

EAST AYRSHIRE COUNCIL

CABINET – 29 JUNE 2011

TRAFFIC, TRANSPORTATION AND ROAD SAFETY PROGRAMMES 2011-12

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 2011/2012.

2. BACKGROUND

- 2.1 At its meeting of 9 March 2011 Cabinet approved the revised Roads and Transportation Capital Investment Programme 2009/10 – 2018/19. The allocations for the Traffic, Transportation and Road Safety Programmes for 2011/12 are listed below:-

Project	Sum	Source
Road Safety Schemes	£125,000	East Ayrshire Council
Safer Neighbourhoods (20mph Zones)	£ 75,000	East Ayrshire Council
Rural Route Action Plans	£ 50,000	East Ayrshire Council
Strategic Route Improvements	£100,000	East Ayrshire Council
Accessibility	£ 25,000	East Ayrshire Council
Sustainable Transport/ Bus Infrastructure Improvements	£ 40,000	East Ayrshire Council
Total	£415,000	

- 2.2 The Scottish Government has allocated East Ayrshire Council £173,000 in 2011/2012 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 2011/12 :-

Project	Sum
Real-Time Passenger Information	£100,000
Decriminalised Parking Enforcement	£120,000
A70 & A71 Route Improvements	£250,000
Extension to Kilmaurs railway station Park & Ride	£ 50,000
Kilmarnock Station Park & Ride Feasibility	£ 20,000
Total	£540,000

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 Table 1.

Table 1

All Age ranges	2006	2007	2008	2009	2010
Killed	5	7	8	5	5
Serious Injury	55	34	58	41	50
Slight Injury	277	274	223	241	216
Total (All casualties)	337	315	289	287	271

Children (aged <16)	2006	2007	2008	2009	2010
Killed	0	0	0	0	0
Serious Injury	9	6	7	0	7
Slight Injury	29	28	21	22	17
Total (All casualties)	38	34	28	22	24

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 2010, the following casualty reductions had been achieved in East Ayrshire:

- Fatal and serious casualties down by 55% (140 reduced to 55);
- Fatal and serious child casualties down by 75% (28 reduced to 7).

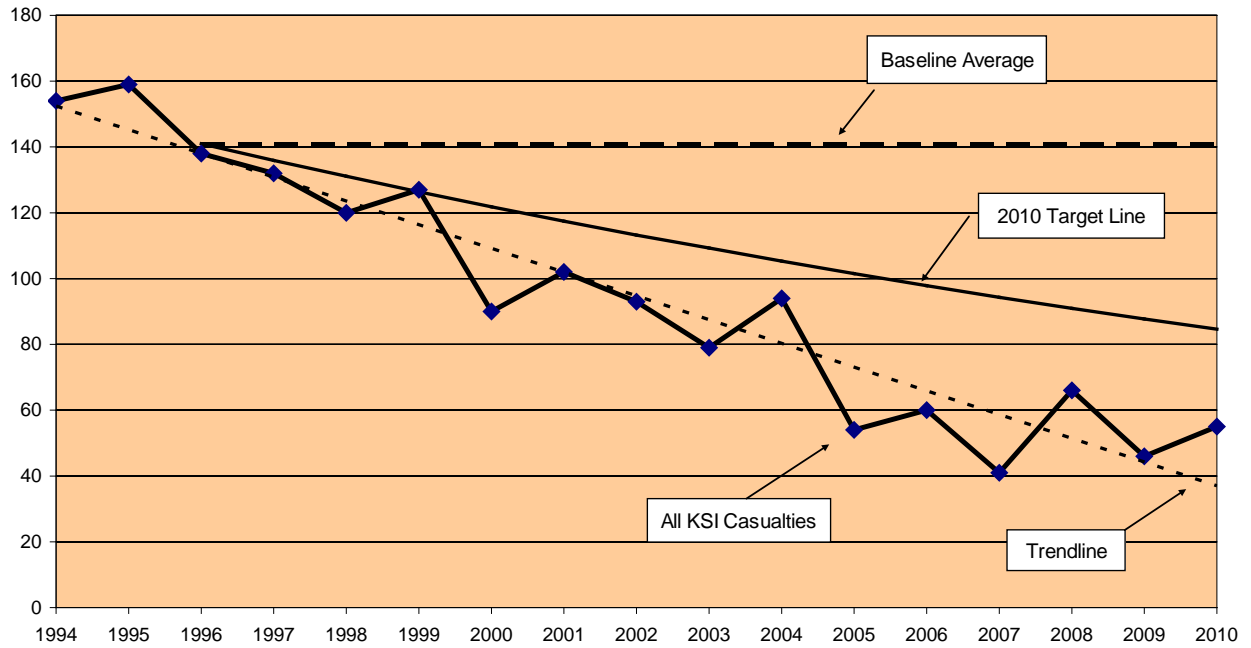
The most recent national casualty statistics published by the Scottish Government are for 2009. Comparing average casualty reduction over the period 2005-2009 compared with the baseline years shows significantly greater casualty reductions in East Ayrshire compared with Scotland as a whole. The casualty reduction for fatal and serious casualties was the second highest across Scotland, and the reduction for child fatal and serious casualties was the third greatest across Scotland; see Table 2.

