and inexcusable, it is a damning indictment on the so called planners and councils alike, we demand and expect better, take back all forms of public transport into public ownership, public transport should be there to serve the public and not line the pockets of big business !

The cost of travel in the garnock valley is absolutely disgusting. I can't believe it costs £7 for a return journey from Kilbirnie to Daley. Which is only 4 miles where as I can get a day ticket to get to the likes of Glasgow, Irvine and further afield for £7.50 it just makes zero sense it makes travel for those without a car impossible and unaffordable I also find it incredibly unfair that people who live in Dalry can get a day ticket for a substantially less amount than us in Kilbirnie. I don't understand why we are being trapped in this town and basically discriminated against

The bus times from glengarnock train station are very restricted, depending on the service it can work well if trains and buses running to schedule. But again majority of the scheduled times you can have bus drivers that leave the station when not scheduled to meaning no bus for another hour or you can be waiting for long periods of time between bus and train especially when train services are being cancelled so frequently.

The bus service through Beith is just awful,we have no railway station so these buses are extremely important. Our young people have such bother getting home from Garnock Campus as the buses run by them at the bus stops, it's such a busy time. The car park at the campus is a danger zone at the start and end of the school day. So many cars all just going where they want to go.... What can the answer be....goodness knows...

The bus service is so poor and convoluted routes make the journey long on public transport which means I tend to drive myself to my destinations

The A737 needs upgraded to a dual carriage way. The Dalry Bypass although an improvement needs four lanes. A Kilwinning Bypass is required.

Stagecoach used to go to Tescos in Kilbirnie and then back up the Milton scheme. There was plenty of time to get a decent number of messages, but now you have to cross a busy road with no crossings carrying many bags, and now we can't even get to Braehead unless you have a car. by public transport I would need to get a bus to the train wait for a train to paisely then get a bus to braehead the come back the same way. im to old for that now.

Stagecoach service is terrible. Why does Glasgow bus stop at Dalry? Only reason is to make it awkward for customers to go further. 25 buses takes over 11/2 hours to go to Irvine so takes all day to go to bank etc. McGills bus to Largs is very good service.

Sheer lack of service

Review the bus timetable!!! I have personally had to reduce hours and my job is at risk because of high zone card prices and lack of transport!

Require a bus service to Beith from Glasgow after 5:15.

Recently been denied patient transport to Ayr hospital for Macular eye injections so obviously could not drive. I live in a rural area 4 miles from nearest town so no available public transport. I am 79 years old & have to rely on family which some need to travel from Glasgow & take time off work to get me to my medical appointments.

Rail service is rubbish from Garnock Valley since rail re-nationalisation. I don't go to Ayr by train now as you have to change at Kilwinning wit 3 minutes to change platforms or miss connection. There used to be direct trains to Ayr/Troon. There also used to be a better service to Glasgow. Getting to West Kilbride by rail is slow and inconvenient, with only 1 train per hour evenings.

Public transport to and from Beith to cross house hospital is poor. I attend eye appointments every 3 months for which I can't drive home from myself as eye drops temporarily affect my sight and public transport is not an option as too infrequent and generally not reliable to ensure I make appointment on time. As a result of this my husband has to take a day off to take me to appointments. This must be an issue for non drivers having to travel more frequently to cross house.

Public transport really needs to be upgraded in this area soon as it is pathetic.

Public transport is slower overall when including the walking time to and from train stations.

Workers cannot get home from Glasgow after 5.15. People no longer travel to Glasgow to shops or for a night out meal etc Buses no longer meet trains at Glengarnock station. Miss the bus then you have 2 options . Risk waiting at Glengarnock station for an hour or walk over 2 miles home. Students are forced to move out of home because the limited buses do not get them to university On time for lectures

Public transport is not available for the whole journey and not always available for the times required. The newish Dalry/Beith by-pass is great!

