

EAST AYRSHIRE COUNCIL

CABINET – 3 JUNE 2009

TRAFFIC, TRANSPORTATION AND ROAD SAFETY PROGRAMMES 2009-10

Report by Executive Director of Neighbourhood Services

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to seek Committee approval for the various traffic, transportation and road safety programmes to be implemented in 2009/2010.

2. BACKGROUND

- 2.1 At the meeting of 4 March 2009 Cabinet approved the allocations for the Roads and Transportation capital programme as listed below:-

Project	Sum	Source
Road Safety	£130,000	East Ayrshire Council
Safer neighbourhoods (20mph Zones)	£100,000	East Ayrshire Council
Rural Route Action Plans	£95,000	East Ayrshire Council
Rural Improvement Schemes	£100,000	East Ayrshire Council
Disabled Access	£10,000	East Ayrshire Council
Bus Infrastructure Improvements	£ 25,000	East Ayrshire Council
Cumnock Parking Policy	£140,000	East Ayrshire Council
A70 Mote Toll	£5,000	East Ayrshire Council

- 2.2 The Scottish Government has allocated East Ayrshire Council £212,000 in 2009/2010 to improve facilities for pedestrians, cyclists and other vulnerable road users such as children travelling to and from school.

- 2.3 At the meeting of 4 March 2009 Cabinet approved Spend to Save expenditure of £100,000 in 2009/10 and a further £100,000 in 2010/11 in relation to the preparation and introduction of Decriminalised Parking Enforcement (DPE).

- 2.4 Strathclyde Partnership for Transport (SPT) has allocated the following funding :-

Project	Sum
Stewarton Station Park and Ride	£560,000
Real Time Passenger Information	£600,000
Kilmarnock, Kilmaurs and Dunlop Rail Based (Park and Ride) Study	£30,000
Kilmarnock Bus Based P & R Study	£25,000
A70 & A71 Route Improvements	£150,000
Kilmarnock Bus Infrastructure	£20,000

2.5 The Community Planning Partnership Board approved a 3 year programme of road safety improvements and pedestrian access measures from the Fairer Scotland Fund in June 2008. £92,000 is allocated in 2009/10 for improvements in Catrine, Dalmellington and Cumnock.

2.6 Road accident casualties have reduced significantly in recent years and the national targets for road casualty reductions for 2010 have already been met. The Road accident statistics recently published by the Scottish Executive for 2007 show that the number of people killed and seriously injured in East Ayrshire reduced by 71% compared to the base-line years between 1994-1998 and child fatal and serious injury casualties were down by 79%. Nonetheless, there continue to be accident problems, particularly on rural single carriageway roads which account for 67% of fatalities and serious injuries and in built up areas where there continues to be significant numbers of pedestrian accidents. The early indications are that the overall road casualty levels in East Ayrshire continued to fall in 2008, nonetheless there has been a rise in the number of people killed and seriously injured.

The Roads Division analyses Police accident records in East Ayrshire on an annual basis to identify locations where accidents are occurring. 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.

2.7 The Department for Transport will shortly be publishing new accident reduction targets for the whole of the UK and it is anticipated that key targets will include :-

- reduce both deaths and serious injuries by 33% by 2020; and
- improve safety for pedestrians and cyclists by local roads authorities;
- over time, introduce 20mph limits into all streets which are primarily residential.

3. PROPOSALS

3.1 Road Safety Schemes(£130,000)

3.1.1 East Ayrshire has a statutory duty to analyse the road accidents occurring in the area every year and the information is used to prepare a programme of road safety schemes to address recurring accident problems.

All of the schemes identified from the accident analysis will address existing accident problems and 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 3 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.

- 3.1.2** The preliminary estimates will be subject to review once detailed designs are carried out. 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 above. Any scheme not carried out in the 2009-10 financial year will be considered for implementation in future programmes. The 3 year programme will be reviewed annually.
- 3.1.3** Traffic Calming proposals for Holmes Road, Kilmarnock have been included in previous reports and have not been progressed due to significant lighting improvements being required to allow the scheme to proceed. The street lighting improvements are now programmed for the 2009 – 10 financial year and therefore it is proposed that the traffic calming scheme is also implemented in the current financial year.