Table 2

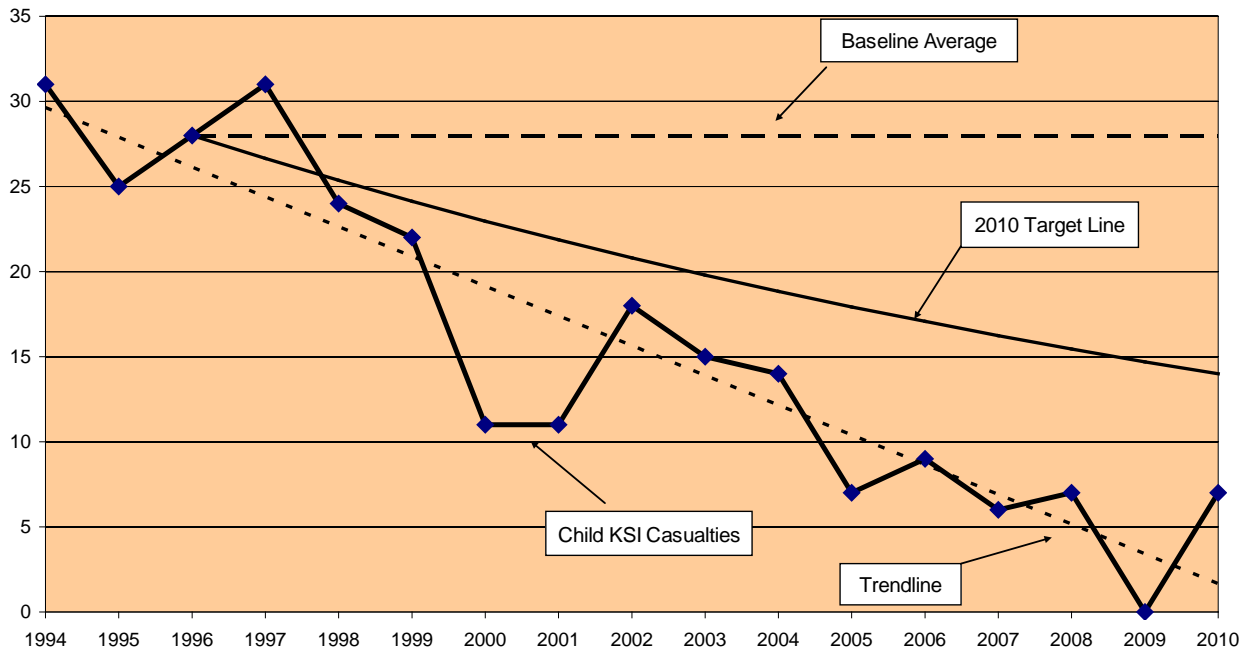
Casualty reduction groups	Target for 2010	2005-2009 Average Casualty Reduction		Benchmark Position
		Scotland	East Ayrshire	
All Fatal & Serious Casualties	-40%	-43%	-61%	2
Child Fatal & Seriously Casualties	-50%	-63%	-80%	3

3.3 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 for 2010 have been exceeded.

