

EAST AYRSHIRE COUNCIL

CABINET – 23 JUNE 2010

TRAFFIC, TRANSPORTATION AND ROAD SAFETY PROGRAMMES 2010-11

Report by Depute Chief Executive/Executive Director of Neighbourhood Services

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to seek Cabinet approval for the various traffic, transportation and road safety programmes to be implemented in 2010/2011.

2. BACKGROUND

- 2.1 At its meeting of 4 March 2009 Cabinet approved the Roads and Transportation Capital Investment Programme 2009/10 – 2018/19. The allocations for the Traffic, Transportation and Road Safety Programmes for 2010/11 are listed below:-

Project	Sum	Source
Road Safety Schemes	£130,000	East Ayrshire Council
Safer Neighbourhoods (20mph Zones)	£100,000	East Ayrshire Council
Rural Route Action Plans	£ 90,000	East Ayrshire Council
Strategic Route Improvements	£100,000	East Ayrshire Council
Accessibility	£ 20,000	East Ayrshire Council
Sustainable Transport/ Bus Infrastructure Improvements	£ 25,000	East Ayrshire Council

- 2.2 The Scottish Government has allocated East Ayrshire Council £212,000 in 2010/2011 to improve facilities for pedestrians, cyclists and other vulnerable road users such as children travelling to and from school.

- 2.3 Strathclyde Partnership for Transport (SPT) has allocated the following funding in 2010/11 :-

Project	Sum
Stewarton Station Park and Ride	£500,000
Real Time Passenger Information	£1,100,000
Kilmarnock, Kilmaurs and Dunlop Rail Based Park and Ride Study	£5,000
Kilmarnock Bus Based Park & Ride Study	£25,000
A70 & A71 Route Improvements	£593,000
Kilmarnock Bus Infrastructure	£3,000

- 2.4 As agreed by Council on 11th February 2010, £250K was transferred from the 10-year Road Safety Schemes Capital programme to the Carriageway Structural Maintenance programme to assist with the repair of roads due to the severe winter weather. The Road Safety programme has therefore been re-profiled over the remaining 9 years of the programme to accommodate this. A number of schemes in the 2009/10 programme were not completed due to resources being concentrated on the repair of roads in the final quarter of 2009/10. These schemes are being completed in 2010/11.

3. ROAD CASUALTY TRENDS

3.1 Road accident casualties in East Ayrshire have reduced significantly in recent years. The numbers and severity of casualties during the last 5 years are set out in the table below.

All Age ranges	2005	2006	2007	2008	2009
Killed	5	5	7	8	5
Serious Injury	49	55	34	58	41
Slight Injury	273	277	274	223	241
Total (All casualties)	327	337	315	289	287

Children (aged <16)	2005	2006	2007	2008	2009
Killed	0	0	0	0	0
Serious Injury	7	9	6	7	0
Slight Injury	35	29	28	21	22
Total (All casualties)	42	38	34	28	22

3.2 In March 2000, the Government set national casualty reduction targets to achieve, by 2010, a reduction in road accident casualties compared with the 1994-1998 average, as follows:

- 40% reduction in the number of people killed or seriously injured in road accidents; and
- 50% reduction in the number of children killed or seriously injured.

By 2009, the following casualty reductions had been achieved in East Ayrshire:

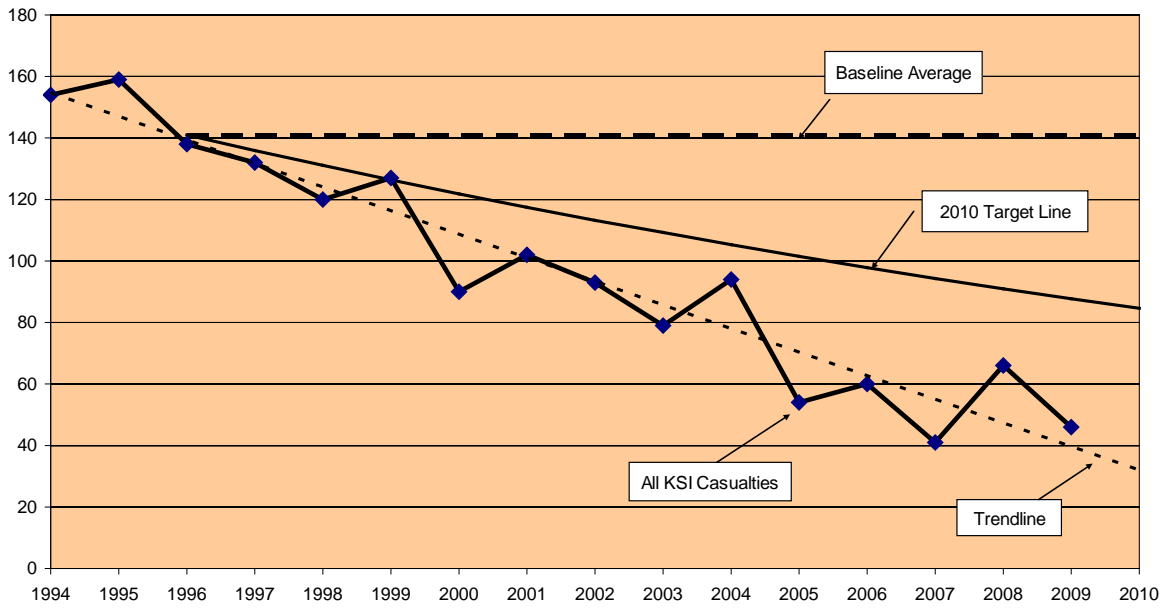
- Fatal and serious casualties reduced by 67%
- Fatal and serious child casualties reduced by 100%.

The most recent national casualty statistics published by the Scottish Government are for 2008 and show that the number of people killed and seriously injured across Scotland as a whole had reduced by 41%, with the number of child fatal and serious injury casualties reduced by 65%. East Ayrshire has therefore achieved significantly greater casualty reductions compared with Scotland as a whole.

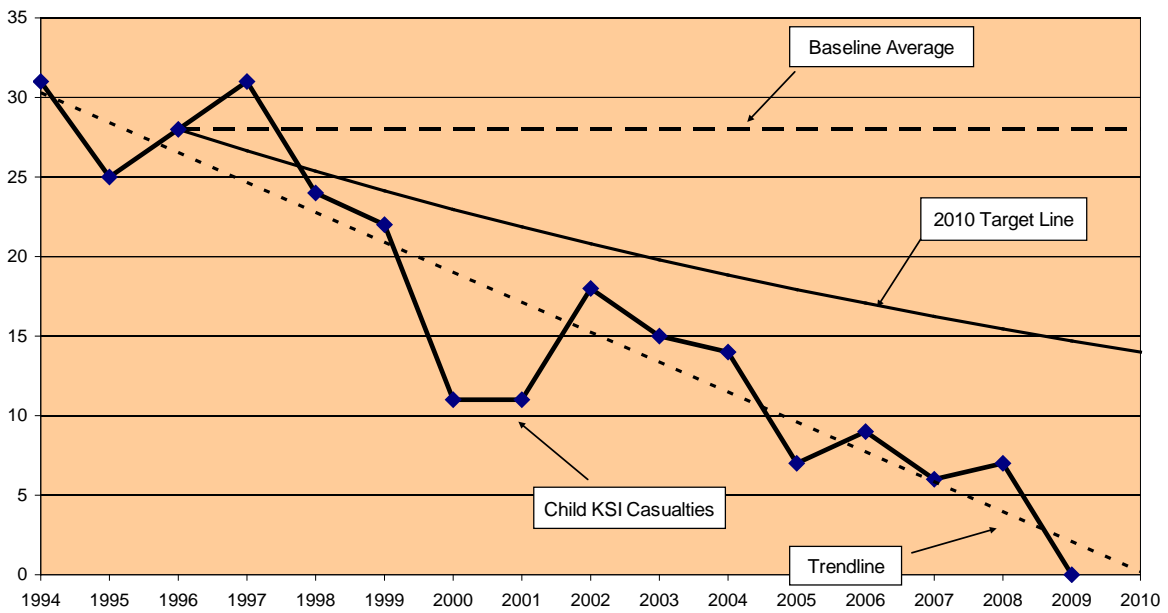
3.3 Progress towards meeting the national casualty reduction targets is recognised as a key indicator in the East Ayrshire Community Planning Partnership Single Outcome Agreement for National Outcome 9: We live our lives safe from crime, disorder and danger. Raising awareness of and improving road safety through education, engineering and enforcement is recognised as a required action to meet the 'Community safety in neighbourhoods and homes improved' Local Outcome.

