

# EAST AYRSHIRE COUNCIL

CABINET – 4 MARCH 2009

## ROADS AND TRANSPORTATION CAPITAL INVESTMENT PROGRAMME 2009/10 – 2018/19

### Report by the Executive Director of Neighbourhood Services

#### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek Cabinet approval for the allocation of that part of the General Services Capital Programme 2009/10 – 2018/19 which is to be implemented by the Roads and Transportation Division.

#### 2. BACKGROUND

- 2.1 Cabinet, at its meeting of 11<sup>th</sup> February 2009, approved a 10-year Capital Investment Strategy which is revisited and updated annually.
- 2.2 The allocation for the Roads and Transportation Investment programme is £45.64M over the ten year period to reflect the challenges of meeting the current and backlog maintenance of the road and bridge infrastructure, improving road safety, improvements to the A70 and A71 strategic routes and mitigating flooding.
- 2.3 The road network is the Council's most valuable asset with an estimated valuation of over £750M as well as the Council's most used asset with almost every resident using the road or footway network on a daily basis.

#### 3. ROADS AND TRANSPORTATION INVESTMENT PROGRAMME 2009/10 – 2018/19 PROPOSED ALLOCATIONS

- 3.1 The Roads and Transportation Division has identified projects to be considered for inclusion in the 2009/10 – 2018/19 Roads and Transportation Investment programme. An option appraisal system was utilised to prioritise projects for inclusion. The projects and allocations are listed in Appendix 1. Allocations for each project have been based on condition surveys, historical data, professional judgement and a need to balance improvement of the road infrastructure with road safety, flood mitigation etc. The programme also aims to support UK and Scottish Governments' objectives at a local level.
- 3.2 **Carriageway and Footway Structural Maintenance;** In East Ayrshire Council's 2008 Resident's Survey "repairs to roads, footpaths and cycle paths" was considered by respondents to be the 2<sup>nd</sup> most important Council service after refuse collection. However it also ranked 3<sup>rd</sup> highest with respondents regarding dissatisfaction with 45% feeling dissatisfied or very dissatisfied with this service. The SPI for road condition for East Ayrshire for 2007/08 was 43.5% and indicates the percentage of the road network requiring consideration for treatment. The Scottish average was 37.4% and placed East Ayrshire Council in the third quartile. 43.5% of the network requiring investigations for remedial treatment equates to approximately 487km of the total length of road network of 1120km, with 11% or 123km in the red category requiring repair to prolong its future life. To help address

the condition of the road network it is proposed to increase the budget allocated for carriageway structural maintenance and bring forward a carriageway investment programme which will total £20.9M over the ten year period of the capital investment strategy. Carriageway structural maintenance schemes on the A70 and A71 will be co-ordinated with strategic improvement schemes (see paragraph 3.5.4) to maximise improvement thereby facilitating economic regeneration. It is also proposed to allocate £5.35M for improving the condition of the footway network over the ten year period. Prioritised programmes of carriageway and footway structural maintenance schemes have been developed based on condition, importance and local input and will be posted on the Members Portal. The schemes will be brought forward and implemented up to the limit of the current annual allocation. The programmes will be reviewed and reprioritised on an annual basis and the updated programme made available through the members' portal.

**3.3 Street Lighting;** An indication of the condition of street lighting is given by the number of street lighting columns over 30 years old. Within East Ayrshire the percentage of columns over 30 years old is 16%. This places East Ayrshire Council in the first quartile for this SPI. A prioritised list of street lighting improvement schemes has been prepared based on condition, reliability and to compliment Scottish Power's programme of undergrounding overhead lines. High pressure sodium lights have been the preferred lamp type as they offer better colour rendering with only slightly higher running costs. The whiter light improves road and community safety. Trials have been ongoing utilizing Cosmopolis lamps, which are extremely energy efficient and have a much lower carbon footprint than any other white light. These have proved successful and it is intended to now utilize the Cosmopolis lantern as the preferred lamp source for residential areas. The list of prioritised schemes will be posted on the Members Portal. Schemes will be brought forward and implemented up to the limit of the approved allocations. The programme will be reviewed and reprioritised on an annual basis and the updated programme made available through the members' portal.