East Ayrshire Killed or Seriously Injured Casualties



East Ayrshire Children Killed or Seriously Injured



3.4 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

3.5 The new targets are extremely challenging. It is understood that a number of local authorities are questioning the achievability of such targets and are considering setting their own more practical targets based on their previous performance and the very low levels of injury accidents already attained. East Ayrshire Council has consistently achieved better than required results and may now find that the number of injury accidents is so small that one accident alone is enough to make or break the published target percentage reduction. However, progress towards the challenging new targets will be monitored and reported to Cabinet on an annual basis.

3.6 2011 marks the start of the World Health Organisation's Decade of Action for Road Safety which aims to save 5 million lives worldwide over the coming decade (www.decadeofaction.org).

4. PROPOSALS

4.1 Road Safety Schemes (£125,000)

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.

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 2011-12 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 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.

4.1.5 It is also proposed to allocate a proportion of the capital road safety budget towards implementation of minor low-cost safety and improvement schemes.

4.2 Safer Neighbourhoods (20mph Zones) (£75,000)

4.2.1 Around 25% of all injury accidents in the west of Scotland occur on residential roads. 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.

4.2.2 The West of Scotland Road Safety Forum (WSRSF) 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 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**

4.2.3 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.

4.2.4 The Roads & Transportation Service regularly receives requests for residential areas to be made into advisory Twenty's Plenty areas, and in some cases this is more appropriate than introducing mandatory speed limits. It is therefore proposed that £5,000 is made available for provision of Twenty's Plenty where this is the preferred approach.

4.2.5 The implementation of new 20mph zones will be complemented by leaflets and press releases to publicise the introduction of the new speed limits and to advise the local communities of the safety and other benefits of driving at 20mph or less in residential areas i.e. fewer casualties; reduced vehicle emissions; and less vehicle noise.

4.2.6 In order to aid compliance with the lower speed limits on residential streets, it is proposed to allocate a proportion of the budget to the deployment of portable speed detection units which can be placed at problem sites or adjacent to schools or other community facilities. The units would thank those drivers driving within the speed limit and warn those exceeding the speed limit to slow down. The signs will have a data logging capability to capture traffic volume and speed data from each site to enable 'before' and 'after' monitoring to be undertaken. It is proposed

that the sites would be rotated around 20mph residential zones to maximise their impact.

4.2.7 Table 2 shows preliminary estimates for the implementation of 20mph zones which have been prepared prior to detailed designs being carried out. The works carried out in the 2011/12 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 (£50,000)

4.3.1 Over half of all serious injuries occur on rural roads. There are also a disproportionately high number of deaths and serious injuries involving under 25 year old drivers occurring on rural roads.

4.3.2 Rural Route Action Plan (RAP) 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.

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 2011/12 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.

4.3.4 The West of Scotland Road Safety Forum ran its 'Country Roads' advertising campaign in 2010 to emphasise the danger of inappropriate speeds on rural roads. The main messages of the campaign are that you don't have to be speeding to be driving too fast and to make sure you have enough time to react to whatever hazard may suddenly come your way.

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.

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 | £2,200,000 |

4.4.3 The A70 Mote Toll junction improvement was completed in June 2010. The A70 Kerlstone to Wee Torhill (East of Muirkirk) scheme commenced in March 2010 and is scheduled for completion in July 2010. Detailed design work and option appraisals for the Glenbuck realignment are currently being undertaken.

4.4.4 Strategic route improvements will be the subject of a separate report to Cabinet after finalisation of design options.

4.5 Accessibility (£25,000)

4.5.1 This funding allocation allows the Roads Service to respond to requests for dropped kerbs, to assist the movement of vulnerable road users including the elderly, wheelchair and electric mobility scooter users. A programme based on requests received from the public will be implemented in 2011/12.

4.6 Sustainable Transport / Bus Infrastructure Improvements (£40,000)

4.6.1 This budget will be used to fund infrastructure measures to support the use of sustainable transport modes. For public transport, measures will include new bus shelters, raised height boarding kerbs and other minor improvements to meet the needs of bus users. The fund will also be used to support the integration of bus travel to pedestrian and cycle facilities. The allocation will complement the significant bus infrastructure works that have been carried out in recent years.