3.4 The following graphs show the killed and seriously injured casualty numbers for all casualty age ranges and for child casualties in East Ayrshire since the mid-1990s. The graphs illustrate the downward trend in casualty numbers in East Ayrshire and how the national targets and the local targets within the Single Outcome Agreement for 2010 have been exceeded to date.

East Ayrshire Killed or Seriously Injured Casualties



East Ayrshire Children Killed or Seriously Injured



3.5

The Scottish Government announced new casualty reduction targets in its Roads Safety Framework, published in June 2009. The casualty reduction targets for 2015 and 2020, compared with the average baseline figures for 2004/08 are:-

	<i>2015 target % reduction</i>	<i>2020 target % reduction</i>
• People killed	30	40
• People seriously injured	43	55
• Children (aged <16) killed	35	50
• Children (aged <16) seriously injured	50	65

The targets are challenging and the Scottish Government has indicated that it would welcome recognition of the new Scottish Road Safety targets in the Single Outcome Agreements. It is proposed that these targets are adopted as the new

local targets in the East Ayrshire Community Planning Partnership Single Outcome Agreement to be updated during 2010-11

4. PROPOSALS

4.1 Road Safety Schemes (£130,000)

4.1.1 East Ayrshire Council has a statutory duty to analyse the road accidents occurring in the area. A detailed analysis is undertaken annually and the information is used to prepare programmes of road safety improvements. The policy adopted some years ago to prioritise road safety remedial measures to address road accidents involving personal injury is likely to have made a significant contribution to the accident reductions in East Ayrshire.

4.1.2 The schemes identified from the accident analysis are designed to address recurring accident problems where there are common causations and which show a significant First Year Rate of Return (FYRR). In recent years a proportion of the budget has also been set aside to deal with concerns about road safety issues raised by Members and residents of East Ayrshire. Appendix 1, Table 1 details a programme for the next 3 years. Each year is separated into two parts. The upper part lists Road Safety schemes identified from the annual accident analysis. The lower part lists schemes which have been requested by the local community. Projects in both parts of the table are prioritised in order of First Year Rate of Return.

4.1.3 The preliminary estimates will be subject to review once detailed designs have been prepared. It is proposed that the road safety schemes identified from the annual accident analysis will be implemented first. The remaining budget will be used to carry out the schemes requested by the local community in the order they are listed in Table 1. Any scheme not carried out in the 2010-11 financial year will be considered for implementation in future programmes. The 3 year programme will be reviewed annually.

4.1.4 A number of Traffic Regulation Orders (TROs) for speed limits, waiting and loading restrictions, and traffic management schemes are currently being promoted. It is proposed to allocate a proportion of the Road Safety Capital budget for the implementation of the associated signs and road markings.

4.2 Safer Neighbourhoods (20mph Zones) (£100,000)

4.2.1 The Scottish Government's Road Safety Framework to 2020 identifies improved speed management and making drivers more aware of the dangers of speed as major contributors to reducing risk on roads, reducing child and other pedestrian casualties, reducing atmospheric pollution, and making it easier for the elderly and disabled to move around their residential areas in safety. The framework specifically notes the work done by East Ayrshire Council in providing full time and part time 20mph limits near schools and in residential areas. It also highlighted the outcome of the consultation on the Local Transport Strategy in which 92% of respondents supported reduced speeds in residential areas.

4.2.2 It is proposed to continue with the programme of introducing 20mph speed limits in residential areas to achieve the benefits the Scottish Government seeks in its Road Safety Framework. The adoption of 20mph limits in residential areas is also

consistent with the Roads Development Guide and the Scottish Government's 'Designing Streets' policy statement published in March 2010.

4.2.3 East Ayrshire Council is part of the West of Scotland Road Safety Forum (WSRSF). The Forum has launched an advertising campaign with the objective of reducing the number of deaths and serious injuries caused by inappropriate speed in residential areas. The Twenty's Plenty campaign includes Radio advertising, information packs distributed to Community Councils, Website information, and links to and from a variety of other organisations' websites. In addition to distributing campaign materials, East Ayrshire Council complemented this campaign by purchasing bus back advertising and posters which are currently on display at the multi-storey car park. The campaign conveys the danger of inappropriate speeds when driving in residential areas: -

- Hit a child at **40mph** and **9 out of 10 will die**.
- Hit a child at **20mph** and **9 out of 10 will live**

4.2.4 Further mandatory 20mph limits are proposed in residential areas and adjacent to schools following requests from local communities. It is also proposed to convert a number of existing advisory 20mph limits to mandatory ones. The proposals are detailed in Appendix 1, Table 2. Where possible, priority has been given to introducing 20mph limits in those areas that are not likely to require extensive traffic calming.