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

- 3.2.1** Full time and part time 20mph speed limits have already been provided on roads adjacent to 56 schools in East Ayrshire. Mandatory 20mph speed limits have been introduced in 42 residential areas and there are 47 advisory Twenty's Plenty Zones.

In 2008, the number of pedestrian casualties in areas with a 20mph or 30mph speed limit has reduced by 44% since the baseline years between 1994 and 1998. Nonetheless there continues to be significant numbers of pedestrian casualties and in 2008, 47 pedestrians were injured, including 18 child pedestrians. Research has shown that pedestrian casualties can be reduced by 67% in 20mph zones.

The questionnaire survey undertaken during the consultations on the forthcoming Local Transport Strategy indicated that 92% of residents in East Ayrshire support reduction in speeds in residential areas. Two thirds of residents that responded supported the use of road humps to help drivers reduce their speed.

In line with the Government's emerging road safety framework for 2020, it is proposed to continue with the programme of introducing 20mph speed limits in residential areas to improve safety, enhance the environment and make it easier for the elderly, disabled people, and young people to move around their residential areas in safety. The adoption of 20mph limits in residential areas is also consistent with the Roads Development Guide and the Scottish Government's ' Designing Streets' consultative draft.

- 3.2.2** Further residential areas have been identified following requests from local communities; to extend 20mph areas in residential areas adjacent to schools; to convert current existing advisory 20mph limits to mandatory ones; and these 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.
- 3.2.3** The Roads Division regularly receives requests for residential areas to be made into 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.

3.2.4 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.

3.2.5 Table 2 shows preliminary estimates which have been prepared prior to detailed designs being carried out. The estimates exceed the available funding and the works carried out in the 09/10 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.

3.3 Rural Route Action Plans (£95,000)

3.3.1 In 2007, 67% of all fatal and serious casualties in East Ayrshire occurred on rural single carriageway roads. 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 of the possibility of turning traffic. New road studs and lining will also be provided, as required.

3.3.2 Rural route action plan measures have been implemented on all "A" class roads. Analysis of the Police accident records for the 5 year period before implementation compared with the 3 year period after, indicate that overall casualties have reduced by 16% since the works were implemented and that the numbers killed or seriously injured have reduced by 24%.

3.3.3 Significant progress has been made on the 'B' class routes. However over the 3 year period, January 2006 to December 2008, 4 people were killed, 24 were seriously injured and 62 suffered slight injuries on the B class roads that have not been treated. 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 2009/10 are shown in Appendix 1, Table 4. 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.

3.4 Strategic Route Improvements (£100,000)

3.4.1 The A70 and A71 strategic routes are maintained by East Ayrshire Council. The A71 provides a link to the M74 for the north part of East Ayrshire and the A70 links the former Coalfield Regeneration Area to the M74. Both roads are single carriageway and have been treated with Rural Route Action Plan measures. Traffic on these routes can be delayed by heavy goods vehicles and other slow moving traffic. Improvements are needed to accommodate the volumes of traffic using the routes and large proportions of commercial vehicles such as carriageway widening, bend improvements and improved overtaking opportunities. These will further enhance safety, provide benefits for essential goods vehicles, and facilitate economic activity which is particularly important for

the regeneration of Cumnock. Improvements to the A70 will support objectives with respect to the Cumnock Town Centre Regeneration, Local Plan objectives regarding housing for Mauchline and Cumnock, and also enhance the viability of tourist facilities such as Dumfries House and the Barony 'A' Frame.