4.7 Cycling, Walking and Safer Streets (£173,000)

4.7.1 The Scottish Government has allocated East Ayrshire Council £173,000 in 2011/2012 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 2011/12. The Stewarton Cycle Route could not be progressed during 2010/11 due to land issues. Instead, the Daldorch path on the River Ayr Way between Catrine and Sorn was upgraded as a cycle way. It is proposed to construct the Stewarton cycle path in the current financial year subject to final agreement on land issues and granting of planning consent. An application has been made to Sustrans for a funding contribution to the scheme. 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.

4.7.2 It is also proposed to submit a bid to the Sustrans Schools Cycle Parking Fund 2011/12 for the provision of further secure cycle parking facilities at schools. Successful bids will require to be match funded by the Council and it is proposed to allocate £15,000 of the CWSS budget to assist this bid.

PROJECTS FUNDED BY STRATHCLYDE PARTNERSHIP FOR TRANSPORT

4.8 Decriminalised Parking Enforcement (DPE) (£120,000)

4.8.1 At its meeting of 26 January 2011, Cabinet gave approval for the Head of Roads & Transportation to prepare a scheme for the implementation of Decriminalised Parking Enforcement (DPE) for East Ayrshire. Under DPE, enforcement of on-

street parking restrictions 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. Strathclyde Police have indicated that they will be withdrawing their Traffic Warden service as an efficiency saving.

4.8.2 A programme has been prepared and working group established comprising the various HR, Legal, Finance, and IT strands which are required to deliver the new service. DPE is programmed to be introduced in East Ayrshire in June 2012. Progress on the DPE scheme and personnel implications will be the subject of a future report to Cabinet.

4.8.3 SPT has awarded funding of £120,000 in 2011/12 towards the set-up costs of the DPE scheme.

4.9 SPT Real-Time Passenger Information (£100,000)

4.9.1 SPT awarded funding of £1,100,000 in 2010/11 to EAC to introduce a Real-Time Passenger Information (RTPI) system in partnership with North and South Ayrshire Councils. Passenger display screens which show the real-time arrival times of buses have been introduced at 27 key bus stops in East Ayrshire on the Stewarton to Darvel Service 1 corridor operated by Stagecoach, and at 30 bus stops between Ardrossan and Kilmarnock on the Stagecoach Service 11. An additional 22 displays have been provided on the route of X76 in Kilmarnock and Service 4 in Fenwick, as well as at Kilmarnock and Cumnock bus stations. Funding in 2011/12 will be used to provide real-time displays on the route of the X76 service between Kilmarnock and Cumnock. It is intended, with the support of SPT, to extend the system throughout Ayrshire subject to the availability of funding.

4.9.2 The system is also being developed to include a traffic light priority system at key junctions for buses which are running late and a website has been developed which enables the public to view arrival times of buses at their chosen bus stop (www.ayrshirerealttime.com).

4.10 Extension to Kilmaurs Railway Station Park and Ride Car Park (£50,000)

4.10.1 At its meeting of 20th April 2011, Cabinet agreed to a proposed Rail Park & Ride implementation strategy for Kilmarnock and Kilmaurs stations following completion of a feasibility study to examine options for enhanced park & ride capacity. SPT has subsequently agreed to provide funding in 2011/12 to prepare a scheme for the extension to Kilmaurs station car park. The funding will be used to undertake the detailed design of the scheme and preparation of tender documents for the construction of an additional 30 parking spaces. A planning application will be submitted and land acquisition progressed. SPT has provisionally approved funding of £320,000 in 2012/13 for construction of the scheme.

4.11 Kilmarnock Station Park & Ride Feasibility (£20,000)

4.11.1 SPT has also agreed to grant fund a detailed feasibility study for enhanced park & ride at Kilmarnock Station, including expansion of the existing car park and options such as utilisation of the Portland Street car park for rail park & ride, together with improved pedestrian linkages between the car parks, station and

town centre. The proposals will contribute to the 'Make it Kilmarnock' development initiative. The findings of the study will be the subject of a future report to Cabinet.