4.2.5 The Roads & Transportation Service regularly receives requests for residential areas to be made into advisory 20's Plenty areas, and in some cases this is more appropriate than introducing mandatory speed limits. It is therefore proposed that £10,000 is made available for provision of 20's Plenty where this is the preferred approach.

4.2.6 It is proposed to publicise the reasons and benefits to the communities of reduced speeds. This will also help to encourage drivers to adhere to the speed limits and help them have a better understanding of how they should travel through residential areas.

4.2.7 Table 2 shows preliminary estimates which have been prepared prior to detailed designs being carried out. The works carried out in the 2010/11 financial year will be contained within the current budget and will be prioritised in the order presented. Schemes not implemented in this financial year will be undertaken in future years when funding becomes available.

4.3 Rural Route Action Plans (£90,000)

4.3.1 The Scottish Government's Road Safety Framework gives priority to addressing hazards on rural routes which contribute to high numbers of fatal and serious injuries. In the last 3 years, 18 people have lost their lives and 80 people have been seriously injured on rural roads in East Ayrshire.

4.3.2 Rural Route Action Plan measures are designed to assist drivers to be aware of potential hazards and help them adjust their speed to an appropriate level for the conditions ahead. The action plan measures include road markings, verge marker posts, warning signs and chevron signs. These are provided at bends along the route in a graduated manner to help drivers maintain the appropriate speed when approaching the various hazards. Reflective bollards are provided at accesses

and minor roads in conjunction with enhanced signage, to alert drivers to the possibility of turning traffic. New road studs and lining will also be provided, as required.

4.3.3 Rural route action plan measures have been implemented on all “A” class roads and significant progress has been made on the ‘B’ class routes. Injury accidents on the remaining ‘B’ class roads have been assessed to prioritise schemes to ensure the greatest benefits in terms of reducing road casualties throughout East Ayrshire. The proposals for 2010/11 are shown in Appendix 1, Table 3. The ongoing route assessments associated with speed limit review of A & B Class Roads, which is due to be completed in 2011, will further inform future RAP programmes. At the current rate of investment it will take more than 10 years to complete the route Action Plan measures on all ‘B’ class Roads.

4.3.4 The RAP measures have made a significant contribution to casualty reductions in East Ayrshire. Fatal and serious casualty levels on the A70, A71 and A713 which were treated more than three years ago have fallen by 24% on average since the works were implemented. The West of Scotland Road Safety Forum is currently planning an advertising campaign to emphasise the danger of inappropriate speeds on rural roads.

4.4 Strategic Route Improvements (£100,000)

4.4.1 The A70 and A71 strategic routes are maintained by East Ayrshire Council. The A71 provides a link to the M74 for the northern part of East Ayrshire and the A70 links the former Coalfield Regeneration Area to the M74. Improvement schemes for the A70 and A71 routes have the following objectives:-

- Improve safety
- Accommodate the movement of large volumes of heavy goods vehicles
- Improve accessibility to the former Coalfield area
- Enhance the reliability of journey times and connectivity to the M74 corridor for business and freight traffic to facilitate economic regeneration and tourism.

4.4.2 Previous work had identified three improvement schemes for the A70:-

- | | |
|---|-----------|
| ○ A70 Mote Toll (West of Ochiltree) | £118,000 |
| ○ A70 Kerlstone to Wee Torhill (East of Muirkirk) | £430,000 |
| ○ A70 Glenbuck | £1,300,00 |

4.4.3 Work on the A70 Mote Toll junction improvement was delayed in 2009/10 due to re-deployment of resources associated with the severe winter weather and was commenced on 24th May. A detailed design for the A70 Kerlstone to Wee Torhill (East of Muirkirk) scheme has been completed and the scheme is being prepared for tender issue in August. The Strategic Route Improvement budget will be used in conjunction with the SPT allocation for strategic route improvements (see paragraph 4.13 to complete the Mote Toll and Kerlstone to Wee Torhill improvement schemes during 2010/11.

4.4.4 Subject to land acquisition and the ratification of budgets from SPT and EAC, it is proposed that the first phase of the Glenbuck Realignment will commence in 2011/12. Further schemes are being developed and will be the subject of a future report.