Public transport in the Garnock Valley is shockingly bad. I couldn't do without my car and I wouldn't recommend for anyone to live here who doesn't drive. The bus service to Glasgow is worse than useless, unreliable service and you can't get home on a bus after 5pm, can't stay out late due to lack of later trains and even the last train can be so full that you struggle to get a seat or even get in. Even trying to get to the train station, you have to get either a taxi or walk as the bus service is unreliable, infrequent and doesn't match the times of the trains. I don't mind walking but it's a 30 min walk often in the rain/cold. I like to cycle but unfortunately our weather doesn't lend itself well to regular cycling journey and there is a lack of direct cycling routes from Kilbirnie that would help make journeys quicker I've filled out many questionnaires about this topic and haven't seen any improvement and tbh, not confident this will make any difference either, but we can only try

Public transport in the area is deplorable and needs an overhaul. It does not work for the community as private companies are more concerned with making a profit that actually serving customers.

Public bus transport is scarce and cannot be relied upon... we do not have access to rail travel

Please put the x36 back to the old time table and stop making peoples life's difficult, charge the elderly a small fare for each journey and don't give young people free travel

Please increase public transport buses or minibuses more regularly so I do t have to use my car as much. Thanks

Please improve the bus services so they are more regular and operate into the evening/night tome. It is ludicrous that the last bus leaves Glasgow at 1720 to this town. This does not influence people to use public transport and if anything drives up car usage..

Please give us more public transport in Beith we don't have a railway and our last bus leaves Glasgow at 5 :15 pm we are very isolated.

PLEASE FIX THE BYPASS! THE GATESIDE JUNCTION AND THE BARMILL JUNCTION ARE HORRENDOUS TO NAVIGATE AT PEAK TIMES, I FEEL SORRY/SCARED FOR THOSE WHO DARE TO WALK OR CYCLE THIS ROAD

Please extend the times of the bus service between Ardrossan and Glasgow.

Please can you improve our evening bus service many of us can't drive into Glasgow due to zero emission zones

People in the Garnock Valley are more reliant than ever on their cars due to cuts to bus service. We have no train station so that involves a taxi or bus to get to the nearest train station. After 5.15pm there are no buses back from Glasgow. If you really want to stop people using cars then get transport links in place that actually work. As long as these services are supplied by private companies they will put costs first and cut off communities which is already happening.

People in Dalry, Kilbirnie and Gelngarnock must change busses get to Crosshouse Hospital. It would make sense if the McGills 337 service from Beith to Crosshouse Hospital also covered Dalry, Kilbirnie and Glengarnock, meaning only one bus to the hospital. Appointments to Ayr Hospital are an absolute nightmare.

Parking at Glengarnock train station can be difficult plus need to walk from one car park to another side of the station, buses don't always meet train arrivals. Bus to pick up from trains arriving from Glasgow at the side where train comes in (could be mini bus type) to Beith and Kilbirnie. Long walk currently to bus stop if you have mobility issues.

Our area is very isolated due to bues stopping running after 6pm

Only 2 disabled parking bays on the main street. People park in the main street all day , they leave car there then get public transport for work , car parked all day , then for shopping to another town by public service. Car can be parked all day so no or very few bays to park. Fit People park in disabled bays as no spaces due to above --parking car going on public transport !!

Not enough transport to get you to train station ie Beith to Glengarnock. If no car in Beith you are stranded

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Not enough capacity or bus times for secondary children in garnock Valley. Expectations for children to travel up to 6 miles per day in the Scottish weather, is completely unacceptable

No joined up transport from Beith to Glengarnock train station. Often waiting time from Glengarnock to Beith is 40 minutes. No taxi facility at train station & need to book a taxi 2 days in advance!!!!

no I don't

No buses out or into Dalry to and from Glasgow after 5. Why run double deckers during the day when things are quieter?

No buses into or from beith to Glasgow after 5pm is a disgrace.

No bus from Glasgow to Beith - X36 - after 5. This is unacceptable. A737 crossing At Beith is an accident waiting to happen.

No access to local petrol station (None in Dalry)

Nighttime is a problem for travelling back to Dalry.

Needs to be integrated Buses need to be scheduled to arrive/depart in conjunction with train services

Need more buses to travel outwith the garnock valley some of these to be express as it cuts down on time as well as needing better service on a Sunday and need to run later into the night

Need direct access to local towns on a frequent service. Work starting at 6 am and no transport other than car or taxi too expensive but work place demands you are in time. This affects many folks applying g for jobs. Can't get in and can't get home

Need a better bus service, prices are shocking or get a train station in beith

Na

More direct routes needed. Long routes from Beith to Irvine exist where previously direct routes existed. Going by car is necessary.

More Co ordination between bus and rail companies.