- 3.4.2** In the 2008/09 financial year SPT awarded funding for the design of road improvements on the A70 at Mote Toll (West of Ochiltree) and also locations east of Muirkirk. Consultants Colin Buchanan and Partners were commissioned to carry out the designs and these have been recently completed. SPT have also awarded an allocation of £150,000 for 2009/2010 and provisional allocations of £500,000 in the following two years, subject to ratification. It is proposed that the Council's allocation of £100,000 is used in conjunction with the SPT funding to provide significant improvements on the A71 and A70 commencing with the implementation of schemes on the A70 which have been designed. Land acquisition for the A70 Mote Toll junction improvement is nearing completion and it is anticipated that the project could be completed this summer. The other designed projects will follow to utilise the available budget allocations.

Consultants Colin Buchanan and Partners designed and costed A70 improvement schemes as follows :-

A70 Mote Toll (West of Ochiltree)	£118,000
A70 Kerlstone to Wee Torhill (East of Muirkirk)	£430,000

Further schemes are being developed and will be the subject of a future report.

- 3.4.2** An A70/A71 Liaison Group has been formed with representatives from South Lanarkshire, South Ayrshire, North Ayrshire and East Ayrshire Councils to take forward a strategic, whole route approach for the two corridors that provide essential linkages between Ayrshire and the M74. Strathclyde Partnership for Transport has indicated their support and will participate in the Group. This will ensure a consistent approach when planning improvement and maintenance schemes.
- 3.4.3** Part of the 2008/09 Rural Improvement Schemes budget was used to commission a study of the A71 and A70 to identify further road improvement schemes and provide preliminary designs. This work will be completed shortly and the conclusions of the study will be used as a basis of detailed designs for further works on the A70 and A71 to produce a programme of improvement works for the longer term. It is proposed that a portion of the funding available for the 2009/10 financial year will be used to commission further detailed designs for the A70 and A71.
- 3.4.4** The B778 is the main link between Stewarton and the M77. The route is below the desirable standard with poor geometry and narrow road and verge widths. It also has a poor accident record. A route improvement study was carried out by a transport consultant which identified short term route action plan measures as well as medium to longer term schemes which could be coordinated to form a Route Improvement Plan. The opportunities to carry out larger scale works to realign or widen sections of the B778 in the short term are likely to be limited by the significant costs involved in such works and also the need to acquire adjacent farmland. It is proposed to set aside £5,000 to allow the Roads Division to progress land acquisition at selected locations. In addition, it is proposed that

contributions are sought for funding for longer term improvements on the route by developers where proposals are likely to generate additional traffic.

3.5 Accessibility (£10,000)

3.5.1 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.

3.6 Sustainable Transport / Bus Infrastructure (£25,000)

3.6.1 In recent years bus stops have been upgraded with funding from Scottish Executive Public Transport Funds (PTF) and WESTRANS/SPT. To date raised kerbs have been provided at more than 300 bus stops and more than 200 new bus shelters have been erected. The Council's allocation of £25,000 will allow additional minor improvements, including new bus shelters, as required, to be carried out during the year to complement the significant work that has been carried out to date.

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

3.7.1 The Scottish Government has allocated East Ayrshire Council £212,000 in 2009/2010 to improve facilities for pedestrians, cyclists and other vulnerable road users such as children travelling to and from school. The projects which have been identified as being beneficial to pedestrians and cyclists are detailed in Appendix 1 Table 1.

3.7.2 The preliminary estimates will be subject to review once detailed designs are carried out. It is proposed that the projects listed in Table 1 are implemented in the 2009/2010 financial year up to the limit of the current allocation and will be prioritised in the order presented.

3.8 Cumnock Parking Policy (£140,000)

3.8.1 It is intended to develop a parking strategy to cater for the existing town centre parking demand as well as the parking demand arising from the future town centre regeneration proposals, which include retail and office developments.

3.8.2 It is proposed to defer this project pending the outcome of the feasibility study on Decriminalised Parking Enforcement (see 3.9.1 below) and the outcome of the Cumnock town centre regeneration proposals.

3.8.3 A parking strategy for Cumnock town centre will be developed in conjunction with the Joint Development Partnership, and will be the subject of a future report to Cabinet.

3.9 Decriminalised Parking Enforcement (DPE)

3.9.1 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.