4.5 Accessibility (£20,000)

4.5.1 This funding allocation allows the Roads Division to respond to requests for dropped kerbs, to assist the movement of vulnerable road users including the elderly, wheel chair and electric mobility scooter users. A programme based on requests received from the public will be implemented in 2010/11.

4.6 Sustainable Transport / Bus Infrastructure Improvements (£25,000)

4.6.1 This budget will be used to fund bus infrastructure measures such as new bus shelters, raised kerbs and other minor improvements to meet the needs of bus users. The allocation will complement the significant bus infrastructure works that have been carried out in recent years.

4.7 Cycling Walking and Safer Streets (£212,000)

4.7.1 The Scottish Government has allocated East Ayrshire Council £212,000 in 2010/2011 to improve facilities for pedestrians, cyclists and other vulnerable road users such as children travelling to and from school. The Scottish Government has requested Councils to consider spending more than 50% on cycling projects in 2010/11. The Stewarton Cycle Route could not be progressed during 2009/10 due to land issues. Instead, the provision of three new Puffin & Toucan pedestrian crossings were accelerated in the programme. It is proposed to construct the Stewarton cycle path in the current financial year subject to agreement on land issues. If the land issues cannot be resolved it is proposed to bring forward the construction of the Daldorch to Sorn cycle route to 2010/11. The projects which have been identified as being beneficial to pedestrians and cyclists are detailed in Appendix 1, Table 4. The preliminary estimates will be subject to review once detailed designs are carried out.

4.8 Decriminalised Parking Enforcement (DPE)

4.8.1 The Road Traffic Act, 1991, provides for the decriminalisation of most non-endorseable on-street parking offences. Under DPE, enforcement ceases to be the responsibility of the Police and becomes the responsibility of the local authority and would be enforced by the Council's parking attendants. The Traffic Wardens, currently employed by the Police, would be transferred to the Council under existing TUPE arrangements.

4.8.2 To assess the financial viability of DPE for East Ayrshire, a feasibility study has been undertaken and this will be the subject of a future Cabinet report.

4.8.3 At its meeting of 4 March 2009 Cabinet approved Spend to Save expenditure of £100,000 in 2010/11 in relation to the preparation and introduction of DPE.

PROJECTS FUNDED BY STRATHCLYDE PARTNERSHIP FOR TRANSPORT

4.9 SPT Stewarton Park and Ride Car Park (£500,000)

4.9.1 SPT have awarded funding to EAC to construct a new 70 space car park at Stewarton Railway Station to provide additional park & ride capacity. The new car

park will complement the recently completed rail capacity upgrading and the new rail timetable introduced in December 2009 which provided trains from Kilmarnock to Glasgow every 30 minutes. Planning consent for the car park has been obtained. Detailed design work has been completed and tenders for the construction stage have been invited. A land agreement with Network Rail to form the vehicle access and pedestrian ramps to the platform is awaited. Construction work will commence in 2010/11 as soon as the land agreement is finalised.

4.10 SPT Real Time Passenger Information (£1,100,000)

4.10.1 SPT have awarded funding to EAC to introduce a Real-Time Passenger Information (RTPI) system. Initially, RTPI will be introduced on the Stewarton to Darvel corridor operated by Stagecoach Service 1, and between Ardrossan and Kilmarnock corridor operated by Stagecoach Service 11 (in partnership with SPT and North Ayrshire Council). It is intended, with the support of SPT, to extend the system throughout Ayrshire subject to the availability of funding. The system will provide real-time bus arrival displays at key bus stops on the routes.

4.10.2 Development work on the specification for the RTPI system has been completed as has the first phase of civil engineering works to provide power supplies to bus stops. Tenders for the supply of the RTPI system will be invited shortly and the system is expected to go live by the end of the year.

4.11 Kilmarnock, Kilmaurs and Dunlop Rail Based Park and Ride Study (£5,000)

4.11.1 This SPT funded study is to consider options to meet future rail park and ride requirements in Dunlop, Kilmaurs, and Kilmarnock associated with the recent upgrading of the line. The study commenced in 2009 and will provide a critical review of park and ride facilities at the stations, potential patronage growth and demand for additional parking, opportunities and options for additional parking, land issues, and preliminary design and costs for new facilities. The findings of the study will be the subject of a future report to Cabinet.