More buses and better times available

More available parking and cost effective parking

Maintenance of roads and footpaths is poor. Fell out running on longbar avenue and needed to attend A&E as fell into the road in Nov 2023. This was due to a pavement slab sticking up, reported and still not fixed a full year later. This was my regular running route to Lochshore and now I don't bother for fear of falling in the dark again unless with someone. Active travel route towards the Den and Highfield poorly maintained and full of pot holes and overgrown foliage.

Lots of buses service Beith but the timings are poor and do not link with trains. We have a good train service but poor links into Beith, which limits social time in glasgow and leaves little option but to take car to Glengarnock station. Service was better 10 years ago when we first moved to Beith. Direct bus service to glasgow until late into evening. Thinking of leaving Beith due to limitations of transport to City and surrounding areas. Shame because it could be so much better.

Live on A 736 no bus service to major conurbations and nearest train 1 mile away. Bus services need to be nationalised and regulated.

Lack of public transport in the Garnock Valley is impacting on people's job opportunities & social wellbeing

Lack of buses in the garnock valley is a disgrace, the bus stop at the station is also very dark when waiting alone for a bus. The buses do not work with times of the trains for example the bus from Beith arrives at Glengarnock 3 mins after trains leaves

Lack of bus transport after 1715 hrs from glasgow, to return to Beithj

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It's so expensive. The trains are good but buses are so uncomfortable.

It's shocking. Buses don't meet train times. No local buses at night.

It's rubbish. Local buses not connecting to trains. Beith buses too late in the morning to get to Glasgow for another connection

It's appalling

It's very difficult to get into and between towns in the Garnock Valley after a certain time hence why most people use cars.

It would be great to use my big wheelchair to its full potential. Awaiting WAV being built and adapted. Meanwhile dependent on my small electric chair which is not really suitable for outdoors as it's not as stable on rough ground

It needs vastly improved and should be available after 7pm. High reliance on taxi services is not affordable for many residents.

It is awful in GV. The lack of transport is embarrassing

It can be difficult to visit family outside Garnock Valley due to the limited bus services . Travelling by train can be a problem as there is no train station in Beith and bus times do not coordinate with train times.

Integrated transport system throughout Garnock and beyond

In 2022, Stagecoach reduced their X36 bus service which formerly ran between Glasgow and Ardrossan all day. As part of this cut, the service now stops at Dalry except at peak times early morning and evening. The service terminating at Dalry is particularly inconvenient, as the most accessible town for travel is the next one; Kilwinning. Instead, it is now necessary to wait for the 25 bus service between the adjacent towns of Dalry and Kilwinning, and then onto my eventual destination from Kilwinning. The bus services in Garnock Valley are particularly expensive, which might be attributed to this link with Glasgow. Stagecoach advertises a day ticket for other areas in Ayrshire for £5, but the equivalent for the Garnock Valley is £7.50. The price of a return ticket between the adjacent towns of Kilbirnie and Dalry is £7 which is obscene.

Improve the road surfaces

I'm currently in reasonable health and don't have an issue walking or cycling locally, and can usually walk or drive or cycle to the train so this survey at this time in my life probably isn't significantly relevant to me personally. However, if my circumstances were to change, I'd be apprehensive about starting to have to potentially use the local and more widespread bus services as they just don't run as frequently as the train service. I'm no longer on shift work either, but in the past it wasn't possible for me to fulfil a Sunday "early" shift from the (nearest) Glasgow office travelling with public transport as services didn't start early enough on the Sunday. Travelling home late at night after a concert for example is also quite tightly time-bound and has to be scheduled like a military operation, or costed for a taxi. Anyway, thanks for asking, it's appreciated you doing this survey. Thanks, Don.

If we want to reduce traffic congestion and tackle climate change, improving the reliability and accessibility of public transport should be the top priority.

If travelling to Glasgow then the last bus, which is always very busy, is 17.15.

If services were more reliable and connected, I would use public transport more often.

I would visit more places if more bus transport was available

I would use the bus services in the Garnock Valley if they operated day and evening in particular to Glasgow. It would be helpful if travelling on a bus was a reasonable price. I was charged £3 for travelling 3 bus stops on my journey from Dalry to Kilbirnie. Disgusting.

