

EAST AYRSHIRE COUNCIL

CABINET – 27 AUGUST 2008

ROAD SAFETY PROGRAMMES 2008/09

Report by the Executive Director of Neighbourhood Services

1. PURPOSE OF REPORT

- 1.1** The purpose of this report is to seek the approval of the Cabinet for the prioritised list of capital road safety schemes, requested by the Members and the Local Community, which it is proposed to implement as funds become available.

2. BACKGROUND

2.1 TRAFFIC, TRANSPORTATION AND ROAD SAFETY

- 2.1.1** At the meeting of 23 April 2008 Cabinet approved the allocations for the Roads and Transportation capital programme.

- 2.1.2** At the meeting of 4 June 2008 the Cabinet approved the Roads and Transportation Capital Programmes with the exception of that part of the Capital Road Safety Programme relating to measures requested by Members and local communities. The following report provides the additional information requested on the prioritisation of these schemes.

- 2.1.3** The Roads Division analyses Police accident records in East Ayrshire on an annual basis to identify locations where accidents are occurring. Casualty levels at each of the sites where schemes have been requested have been investigated and reported below.

3. PROPOSALS - CAPITAL ROAD SAFETY

3.1 CAPITAL ROAD SAFETY (£140,000)

- 3.1.1** The cabinet approved road safety schemes identified from a detailed examination of the accident records in East Ayrshire, in June 2008. The estimated cost of these schemes is approximately £95,000. It is proposed that the remainder of the budget i.e. £45,000, will be committed to safety projects requested by Members and local communities. These schemes will be implemented in order of priority based on the, 'First Year Rate of Return' (FYRR). The Schemes estimated costs and FYRR are set out in Table 1 below. The FYRR figures are based on average costs for accidents as recommended in the ROSPA Road Safety Engineering Manual.

Table 1 Capital Road Safety Schemes					
Scheme	Cost	5 Year Accident Record	FYRR	Priority	
B751 Kilmaurs Gateway Feature	£3,000	1No	100%	1 st	
Stewarton Cross Anti-skid surfacing	£7,000	1No	50%	2 nd	
Nessglen, Bellsbank	£10,000	1No	30%	3 rd	
Barony Road	£10,000	1No	30%	4 th	
Holmes Road Traffic Calming, Kilmarnock	£20,000	2No	30%	5 th	
Mary Morrison Drive	£25,000	2No	24%	6 th	
Whatriggs Rd / Lammermuir Rd	£25,000	2No	24%	7 th	
East Main Street, East of Glen Water, Darvel	£30,000	2No	20%	8 th	
A71 Priestland	£30,000	1No	10%	9 th	
Knockinlaw Road	£10,000	0No	0%	10 th	
Nursery Avenue	£15,000	0No	0%	11 th	
Ochiltree/A70 Mill Street	£25,000	0No	0%	12 th	
Old Kilmarnock Road	£30,000	0No	0%	13 th	

- 3.1.2** It is proposed to begin implementing the schemes in the order shown in Table 1 during the current financial year.
- 3.1.3** The estimate for Barony Road has reduced compared with the 4 June report as on further investigation it has been established that the allowance for street lighting works is not now required.
- 3.1.4** It is proposed that the road safety measures for Holmes Road are not progressed at this time due to significant lighting improvements being required prior to the scheme proceeding.
- 3.1.5** The requests for safety measures include a number of locations where no injury accidents have been recorded and the FYRR is zero. Nonetheless, these have been included for consideration in those cases when the concerns have related to traffic speeds or difficulty for pedestrians crossing the road.

4. FINANCIAL IMPLICATIONS

4.1 TRAFFIC, TRANSPORTATION AND ROAD SAFETY

- 4.1.1** The measures will be funded from the Road Safety Capital Budget.

- 4.1.2 There will be additional maintenance costs arising from the need to maintain traffic calming measures and cleanse and maintain new road signs.

5. LEGAL IMPLICATIONS

- 5.1 Under the Road Traffic Act 1988, Roads Authorities have a duty to carry out studies of accidents arising from the use of vehicles on the road and to take such measures as are necessary to prevent such accidents.
- 5.2 A Road Humps Notice will be processed under the terms of the Road Scotland Act 1984 when required

6. POLICY IMPLICATIONS

- 6.1 The programmes have been designed to meet the Council's Local Transport Strategy objectives in terms of reducing road accidents.

7. COMMUNITY PLANNING IMPLICATIONS

- 7.1 The projects within the traffic, transportation and road safety programmes support the delivery of the outcomes of the East Ayrshire Community Plan in particular Improving Community Safety. The projects also support the delivery of the East Ayrshire Council Local Transport Strategy and will assist East Ayrshire Council to meet the National Casualty Reduction Targets.

8. RECOMMENDATION

- 8.1 It is recommended that the Cabinet:-
- (i) Approves the prioritised list of Capital Road Safety schemes requested by the local community as outlined in sections 3 of the report.

William Stafford
Executive Director of Neighbourhood Services

8th August 2008
WS/KO/NB

For further information on this report please contact Keith Orton, Acting Chief Engineer,
Roads Division, Design and Transportation (Tel: 01563 555714)

Implementation Officers:

Neil Bell, Acting Principal Engineer, Roads Division, Traffic Section (Tel: 01563 555734)