4.12 Strathclyde Partnership for Transport (SPT), A70 & A71 Route Improvements (£250,000)

4.12.1 It is proposed that the SPT allocation is used in conjunction with the Council's Strategic Route Improvement budget to implement improvement schemes. As discussed in paragraph 4.4, this will be the subject of a separate report to Cabinet in due course.

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 2011/12, approved schemes for 2012/13 or 2013/14 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 and the introduction of decriminalised parking enforcement. 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.

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 to the implementation of the traffic, transportation and road safety programmes as outlined in Section 4 of the report and in Appendix 1; and
- (ii) otherwise notes the contents of the report.

Elizabeth Morton
Depute Chief Executive/Executive Director of Neighbourhood Services

22 June 2011
KC/JB

BACKGROUND PAPERS

Traffic, Transportation, and Road Safety Programmes 2010-11, Cabinet, 23rd June 2010

For further information on this report, please contact John Bryson, Head of Roads and Transportation (Tel: 01563 503164)

Implementation Officer: Kerr Chalmers, Traffic and Road Safety Manager, (Tel: 01563 503198)

APPENDIX 1

TABLE 1 - 2011/12 - 2013/14 ROAD SAFETY SCHEMES

TOWN/ROUTE	LOCATION	PROJECT	NO. ACCIDENTS	FYRR	ESTIMATE 2011/12	ESTIMATE 2012/13	ESTIMATE 2013/14
Road safety schemes identified from the annual accident analysis							
A70	A70/Glenmuir Rd junction, Logan	road markings and signage	3	1009%	£5,000		
A71	Allanton Plains, east of Priestland	Antiskid surfacing & speed warning signs	6	615%	£25,000		
Kilmarnock	Western Rd/Kilmaurs Rd roundabout	road markings and signage	3	481%	£5,000		
B7036	Barony Rd at C50 Ochiltree	alterations to road marking and signage	3	467%	£15,000		
Various	various locations	Signs and road markings for TROs		N/A	£10,000	£10,000	£10,000
Various	various locations	Minor low-cost safety schemes		N/A	£25,000	£20,000	£25,000
Schemes requested by the local community							
Kilmarnock	Walker Avenue/Alloway Avenue	Speed Reducing Measures	1	172%	£10,000		
Kilmaurs	Irvine Road	Speed Reducing Measures	1	89%	£10,000		
Galston	Park Road	Speed Reducing Measures	1	86%	£20,000		
Darvel	A71 East Main Street	Speed Reducing Measures	1	80%		£10,000	
Newmilns	Brown Street	Speed Reducing Measures	1	55%		£30,000	
Cumnock	Cairn Road	Gateway & speed reduction measures	1	55%		£10,000	
Kilmarnock	Dundonald Road	Speed Reducing Measures	1	55%		£25,000	
Kilmaurs	B751, Fenwick Road	Speed Reducing Measures	1	45%		£20,000	
Kilmarnock	Lammermuir Road / Campsie Road	Speed Reducing Measures	1	43%			£20,000
Fenwick	Main Street	Speed Reducing Measures	1	47%			£30,000
Lugar	A70, Lugar	Speed Reducing Measures	4	41%			£40,000
TOTAL					£125,000	£125,000	£125,000

PROJECTS FOR FUTURE CONSIDERATION

TOWN	LOCATION	PROJECT	NO. ACCIDENTS	FYRR	ESTIMATE
Auchinleck	Arran Drive	Speed Reducing Measures	1	40%	£12,000
Stewarton	High Street	Puffin Crossing	1	28%	£10,000
Kilmarnock	Knockinlaw Road	Speed Reducing Measures	0	N/A	£10,000
Cumnock	Cairn Road	Speed Reducing Measures	0	N/A	£20,000
Muirkirk	Glasgow Road	Speed Activated Sign	0	N/A	£5,000
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	£50,000
Galston	Orchard Street	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	Gateway feature	0	N/A	£5,000
Lugar	Glennmuir Road	Speed Reducing Measures	0	N/A	£20,000
Kilmarnock	Kirkstyle, Carron Avenue	Road Improvements	0	N/A	£40,000
Kilmarnock	Alloway Avenue, Culzean Crescent, Holehouse Rd	Junction Improvements	0	N/A	£10,000
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
Cumnock	Keir Hardie Hill	Speed Reducing Measures	0	N/A	£5,000
Kilmarnock	Bonnyton Road at steps to Yorke PI	build-out, ghost markings or footway	0	N/A	£15,000
Knockentiber	Kilmaurs Road	replace speed cushions with tables	0	N/A	£30,000
TOTAL					£445,500