I would use public transport more but unfortunately services don't run after 6pm back to beith. I used to go to a lot of shows in Glasgow but you can get to Glasgow from Beith but no return route in the evening.

I would use public transport instead if my car for a lot of journeys if there was a better service.

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I would use public transport a lot more if there was more choice especially over the weekends

i would travel more on public transport if it didn't need to go round lots of schemes. when your gogin to certain places. also my home town donest have a train station so you need to get a bus all the time

I would like there.to be buses running a bit later at the weekends so that I could go to Glasgow for a meal or the theatre cinema

I would go out more and travel further if the bus and train services were more reliable and went to more varied destinations. E.g. from Dalry there are no buses to West Kilbride or Largs or the three towns. Trains are mostly hourly sometimes half hourly. I use my car but know I am very lucky to have that option

I volunteer at Ayrshire Central Hospital and I get bus at 8.20am from Dalry but then have to change at Kilwinning and often have a long wait for a number 11 bus to Irvine. If I miss the 8.20am bus or it doesn't turn up - the next bus is at 10am!

I used to travel more by public transport but now do so rarely because service from Beith is so limited, unreliable and last couple of times I travelled by bus I had to stand which I find difficult. I would like to not have to rely on using a car and feel it is important environmentally that we all use cars less, but for that to happen in the Garnock Valley there needs to be big improvements in public transport. Beith, in particular, has no railway station, no safe access to cycle track and a very poor bus service.

I think that the bus service to and from Glasgow should run later at night ,supposing it was a limited service at least people could enjoy a day out without having to fork money out for a taxi home .

I think free / cheaper bus to train station & beith dalry for everyone would be good.

I personally think the bus service the Garnock Valley receives is poor, I appreciate it is not used as it should be but that could be down to the poor service. People from the cities think the Garnock Valley/Lochwinnoch area are out in the sticks. Public transport is the only transport a lot of people have and depend on it.

I often have to use a rollator . When I go to Johnstone or Paisley the bus service is only 1 per hour . Sometimes I have had to wait an hour because the bus was so full and had prams on board that I had to get the next one . In winter especially this is not good .

I moved to Kilbirnie almost 8 years ago. You really need a car to live in this area to access entertainment and leisure venues like cinemas. I need my car to drive out of town to Dalry/Paisley to access cheaper shopping and more affordable supermarkets. Most of my non-food shopping is now done online to save the need, hassle and expense of travelling anywhere. If I'm ever on a rare night out in Glasgow I have to leave early to get the last train back at around 11.45PM. Then I need to hope that the last bus at Glengarnock Station is running late or I face a 2 Mile walk home in the dark. As a woman, this really does not feel safe. It discourages me from accessing entertainment/ social events in Glasgow. I need to my car to get to work. I would need to get a bus 20mins, train 20mins then walk for 20mins. Travelling in my car allows me to get to work quickly, cheaply and safely. I only spend around £30 a week on petrol. I felt very trapped in Kilbirnie before I got my car.

I live outside Beith so need to use my car or walk to get up to Beith for bus or glengarnock for train my biggest gripe is the last bus from Glasgow is 515 the trains are ok but the buses don't connect with the trains at night or don't turn up

i live in burnhouse where public transport is 1 infrequent often cancelled bus service your trapped with out a car

I do not rely on public transport as it is few and far between. I tend to drive. I only use public transport when socialising. My main concern as a female is safety. If I have been in Glasgow with friends I have to get the train home as the bus which used to stop close to my house no longer runs late. The train station is a couple of miles from home, I would not feel safe walking home and don't have someone who could pick me up (my husband would be home with the children). I therefore have to wait for a local bus, sometimes for 30-40 minutes, alone in the dark, late at night. As a female, that is terrifying. It puts me off going out and when I am out, I am worrying about getting home. There should be safer and more frequent options available.

I can't even walk to a shop the roads are so dangerous with 3 kids I'm completely stranded frequently and it is severely effecting my mental health. Most of our life is spent begging for lifts to places. Driving lessons are now £40 an hour and driving is very dangerous.