**3.4 Bridges;** The report to Cabinet on 4 June 2008 entitled Bridges, Traffic, Transportation and Road Safety Programmes 2008/09 highlighted the extent of bridge upgrading work identified from bridge assessments, principal and general inspections and rail incursion analysis. It is estimated that 81% of bridge assessments will be completed by 31 March 2009 with the remaining 19% of assessments being completed by 31 March 2010. A management strategy of interim measures has been implemented for those structures which have failed the 40 tonne assessment and includes weight restrictions, lane restrictions, propping and / or regular monitoring. To date 73 have been found to be weak. 31 have subsequently been strengthened and interim measures are being implemented for the remainder. All higher risk rail incursion sites have now had appropriate measures implemented and it is proposed to bring forward a programme for the next 15 highest priority sites. The prioritisation methodologies for bridge strengthening work was outlined in the report of 4 June 2008 as was the Maintenance Prioritisation Ranking (MPR), which is assigned to each structure following a general and Principal Inspection, and Rail Incursion Risk Score.

A ten year bridge investment programme totalling £8.96M has been developed utilising the prioritisation methodologies outlined above to bring forward schemes for bridge strengthening (identified from assessments and general and principal inspections), rail incursions measures and bridge parapet upgrading. The list of

prioritised schemes will be posted on the Members Portal. Schemes and will be brought forward and implemented up to the limit of the approved allocations. The programme will be reviewed and reprioritised on an annual basis and the updated programme made available through the members' portal.

**3.5 Traffic, Transportation and Road Safety;** This part of the Roads and Transportation capital allocation will bring forward projects to meet Government and Council objectives both with regard to road safety and transportation priorities. The road accident statistics for 2007 published by the Scottish Government show that the number of people killed and seriously injured in East Ayrshire reduced by 71% compared with the base line years, between 1994 and 1998, and child fatal and serious injury casualties were down by 79%. The road safety programmes implemented by East Ayrshire Council have contributed to one of the highest improvements in road safety statistics across Scotland. However there continues to be areas where further improvements can be made.

**3.5.1** The Road Safety Schemes are identified following the annual analysis of road accidents occurring in the area and local input from Members, communities and residents. All schemes identified are prioritised using a First Year Rate of Return methodology. The list of prioritised schemes will be posted on the Members Portal. Schemes and will be brought forward and implemented up to the limit of the approved allocations. The programme will be reviewed and reprioritised on an annual basis and the updated programme made available through the members' portal.

**3.5.2** A significant proportion of the most serious and fatal road accidents in East Ayrshire occur on rural single carriageway roads. The Rural Route Action plan measures including road markings, verge marker posts, warning and chevron signs have proved to be successful in reducing accidents on rural routes as analysis of the Police accident records for the 5 year period before implementation on the A70 and the A713 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%. It is proposed to continue progress with implementation of Route Action Plan measures on 'B' class routes as approved by Cabinet on 4 June 2008.

**3.5.3** Full time and part time 20mph speed limits have already been provided on roads adjacent to 56 schools in East Ayrshire and mandatory 20mph speed limits have been introduced in 38 residential areas along with 45 advisory Twenty's Plenty Zones. In 2007, the number of pedestrian casualties in areas with a 40mph speed limit or less has reduced by 43% since the baseline years between 1994 and 1998. Nonetheless there continues to be significant numbers of casualties and in 2007, there were 136 people injured in towns and built-up areas, 42 of these casualties were pedestrians. Research has shown that pedestrian casualties can be reduced by 67% in 20mph zones. The severity of injuries can also be reduced when accidents occur; 1 in 5 pedestrians struck by a car at 30mph dies, compared with 1 in 40 at 20mph. It is therefore proposed to continue the introduction of 20mph zones in residential areas as part of a Safer Neighbourhoods programme. Introduction of 20mph limits and traffic calming, if required, in these areas will provide a safer environment for residents, particularly the more vulnerable and disadvantaged, and encourage cycling and walking. Residential areas have been identified where it is considered that the implementation of a lower speed limit would benefit the local communities.