TABLE 2 - 2011/12 - 2013/14 SAFER NEIGHBOURHOODS (20MPH ZONES)

TOWN	LOCATION	PROJECT	ESTIMATE 2011/12	ESTIMATE 2012/13	ESTIMATE 2013/14
Kilmarnock	Kilmarnock, Caprington – Stafflar Drive, Inchgotrick Road, Cunninham Drive, Bellisle Place etc.	Mandatory 20mph limit with traffic calming where necessary to make self enforcing	£25,000		
Patna	Main Street / Blaney Avenue	Ditto	£25,000		
Kilmarnock	Bellevue Road, Warwickhill Rd, Garrier Place etc, Bonnyton	Ditto	£10,000		
Kilmarnock	Davaar Drive etc, Wardneuk	Ditto		£20,000	
Dalrymple	Burnton Road area	Ditto		£15,000	
Darvel	West Donnington Street area	Ditto		£15,000	
Kilmarnock	Southcraigs	Ditto		£20,000	
Galston	Burnawn Place, Sorn Place	Ditto			£10,000
Various	Various Locations	Portable speed detection units	£10,000		
Various		Twenty's Plenty Zones	£5,000	£5,000	£5,000
Various		Publicity	£1,000	£1,000	£1,000
		TOTAL	£76,000	£76,000	£16,000

TABLE 3 - 2011/12 - 2013/14 RURAL ROUTE ACTION PLANS

ROUTE	LOCATION	LENGTH	INJURY ACCIDENTS (3 YEARS)	INJURY ACCIDENTS /KM	ESTIMATE 2011/12	ESTIMATE 2012/13	ESTIMATE 2013/14
B743	Phase 2: Sorn to A70 junction	10.0	5	0.5	£50,000		
B706	A736 to Dunlop	2.0	3	1.5		£15,000	
B769	Stewarton to North Ayrshire boundary (Auchentiber)	2.0	2	1.0		£15,000	
B7034	Dalrymple to Hollybush	2.5	2	0.8		£20,000	
B743	Phase 3: Muirkirk to South Lanarkshire	5.0	4	0.8			£45,000
	TOTAL				£50,000	£50,000	£45,000

PROJECTS FOR FUTURE CONSIDERATION

ROUTE	PROJECT	LENGTH	INJURY ACCIDENTS (3 YEARS)	INJURY ACCIDENTS /KM	ESTIMATE
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				£307,000

TABLE 4 - 2011/12 - 2013/14 CYCLING WALKING AND SAFER STREETS

TOWN	LOCATION	PROJECT	ESTIMATE 2011/12	ESTIMATE 2012/13	ESTIMATE 2013/14
Stewarton	Kirkford to Lainshaw	Stewarton Cycle route (The Hound Path)	£155,000		
Hurlford	Hurlford to Galston Cycleway (Chris Hoy Way)	Extension of route at Hurlford		£20,000	
Auchinleck	Barony Road / Dumfries House	Street Lighting at Bus Stops		£15,000	
Crosshouse	Crosshouse Hospital to N73	Cycle route		£105,000	£20,000
Newmilns	Browns Road	Upgrade of shared use path		£30,000	
Galston/Newmilns	Galston to Newmilns	1.4km (shared use path)			£150,000
Various	Various school locations	Measures to support School Travel Plans including secure cycle storage	£18,000	£3,000	£3,000
		TOTAL	£173,000	£173,000	£173,000

PROJECTS FOR FUTURE CONSIDERATION

TOWN	LOCATION	PROJECT	ESTIMATE
Irvine Valley Cycle Route			
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	£735,000