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I CANT ANSWER SOME OF THE QUESTIONS YOU HAVE ASKED ABOUT HOW OFTEN I USE PUBLIC TRANSPORT AS IT PUTS ME OFF GOING OUT DUE TO UNRELIABLE BUSES. EXAMPLE IF A BUS SERVICE LIKE 904 BUS BREAKS DOWN OR DOESNT ARRIVE AT YOUR TOWN THEY DONT PUT ON REPLACEMENTS , ALSO IF YOU WANT TO GO TO OTHER TOWNS YOU HAVE TO TAKE A BUS THEN A TRAIN, DAME COMING BACK. BECAUSE BUS SERVICE WERE TAKEN OFF TO CERTAIN DESTINATIONS, MISSED HOSPITALS APPOINTMENTS DUE TO BUS BREAK DOWNS WHICH MEANS ANOTHER 2 HRS WAIT.

I am retired and can drive but I am concerned about the bus service in Beith. Young people at college, employment in Glasgow have barriers. Last bus is 5.15. Far too early. The train station at glengarnock has poor transport links. It does not encourage people to live in the town

I always wondered why there are two buses arriving at the same time. This makes the service every hour. Why not make it a half hour service? Another issue is when the school kids are on the buses.

Hopefully something gets done about the transport situation in the garnock valley area as it's a nightmare to get in and out of due to lack of buses it can be very isolating at times. The X34 and the X36 are very much missed and should be brought back and so is the local buses as the double decker buses are too big to be going round the tiny schemes got my fingers crossed for an improved transport system.

High travel cost is meaning more difficult to commute to Glasgow. Bus service doesn't accommodate workers. I see some buses offer a night service to which would be great for going out in Glasgow. Sunday service hinders people in retail we need a better service from beith.

Having lived in the the Garnock Valley for many years I can honestly say without a car daily living would be very difficult.

Having 2 teenagers who use public transport alot, I feel when I check in with my kids when they are out and about, there is alot of waiting in between services due to living in the garnock valley. This for me is a safety issue for my kids and alot of the time if they miss the bus due to 2 or three buses coming at once they miss their connecting bus. We end up going and picking the kids up due to the next bus not being for another hour. It then curbs their independence but also puts them at risk having to stand around and wait for us to then go and collect them.

Have already mentioned living in Garnock valley. You should try the bus service.

Have had to walk for Doctor appointments as our bus service is one an hour and do not accommodate all appointments.

Glengarnock to Glasgow fast trains should be reintroduced. Buses should operate later from Paisley and Glasgow back to the Garnock Valley. I'm not interested in going Kilwinning or Irvine at night and Sunday as this is currently where the subsidised buses run to. Kilbirnie and Beith people travel up the way towards Glasgow, not down to Irvine as will be seen from Stagecoach buses running empty.

Glengarnock station car park is beginning to get busy again. Other parking options would be helpful.

Free travel for carers and add on +2 for companions for carers helping people with disabilities

For leisure purposes, when travelling to Glasgow, I find it difficult to get back home to Beith from Glengarnock at night

Feel isolated and cannot travel To Glasgow to even enjoy a meal! Beith bus service needs to improve or go back to the old time table. Rail services are not ideal of those that live in beith. Bus service needs to accommodate workers for the centre and allow people to enjoy visiting their city centre. The bus time table needs reviewed.

Evert town should have a direct bus service to major hospitals in the area.

Elderly are limited now to where they can travel and having to change over on trains to get back home buses not running to train timetable

Elderly and reduced mobility people find it hard to get patient transport.

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Dalry is isolated due to restricted buses and train service. The last bus back from Glasgow is around 5.15pm which is no use for workers commuting or a day/evening out in Glasgow. Have been let down a few times trying to get to appts or bookings due to lack of bus service. The trains are infrequent and don't often stop in Dalry. The bus stop is easier for our postcode to get to and from rather than the train station.

Current public transport options are not fit for purpose. The free travel for under 25's is for buses only. However if a student is at University of Glasgow and has classes up to 5pm, they can't get into Glasgow city centre on time for last bus at 5.10pm. Garnock Valley is an area of high deprivation, and current public transport is stopping young people attending University. There is no point having free bus travel for under 25's when there isn't a bus to use.

Compared with other places in the UK, Beith has good cycling links, but the bus service is disconnected for accessing Glasgow city. The real station at glengarnock is leaving in facilities but the service from ScotRail is a lifeline, it's a shame it's not that well connected to bus services on to Beith

Car parking at hospitals is very bad, due to lack of transport to hospitals, dentists etc I have to use a car to get there and parking is limited.