- 3.5.4** Strategic Route Improvement Schemes on the A70 and A71 will be brought forward following a study which has been commissioned to produce a rural route improvement plan. The study will identify a package of improvement measures for these strategic routes to contribute to improving safety, accommodating the movement of large volumes of heavy goods vehicles, improving accessibility and enhancing the reliability of journey times and connectivity to the M74 corridor for business and freight traffic to facilitate economic regeneration and tourism. Following a successful meeting, South Lanarkshire Council has agreed to extend this study on these routes within their Council area and support the East Ayrshire Council in its aims and objectives for these routes. South Ayrshire and North Ayrshire Councils have also indicated their support for these routes and all Councils will work to achieve a consistent approach to maintenance and road safety measures. The allocations identified will also support bids to SPT for funding to assist with the identified improvement schemes.
- 3.5.5** Projects have also been identified to take forward improvements to promote sustainable transport, in particular improvements to bus stops and shelters and also programmes of dropped kerbs to improve accessibility, particularly for elderly and disadvantaged residents.
- 3.6 Flood Mitigation;** It is proposed that this allocation be used to enable minor works to be carried out, such as the construction of trash screens etc. to mitigate the effects of localised flooding.

#### **4. ADDITIONAL SCHEMES**

- 4.1** In addition to the Roads and Transportation Capital Investment Programme funding has also been identified for additional schemes. This includes an allocation of £1.000M to construct a bridge over the Kilmarnock Water at Dean Road to replace the existing ford and footbridge due to concerns over safety. An allocation of £0.140M has been made as a contribution to the construction of the Stewarton Park and Ride facility which has secured £0.560M from Strathclyde Partnership for Transport. Also included is an allocation of £0.500M in 2012/13 to fund flood defence measures arising from Flood Studies. At present tenders are being sought for a Flood Study for Newmilns. The funding would allow a bid to be made to the Scottish Government for works required.

#### **5. CYCLING WALKING AND SAFER STREETS**

- 5.1** The Scottish Government has allocated East Ayrshire Council £0.212M in 2009/2010 to improve facilities for pedestrians, cyclists and other vulnerable road users such as children travelling to and from school. Cycling and walking projects to be funded from this allocation will be brought to Cabinet for approval.

#### **6. STRATHCLYDE PARTNERSHIP FOR TRANSPORT**

- 6.1** A total of £1.36M has been provisionally approved by Strathclyde Partnership for Transport for projects within East Ayrshire following bids made by the Roads and Transportation Division and is subject to final ratification in April 2009 following assessment of the outturn of the 2008/09 SPT capital budget. The projects are:-

- **Stewarton Park and Ride Facility** - £0.560M – Provision of additional parking facilities adjacent to Stewarton Station
- **Real Time Bus Information** - £0.600M – Funding to bring forward a scheme to provide real time bus information at bus stops on Route 1 Darvel to Ardrossan bus route.
- **Kilmarnock, Kilmaurs, Dunlop Park and Ride Study** – £0.030M – Funding for a study to investigate additional parking facilities at the above stations
- **A70 / A71 Route Improvements** - £0.150 - A previous study identified improvement schemes on the A70 including the Mote Toll junction improvement and Mansfield to Wee Torhill realignment, east of Muirkirk. This allocation will allow these schemes to be proceed
- **Kilmarnock Bus Infrastructure Improvements** - £0.020M – Improvements to bus stops and shelters in Kilmarnock.

## **7. FINANCIAL IMPLICATIONS**

- 7.1** The Roads and Transportation Capital Investment Programme 2009/10 to 2018/19 will be funded from the General Services Capital Programme 2009/10 to 2018/19 agreed by Cabinet on 11 February 2009.

## **8. POLICY / LEGAL IMPLICATIONS**

- 8.1** The projects within the Roads and Transportation Development Programme 2008/09 support the delivery of the outcomes of the East Ayrshire Community Plan in particular Improving Health, Improving Opportunities Improving Community Safety and Improving the Environment. The projects also support the delivery of the East Ayrshire Council Local Transport Strategy.

- 8.2** There are no legal implications arising from this report.

## **9. RISK MANAGEMENT IMPLICATIONS**

- 9.1** A delay in the delivery of the Capital Programme will expose the Council to potential risks with regard to the deteriorating condition of the road and bridge network and would have a detrimental effect on the reduction targets for roads accidents.