- 3.9.2** To assess the financial viability of DPE for East Ayrshire, a feasibility study has been undertaken which indicates that a DPE scheme could deliver a small operating surplus from the outset and it should be possible for a scheme to be self-financing in the longer term. The non-financial benefits of such a scheme include improved achievement of parking policies and improved management of parking facilities for particular groups such as disabled drivers and bus stop enforcement.
- 3.9.3** It is proposed that a DPE scheme for East Ayrshire will be the subject of a future report to Cabinet.

PROJECTS FUNDED BY STRATHCLYDE PARTNERSHIP FOR TRANSPORT

3.10 SPT Stewarton Park and Ride Car Park (£560,000)

- 3.10.1** SPT have awarded funding to East Ayrshire Council to construct a new car park for approximately 70 cars at Stewarton Railway Station to provide additional park & ride capacity. The new car park will complement the rail capacity upgrading works currently being carried out on the line between Kilmarnock and Barrhead. East Ayrshire Council will jointly fund the project with Strathclyde Partnership for Transport. The rail infrastructure enhancements are programmed to be completed by October 2009 and the new rail timetable, providing trains to Glasgow every 30 minutes, is due to be introduced in December 2009. The objective is to provide the new park and ride car park when the new timetable is introduced, or as soon as possible thereafter. A commission to design the car park has been awarded to a consultant with extensive experience in designing such facilities adjacent to railway land.

3.11 SPT Real Time Passenger Information (£600,000)

- 3.11.1** SPT have awarded funding to East Ayrshire Council to introduce a Real Time Passenger Information (RTPI) system on two strategic bus routes within East Ayrshire. Route 1 (in partnership with SPT and North Ayrshire Council) is the Irvine to Kilmarnock Service 11 operated by Stagecoach buses, and Route 2 is Stewarton to Darvel Service 1 also operated by Stagecoach Buses.
- 3.11.2** A commission has been issued to an experienced consultant, under the framework agreement for consultancy services design of the RTPI system, to be implemented in 2009/10. The system will provide real-time bus arrival displays at key bus stops on the routes together with on-board bus displays. It is intended with the support of SPT, to extend the system throughout Ayrshire subject to the availability of funding.

3.12 Kilmarnock, Kilmaurs and Dunlop Rail Based Park and Ride Study (£30,000)

- 3.12.1** SPT have awarded funding to East Ayrshire Council to consider options to meet future rail park and ride requirements in Dunlop, Kilmaurs and Kilmarnock associated with the current capacity upgrading on the line. The study will critically review 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.

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

3.13.1 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 would critically review bus networks, passenger demand, explore opportunities and identify land at an interchange convenient for the A77/M77 corridor to and from Glasgow.

3.14 Strathclyde Partnership for Transport (SPT), A70 & A71 Route Improvements (£150,000)

3.14.1 It is proposed that the SPT allocation is used in conjunction with the Council's Rural Road Improvements budget to implement improvement schemes on the A70 as outlined in paragraph 3.4.

3.15 SPT Kilmarnock Bus Infrastructure (£20,000)

3.15.1 The funding allocation from SPT is provided to implement a programme of bus infrastructure improvements in Kilmarnock comprising the repositioning of bus shelters, raised kerbs and street lighting, where needed, to accommodate recent extensive alteration to the local bus service provision in Kilmarnock. The principal operator has introduced "one-way" services in most residential areas, leaving redundant infrastructure in some areas and under provision elsewhere"

4. FINANCIAL IMPLICATIONS

4.1 The traffic, transportation and road safety programmes will be funded from the various budgets as stated in paragraphs Section 2 of the report

4.2 There will be additional maintenance costs arising from the need to maintain traffic calming measures, cleanse and maintain new road signs and cleanse new bus shelters on a regular basis.

5. LEGAL IMPLICATIONS

5.1 Traffic Regulation Orders will be required to be promoted for the introduction of mandatory 20 mph 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.