4.12 Kilmarnock Bus Based Park and Ride Study (£30,000)

4.12.1 This SPT funded study will assess the feasibility of introducing a bus-based park and ride facility in the Kilmarnock area adjacent to the A77/M77 corridor. The study will assess the potential demand for such a facility for both inter-urban trips between the Kilmarnock area and Glasgow city centre and to Kilmarnock town centre. The study will review bus networks, passenger demand, explore opportunities and identify land at an interchange convenient for the A77/M77 corridor to and from Glasgow. The findings of the study will be the subject of a future report to Cabinet.

4.13 Strathclyde Partnership for Transport (SPT), A70 & A71 Route Improvements (£593,000)

4.13.1 It is proposed that the SPT allocation is used in conjunction with the Council's Strategic Route Improvement budget to implement improvement schemes on the A70 as outlined in paragraph 4.4. The SPT allocation for 2010/11 includes a £93,000 carry forward from 2009/10.

4.14 SPT Kilmarnock Bus Infrastructure (£3,000)

- 4.14.1** A funding allocation of £20,000 was awarded by SPT to implement a programme of bus infrastructure improvements in Kilmarnock comprising the repositioning of bus shelters and raised kerbs to accommodate changes in local bus routes. The allocation is a carry over from 2009/10 following re-profiling of the allocation by SPT.

5. FINANCIAL IMPLICATIONS

- 5.1** The traffic, transportation and road safety programmes will be funded from the various budgets as stated in Section 2 of the report. If there is slippage in the preferred schemes for 2010/11, approved schemes for 2011/12 or 2012/13 would be brought forward for implementation in the current financial year.

6. LEGAL IMPLICATIONS

- 6.1** Traffic Regulation Orders will require to be promoted for the introduction of mandatory 20mph speed limits. When required, an Order will be promoted in accordance with the requirements of the Road Traffic Regulation Act 1984, as amended and the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999. The Statutory process for promoting an Order includes extensive consultation and a period of advertisement during which the public has the right to make objections. The minimum timescale for an order is generally approximately 9 months. However, this time can be significantly increased if there are objections from the public.

- 6.2** A Road Humps Notice will be processed under the terms of the Road Scotland Act 1984 when required.

7. PERSONNEL IMPLICATIONS

- 7.1** None

8. POLICY IMPLICATIONS

- 8.1** The respective programmes have been designed to meet the Council's Local Transport Strategy objectives in terms of reducing road accidents, encouraging cycling & walking, increasing the usage of public transport and improving access for communities and vulnerable road users, as appropriate. The road safety programmes will also contribute towards achieving the Scottish Government's Road Safety Framework casualty reduction targets for 2020.

9. COMMUNITY PLANNING IMPLICATIONS

- 9.1** East Ayrshire Council, Strathclyde Police, Strathclyde Fire and Rescue and other Community Planning partners are working to reduce road accident casualties through a range of initiatives. The projects within the traffic, transportation and road safety programmes support the delivery of the outcomes of the East Ayrshire Community Plan in particular Delivering Community Regeneration, Improving Community Safety and Improving Health and Wellbeing. The projects also support the delivery of the East Ayrshire Council Local Transport Strategy.

10. RISK MANAGEMENT IMPLICATIONS

10.1 A delay in implementation of the traffic, transportation and safety projects will have an impact on accident reductions and impair accessibility in East Ayrshire.

11. RECOMMENDATIONS

11.1 It is recommended that Cabinet: -

- (i) agrees that the casualty reduction targets set out in the Scottish Government's Road Safety Framework to 2020 are adopted as the new local targets in the East Ayrshire Community Planning Partnership Single Outcome Agreement to be updated during 2010-11
- (ii) agrees to the implementation of the traffic, transportation and road safety programmes as outlined in section 4 of the report; and
- (ii) notes the contents of the report;

Elizabeth Morton

Depute Chief Executive/Executive Director of Neighbourhood Services

17 June 2010

JB/KC

BACKGROUND PAPERS

Roads and Transportation Capital Investment Programme 2009/10 – 2018/19
Cabinet, 4th March 2009

Traffic, Transportation, and Road Safety Programmes 2009-10, Cabinet, 3rd June 2009

For further information on this report, please contact Keith Orton, Transportation Manager, Roads Division, Traffic Section (Tel: 01563 555714)

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APPENDIX 1

TABLE 1 - 2010/11 - 2012/13 ROAD SAFETY SCHEMES (CAPITAL)