## **10. RECOMMENDATIONS**

- 10.1** It is recommended that Members:-

- (i) Approve the proposed allocations for the Roads and Transportation Capital Investment Programme, listed in Appendix 1; and
- (ii) Otherwise note the contents of this report

William Stafford  
Executive Director of Neighbourhood Services

WS/JB

17<sup>th</sup> February 2009

#### **LIST OF BACKGROUND PAPERS**

1. Report to Cabinet “ Capital Investment Programme 2009/10 - 2018/19” – 11<sup>th</sup> February 2009
2. Report to Cabinet “Bridges, Traffic Transportation and Road Safety Programmes 2008/09” – 4 June 2008

Members wishing further information should contact John Bryson, Head of Roads and Transportation, telephone 01563 576310.

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GENERAL SERVICES CAPITAL PROGRAMME  
2009/10 - 2018/19 ROADS TRANSPORTATION CAPITAL INVESTMENT PROGRAMME

APPENDIX 1

Roads & Transportation Proposed Capital Schemes	2008/09 -	2009/10	10/11 - 12/13	13/14 - 15/16	16/17 - 18/19	TOTAL 09/10	Comments
	Allocation	Estimate	Estimate	Estimate	Estimate	- 18/19	
	£000	£000	£000	£000	£000	£000	£000
<b>Roads and Transportation Programme</b>							
CARRIAGEWAY STRUCTURAL MAINTENANCE	1,377	1,575	5,355	6,450	7,520	20,900	
FOOTWAY STRUCTURAL MAINTENANCE	550	500	1,565	1,635	1,650	5,350	
STREET LIGHTING IMPROVEMENT SCHEMES	220	220	665	725	750	2,360	
BRIDGE STRENGTHENING & CULVERT REPLACEMENT	465	600	2,135	2,770	3,455	8,960	
REFURBISHMENT OF MULTI STORY CAR PARK	20	20	70	100	120	310	
A70 WELLTREES BRIDGE	20					0	
LUGAR BRIDGE	18					0	
ROAD SAFETY SCHEMES	140	130	480	540	650	1,800	
SAFER NEIGHBOURHOODS ( 20MPH ZONES)	125	100	300	210	150	760	
RURAL ROUTE ACTION PLANS	135	95	245	125	60	525	
STRATEGIC ROUTE IMPROVEMENTS	60	100	300	300	300	1,000	
ACCESSIBILITY	10	10	70	75	75	230	
SUSTAINABLE TRANSPORT / BUS INFRASTRUCTURE	30	25	125	150	150	450	
A70 MOTE TOLL IMPROVEMENT	5					0	
GALSTON FLOOD PREVENTION SCHEME	200					0	
FLOOD SCHEME DEVELOPMENT & MITIGATION	55	55	170	180	180	585	
PROPERTY IMPROVEMENTS	40	40	110	90	90	330	
CONTINGENCY	30	30	110	150	150	440	
<b>Total</b>	<b>3,500</b>	<b>3,500</b>	<b>11,700</b>	<b>13,500</b>	<b>15,300</b>	<b>44,000</b>	<b>0</b>
<b>OTHER ROADS AND TRANSPORTATION CAPITAL SCHEMES</b>							
STEWARTON PARK AND RIDE	60	140				140	
DEAN FORD BRIDGE		50	950			1,000	
FLOOD PREVENTION			500			500	
<b>SELF FINANCING / SPEND TO SAVE SCHEMES</b>							
DECriminalisation PARKING ENFORCEMENT		100	100			200	
<b>EXTERNALLY FUNDED SCHEMES</b>							
CYCLING WALKING AND SAFER STREETS	212	212				212	Scottish Government, 2009/10 ring fenced funding
A70/A71 RURAL IMPROVEMENTS	80	150				150	SPT funding provisional to be confirmed April 2009
STEWARTON PARK AND RIDE		560				560	SPT funding provisional to be confirmed April 2009
REAL TIME BUS INFORMATION		600				600	SPT funding provisional to be confirmed April 2009
KILMARNOCK BUS INFRASTRUCTURE		20				20	SPT funding provisional to be confirmed April 2009
KILMARNOCK, KILMAURS & DUNLOP PARK & RIDE STUDY		30				30	SPT funding provisional to be confirmed April 2009
<b>Total Externally Funded Schemes</b>	<b>292</b>	<b>1,572</b>	<b>0</b>	<b>0</b>		<b>1,572</b>	<b>0</b>