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

6. PERSONNEL IMPLICATIONS

- 6.1** Driver assessments are carried out for all staff before they drive Council vehicles and at four yearly intervals thereafter. To further raise awareness of road safety issues amongst Council employees, a pilot driver safety seminar was recently organised for a number of managers and supervisors. This included presentations by Strathclyde Police. It is proposed to roll out the seminar to all staff who drive vehicles in the course of their work, in due course, with priority being given to high mileage and Council Vehicle users. Other initiatives relating to the management of Occupational Road Risk, such as eyesight tests and tool box talks are currently being developed.

7. POLICY IMPLICATIONS

- 7.1** 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.

8. COMMUNITY PLANNING IMPLICATIONS

- 8.1** 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.

9. RISK MANAGEMENT IMPLICATIONS

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

10. RECOMMENDATIONS

- 10.1** It is recommended that the Committee : -

- (a) notes the contents of the report;
- (b) agrees to the implementation of the traffic, transportation and road safety programmes as outlined in section 3 of the report

William Stafford
Executive Director of Neighbourhood Services

28th May 2009
WS/JB/NB

BACKGROUND PAPERS

Nil

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

Implementation Officer: Neil Bell, Acting Principal Engineer, Roads Division, Traffic Section (Tel: 01563 55579)

APPENDIX 1

TABLE 1 - 2009/10 - 2011/12 ROAD SAFETY SCHEMES (CAPITAL)

TOWN	LOCATION	PROJECT	NO ACCIDENTS	FYRR	ESTIMATE 2009/10	ESTIMATE 2010/11	ESTIMATE 2011/12
Road Safety schemes identified from the annual accident analysis							
Coalhall	A70 / B730(to Drongan)	Anti-skid, Signs and road markings	5	380%	£11,000		
Kilmarnock	Kilmarnock Town Centre one-way system	Pedstrian and safety enhancements	16	261%	£33,000		
Kilmaurs	Townend / Kilmarnock road, Kilmaurs	Speed Reducing Measures	5	235%	£23,000		
Kilmarnock	Kilmarnock Green Street/ High Street	Antiskid surfacing	3	145%	£11,000		
Cumnock	Auchinleck Road, Cumnock	Signs and road markings	3	145%	£15,000		
Cumnock	Ayr Road, Cumnock	Signs and road markings	3	97%		£20,000	
Schemes requested by the local community to be considered in the future							
Kilmarnock	Holmes Road	Speed Reducing Measures	1	55%	£33,000		
Kilmarnock	Strawberrybank / South Dean Road	build out	1	818%	£4,000		
Catrine	B705 through Catrine	Speed Reducing Measures	5	141%		£40,000	
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%		£25,000	£10,000
Galston	Park Street	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 Phase1	A70	Speed Reducing Measures	2	41%			£25,000
TOTAL					£130,000	£155,000	£160,000

PROJECTS FOR FUTURE CONSIDERATION

TOWN	LOCATION	PROJECT	NO ACCIDENTS	FYRR	ESTIMATE
Lugar Phase 2	A70	Speed Reducing Measures	2	41%	£15,000
Patna	Main Street	Speed Reducing Measures	1	32%	£15,000
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
TOTAL					£280,000

TABLE 2 - 2009/10 - 2011/12 SAFER NEIGHBOURHOODS (20MPH ZONES)

TOWN	LOCATION	PROJECT	ESTIMATE 2009/10	ESTIMATE 2010/11	ESTIMATE 2011/12
Fenwick	Rysland Drive and Poles Road	Mandatory 20mph limit with traffic calming where necessary to make self enforcing	£12,000		
Dalrymple	Primpton Av, Fulton Place, Morton Drive	Ditto	£13,000		
Dalmellington	Burnton	Ditto	£5,000		
Rankinston	Rankinstone	Ditto	£35,000		
Galston	Belvedere View, Cairn View	Ditto	£20,000	£15,000	
Kilmarnock	Newlands Drive, Bringan Road, Glassock Road	Ditto		£35,000	
Mauchline	Hamilton Avenue, Morrison Drive etc	Ditto		£35,000	£10,000
New Cumnock	Connel view, Lochbrowan crescent and Redree Place, New Cumnock (SRM)	Ditto			£35,000
New Cumnock	Afton Roan, New Cumnock	Ditto			£30,000
Kilmarnock	Kilmarnock, Caprington – Stafflar Drive, Inchgotrick Road, Cunninham Drive, Bellisle Place etc. Phase 1	Ditto			£10,000
Various		Twenty's Plenty Zones	£10,000	£10,000	£10,000
Various		Publicity	£5,000	£5,000	£5,000
		TOTAL	£100,000	£100,000	£100,000