TOWN	LOCATION	PROJECT	NO ACCIDENTS	FYRR	ESTIMATE 2010/11	ESTIMATE 2011/12	ESTIMATE 2012/13
Road safety schemes identified from the annual accident analysis							
	Various locations	Antiskid surfacing	7	178%	£30,000		
Kilmarnock	Ayr Road	Pedestrian crossing facilities	2	122%	£10,000		
Cumnock	Ayr Road, Cumnock	Signs and road markings	2	65%	£15,000		
Various	various locations	Signs and road markings for TROs			£35,000		
Schemes requested by the local community							
Catrine	B705 through Catrine	Speed Reducing Measures	5	141%	£40,000		
Galston	Brewland Street/Orchard Street	Alteration to mini-roundabout	1	98%		£5,000	
Kilmaurs	B751, Fenwick Road	Speed Reducing Measures	4	93%		£30,000	
Darvel	A71 East Main Street	Speed Reducing Measures	3	82%		£40,000	
Kilmarnock	Lammermuir Road / Campsie Road	Speed Reducing Measures	1	65%		£35,000	
Galston	Park Road	Speed Reducing Measures	1	55%		£35,000	
Newmilns	Brown Street	Speed Reducing Measures	1	55%			£30,000
Kilmarnock	Dundonald Road	Speed Reducing Measures	1	55%			£30,000
Fenwick	Main Street	Speed Reducing Measures	1	47%			£30,000
Lugar Phase 1	A70	Speed Reducing Measures	2	41%			£25,000
Lugar Phase 2	A70	Speed Reducing Measures	2	41%			£15,000
TOTAL					£130,000	£145,000	£130,000

PROJECTS FOR FUTURE CONSIDERATION

TOWN	LOCATION	PROJECT	NO ACCIDENTS	FYRR	ESTIMATE
Auchinleck	Arran Drive	Speed Reducing Measures	1	40%	£12,000
Patna	Main Street	Speed Reducing Measures	1	32%	£15,000
Kilmaurs	Irvine Road	Speed Reducing Measures	1	24%	£20,000
Kilmarnock	Knockinlaw Road	Speed Reducing Measures	0	N/A	£10,000
Cumnock	Cairn Road	Speed Reducing Measures	0	N/A	£20,000
Dunlop	Newmill Road	Speed Reducing Measures	0	N/A	£20,000
Dalmellington	Knowehead	Speed Reducing Measures	0	N/A	£25,000
Ochiltree	A70/ Mill Street	Alteration to junction layout including repositioning of monument	0	N/A	£25,000
Galston	Orchard Street	Speed Reducing Measures	0	N/A	£30,000
Priestland	A71	Speed Reducing Measures	0	N/A	£30,000
Kilmarnock	Nursery Avenue	Speed Reducing Measures	0	N/A	£30,000
Galston	Maxwood Road	Speed Reducing Measures	0	N/A	£30,000
Stewarton	Old Kilmarnock Rd/ Kirkford	Speed Reducing Measures	0	N/A	£30,000
New Cumnock	Mansfield Road	Speed Reducing Measures	0	N/A	£15,000
Lugar	Glenmuir Road	Speed Reducing Measures	0	N/A	£20,000
Kilmarnock	Kirkstyle	Road Improvements	0	N/A	£40,000
Kilmarnock	Alloway Avenue, Culzean Crescent, Holehouse Rd	Junction Improvements	0	N/A	£35,000
Kilmarnock	Stafflar Drive, Inchgotrick Road	Speed Reducing Measures	0	N/A	£15,000
Cumnock	Bute Road and Hospital Road	Speed Reducing Measures	0	N/A	£17,500
Kilmarnock	Fulton's Lane, Morris Lane, Boyd Street	Speed Reducing Measures	0	N/A	£10,000
Kilmarnock	Gibson Street, Stevenson Street, Yorke Place	Speed Reducing Measures	0	N/A	£6,000
TOTAL					£455,500

TABLE 2 - 2010/11 - 2011/12 SAFER NEIGHBOURHOODS (20MPH ZONES)

TOWN	LOCATION	PROJECT	ESTIMATE 2010/11	ESTIMATE 2011/12
Kilmarnock	Newlands Drive, Bringan Road, Glassock Road	Mandatory 20mph limit with traffic calming where necessary to make self enforcing	£21,000	
Mauchline	Hamilton Avenue etc	Ditto	£39,000	
Kilmarnock	Annanhill Avenue, Lennox Crescent, Waverley Avenue, Stirling Crescent	Ditto	£10,000	
New Cumnock	Connel view, Lochbrowan crescent and Redree Place, New Cumnock (SRM)	Ditto	£10,000	
Kilmarnock	Kilmarnock, Caprington – Stafflar Drive, Inchgotrick Road, Cunninham Drive, Bellisle Place etc. Phase 1	Ditto		£35,000
New Cumnock	Afton Roan, New Cumnock	Ditto		£10,000
Patna	Main Street	Ditto		£30,000
Various		Twenty's Plenty Zones	£15,000	£20,000
Various		Publicity	£5,000	£5,000
		TOTAL	£100,000	£100,000