Car parking at Crosshouse is extremely difficult.

Busses are an afterthought and are not coordinated, either with each other, or train services. Bus routes are limited and infrequent, with none at some times of the day.

Buses to and from Glasgow to Garnock Valley stop ridiculously early. Force travel on bus to destinations and return by train. Last bus at 5.15pm oversubscribed forcing people to return by train. Too early to return after work.

Buses should run to connect with railway timetables.

Buses should have bicycle spaces.

Buses from Kilbirnie to cross house hospital are a nightmare. Having to change at Kilwinning or Irvine and taking over an hour. Lack of early morning buses means early appointments are not acceptable. Buses not being at Glengarnock train station to meet passengers is really annoying as I have found buses leave just as the train pulls in, leaving me to a 40 min walk or wait an hour for the next bus.

Bus times are very limited now resulting in my being less able to travel or get home.

Bus times and not travelling as far as Roebank , a long distance to walk from Eglinton street

bus service between kilbinrine and largs is fairly sparse running only between mat and September for sundays weekdays it finishes at 7 pm a cancelled bus means a wait for 2 hrs.

Bus service to/from Glasgow were good pre COVID but not now. I need to home for 5pm curfew if using bus service

Bus service through the Garnock Valley to Glasgow/Ardrossan/Irvine has been available to the public for many years. It should be seen as essential whether or not they are making money for private companies. If one service was cut mid-morning and mid-afternoon, a service ran around 6/7 pm, allowing workers more scope, and a later service allowed people to travel to and from entertainment, most people would be happy.

Bus service needs to be much later especially to and from Glasgow, last bus time from Glasgow is far too early

Bus service is totally inadequate. There needs to be more joined up bus/rail links. Eg buses dropping off and picking up at rail times.

Bus service in Beith need to be reviewed, zone card prices are extortionate! Some people work shifts in the city centre including Sundays! To have no service home after 5pm is ridiculous. Bus service needs to accommodate people to Glasgow. The service is awful. Train costs are too high and doesn't service those living in Beith. Please review the bus time table it used to be such an amazing service.

Bus home from Glasgow or Paisley to Beith stops very early at around 17:15 so don't socialise much anymore. Feel very cut off from friends and family. Don't like to drive to socialise and taxi is too expensive due to distance

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Better rail and bus service would reduce congestion and car usage and importantly costs and stress

Better bus times for getting kids to Garnock Campus in the morning as they are there at 8.15 but can't get into school until 9, which is not good in the winter and more buses to get them home from school to Beith as there is only a McGill's 904 to get all the kids home and the bus can't take all the kids so they have to wait at least another 30 to 45 minutes on the next bus

Better bus service later buses

Better time tables, more comfortable buses to Glasgow. Improvement in patient parking at hospitals

Beith is a massive passing town for the west coast of Scotland and is getting busier by the day. The houses for sale get bought within days/weeks but the transport is shocking - it needs a train station and more frequent busses. Also for walking the pavements on Eglinton street have more bumps and potholes than the roads. My 1 year old son gets whiplash when in his pram. Terrible.

Beith has no train station. Beith has no direct access to cycle path Beith has no glasgow bus service after 4-5pm It's like being stranded in the wilderness and getting worse. As a newly retired couple we are now looking at our future needs and staying here is doing to become a problem

Because buses travel all around villages etc and don't match with each other it takes ages to travel for hospital appts. 3 and a 1/4 hours to reach ayr hospital means reliance on a car struggling to afford to run. Perhaps an express service which touches on main stop in towns instead of all around the schemes.

As a lone female travelling and having to rely on public transport i haven't and don't feel safe. On several occasions I've had to walk as there have not been any buses to get me home. I normally try and order a taxi but the taxis are busy and don't answer the phones or can't make it

Although currently I can travel independently there is always a concern that in future this will not be possible and there are others who do not have the same options of having their own transport. If there was a reliable public transport service I would use it

All round very poor .

A more regular service is required in beith to Renfrewshire especially at weekends and buses should run later in the evenings to and from beith

A local bus that goes all areas would be lovely especially during difficult weather.