TABLE 3 - 2009/10 - 2011/12 RURAL ROUTE ACTION PLANS

ROUTE	LOCATION	PROJECT	LENGTH	NO INJURY ACCIDENTS (3 YEARS)	INJURY ACCIDENTS /KM	ESTIMATE 2009/10	ESTIMATE 2010/11	ESTIMATE 2011/12
B742		Dalrymple to South Ayrshire boundary	3	6	2	£30,000		
B730		Polnessan to boundary with South Ayrshire	11.5	19	1.7	£65,000	£10,000	
B705		Mauchline to Auchinleck	6	9	1.5		£55,000	
B7036		Ochiltree to Auchinleck	4	6	1.5		£25,000	£15,000
B706		A736 to Dunlop	2	3	1.5			£20,000
B743		(Bdy-Mauchline-Sorn-Muirkirk-Bdy) Phase 1	21.5	23	1.1			£45,000
		TOTAL				£95,000	£90,000	£80,000

PROJECTS FOR FUTURE CONSIDERATION

ROUTE	LOCATION	PROJECT	LENGTH	NO INJURY ACCIDENTS (3 YEARS)	INJURY ACCIDENTS /KM	ESTIMATE
B743		(Bdy-Mauchline-Sorn-Muirkirk-Bdy) Phase 2	21.5	23	1.1	£135,000
B769		North Ayrshire Boundary to Stewarton	2	2	1	£20,000
B7034		Dalrymple to Hollybush	2.5	2	0.8	£25,000
B744		Crosshands to Galston	6.5	4	0.6	£50,000
B741		New Cumnock to Dalmellington to boundary with SA	18	11	0.6	£155,000
B713		Catrine to Sorn	2	1	0.5	£15,000
B7037		Galston to Sorn	10	4	0.4	£80,000
B7073		Hurlford to Bowhouse	1	0	0	£7,000
		TOTAL				£487,000

TABLE 4 - 2009/10 - 2011/12 CYCLING WALKING AND SAFER STREETS PROGRAMME (CAPITAL)

TOWN	LOCATION	PROJECT	ESTIMATE 2009/10	ESTIMATE 2010/11	ESTIMATE 2011/12
Stewarton	Kirkford to Lainshaw	Stewarton Cycle route ¹	£140,000		
Auchinleck	Runnels Road	Auchinleck - Runnels Road – Footpath	£60,000		
Kilmarnock	Various	Cycle Route Signs + Markings	£5,000		
Kilmarnock	St Joseph's Grassyards Road/ Holehouse road	2 Pedestrian Crossings		£60,000	
Catrine/ Sorn	Daldorch to Sorn	Cycle Route		£147,000	
Kilmarnock	Western Road at Kilmaurs Rd Rbt	Pedestrian crossing			£35,000
Kilmarnock	Campbell Street	Pedestrian Crossing			£30,000
Auchinleck	Barony Road / Dumfries House	Street Lighting at Bus Stops			£15,000
Crosshouse	Crosshouse Hospital to N73	Cycle route			£125,000
Various		Measures to support School Travel Plans	£7,000	£5,000	£7,000
TOTAL			£212,000	£212,000	£212,000

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
Newmilns	Browns Road	shared use path	£30,000
Darvel	Darvel to Loudoun Hill	1.6 km shared use pathl	£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			£915,000