TABLE 3 - 2010/11 - 2012/13 RURAL ROUTE ACTION PLANS

ROUTE	LOCATION	LENGTH	INJURY ACCIDENTS (3 YEARS)	INJURY ACCIDENTS /KM	ESTIMATE 2010/11	ESTIMATE 2011/12	ESTIMATE 2012/13
B730	Phase 2: Coalhall to Polnessan	8.0	13	1.6	£20,000		
B705	Mauchline - Catrine - Auchinleck	6.0	9	1.5	£45,000	£10,000	
B7036	Ochiltree to Auchinleck	4.0	6	1.5	£15,000	£25,000	
B706	A736 to Dunlop	2.0	3	1.5		£10,000	£10,000
B743	Phase 1: Boundary to Mauchline to Sorn	6.5	7	1.1	£10,000	£45,000	
B743	Phase 2: Sorn to A70 junction	10.0	5	0.5			£85,000
	TOTAL				£90,000	£90,000	£95,000

PROJECTS FOR FUTURE CONSIDERATION

ROUTE	PROJECT	LENGTH	INJURY ACCIDENTS (3 YEARS)	INJURY ACCIDENTS /KM	ESTIMATE
B769	Stewarton to North Ayrshire boundary (Auchentiber)	2.0	2	1.0	£20,000
B7034	Dalrymple to Hollybush	2.5	2	0.8	£25,000
B743	Phase 3: Muirkirk to South Lanarkshire boundary	5.0	4	0.8	£45,000
B744	Crosshands to Galston	6.5	4	0.6	£50,000
B741	New Cumnock to Dalmellington to boundary with SA	18.0	11	0.6	£155,000
B713	Catrine to Sorn	2.0	1	0.5	£15,000
B7037	Galston to Sorn	10.0	4	0.4	£80,000
B7073	Hurlford to Bowhouse	1.0	0	0.0	£7,000
	TOTAL				£397,000

TABLE 4 - 2010/11 - 2012/13 CYCLING WALKING AND SAFER STREETS PROGRAMME (CAPITAL)

TOWN	LOCATION	PROJECT	ESTIMATE 2010/11	ESTIMATE 2011/12	ESTIMATE 2012/13
Stewarton	Kirkford to Lainshaw	Stewarton Cycle route	£200,000		
Kilmarnock	Various	Cycle Route Signs + Markings	£5,000		
Catrine/ Sorn	Daldorch to Sorn	Cycle Route		£107,000	£40,000
Kilmarnock	Holehouse Road	New Pedestrian Crossing		£25,000	
Auchinleck	Barony Road / Dumfries House	Street Lighting at Bus Stops		£15,000	
Hurford	Hurford to Galston Cycleway (Chris Hoy Way)	Extension of route at Hurford		£20,000	
Crookedholm	Seright Square	Footpath connection		£40,000	
Crosshouse	Crosshouse Hospital to N73	Cycle route			£125,000
Newmilns	Browns Road	Upgrade of shared use path			£30,000
Various		Measures to support School Travel Plans	£7,000	£5,000	£7,000
		TOTAL	£212,000	£212,000	£202,000

PROJECTS FOR FUTURE CONSIDERATION

TOWN	LOCATION	PROJECT	ESTIMATE
Irvine Valley Cycle Route			
Galston/Newmilns	Galston to Newmilns	1.4km (shared use path)	£150,000
Newmilns	Strath Mill	resurfacing 1.3km access road	£58,000
Darvel	Darvel to Loudoun Hill	1.6 km shared use path	£170,000
South Kilmarnock Cycle route		South Kilmarnock Cycle route	
Kilmarnock	B7038 and B7072	Formalise Road Crossings B7038 and B7072	£100,000
Kilmarnock	Various streets	Cycle Lanes and Cycle Symbols on Residential routes	£17,000
Nr Kilmarnock	B7038	2m wide shared use foot/cycle way	£285,000
Nr Kilmarnock	A77	3m wide shared use on A77	£105,000
		TOTAL	£885,000