Kilbirnie is served by mostly double decker buses..which I am sure many people find it ,very difficult to get on and off.especially elderly people.this is archaic..needs to be improved. In milton area and fusstone area there is no other public transport to access medical centre,dentist,tesco..access to rail station is equally poor. Train service is excellent, it always has beeb..but let down by access to and from station especially.after 6 pm. And at weekends

Buses are very infrequent

Do you have any further comments to add about your journey to the Garnock Valley? (Visitors to the Garnock Valley)

Would prefer a better bus service.

Would be better if they had a more frequent bus from Ardrossan or Kilwinning direct to the Garnock valley like the X36 used to be instead of having to wait on multiple buses eg 25 and 11 services

Unfortunately after having my son over 20 years ago I felt I had to move out of Dalry due to the transport. I struggled to get to work each day and felt stuck in a town I had grown up in. If you don't drive then the Garnock valley is very limiting and feels almost a chore to come and go. I moved from Dalry over 20 years ago and sadly the bus/train situation hasn't improved much in all this time. I've thought about moving home on many occasions but the thought of struggling to get to work, see friends etc has always put me off. Everyone jokes Dalry is a lovely town, you just can't get back out it!

Three buses pass through Beith 25, 36x and 904. They all pass within 10/15 minutes of each other. If their timetables were altered to be spread across the hour the service would be much better with no additional cost.

There is no direct service and stagecoach do not include Kilbirnie and Beith in their Ayrshire day tickets so need to pay more.

There are no direct buses between Ardrossan / Saltcoats / Stevenston to Dalry and beyond.

The limited bus times make it very hard to work in a lot of industries that require a 7am start time as very limited bus service means that whilst there is an early train the bus's aren't available to make it. Walking in the dark to the train station isn't really suitable early morning or late night due to poorly lit pathways. Cost can also be an issue with bus's £5.70 return from Dalry to Kilbirnie.

Some of the road junctions are extremely dangerous, especially the junctions to and from Beith on the main bypass road. Despite the reduced speed limit traffic waiting to turn often places themselves and others in a highly vulnerable position.

OK train service to Glasgow. Insufficient bus or train service to Crosshouse Hospital, Kilwinning or Irvine, especially after 6pm and at weekends.

No shelter at the train station

No

More connections to outwith the area need to be made. Getting to Ayr, where I live is an absolute nightmare. Buses finish too early, and take inconvenient routes. My partner is from Beith, and we both work and study part time so having good connections is vital for us to see each other. The last bus to Glasgow is 3:50, from Glasgow is 5:15; the last bus south is at 5:51/6:03 depending on day, but doesn't even serve Irvine, or Ayr; instead terminating in Ardrossan. I feel that the Ardrossan service should be kept, but perhaps instead of two vehicles based at that depot, one could be based in Ayr, and operate from Ayr in mornings/evenings, and Irvine during the day. The X36 terminating in Dalry during the day is also not useful for making journeys to/from the south, and the 25 is inefficient for effective transportation and takes far too long. The timings also don't line up to the 14 or 585 south. X77 is inaccessible, as X36 has ended by this time. Lots of room for improvement.

It takes half an hour on a bicycle from but it's hard to go by public transport, as the train station is not close to many places in the Garnock valley. This is particularly true in winter.

If you miss a bus it's an hour till the next and no comment above it Sunday service

I would like to use public transport more but some routes are unreliable

I used to go to Kilbirnie quite a lot when the X36 ran every hour from Saltcoats to Glasgow but I hardly ever go now because it means getting a train and a bus. I have a bus pass and although there is a reduction on the train, it is not free. I wish they would increase the service again.

Generally when people accept that the area has a great train link into the wider area folk as less critical. Yes there are buses at night but generally very few passengers.

Extremely difficult with last bus to Glasgow at 3:50PM, from Glasgow at 5:15. Only hourly, two hourly on Sundays and no buses at all south past Kilwinning. I live in Ayr, and my partner is from Beith. A bus even to Irvine would cut our travel time by around two hours as we can then use the 585. The X36 terminates at Dalry during the day which is grim. We need more buses in the Garnock valley, not less! Glasgow to Irvine would be more useful than anything else. The 25 is far too slow going up every scheme.

Bus service is poor and can take a terribly long time to travel the 10 miles between Largs and Dalry

Would prefer a better bus service.

A more regular, reliable bus service from Glasgow would be much appreciated - including the reinstating of the X36 service more than twice a day!

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