

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 23 AUGUST 2005

COMMUNITY REGENERATION FUND

Report By Director of Development & Property Services

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to seek the Committee's approval for the implementation of road safety measures, and to agree to Quality Bus Corridor proposals with funding from the Community Regeneration Fund.

2. BACKGROUND

- 2.1 The Community Regeneration Fund (CRF) replaces funding from Better Neighbourhood Services and Social Inclusion Partnership Fund. The funding identifies locations which fall into the 0 – 15% most deprived locations within East Ayrshire.
- 2.2 The Roads Division's Traffic Section has been allocated two budgets from the Community Regeneration Fund for road safety improvements amounting to £200k, and a provisional allocation of £100k for Quality Bus Corridor Measures (QBC's) The latter is awaiting confirmation from the Scottish Executive. These budgets are for the current 2005/06 financial year.
- 2.3 In addition to these budgets for safety and accessibility improvements an allocation spread over 2 years for £63,000 in total has been provided to employ an additional Road Safety Training Officer.
- 2.4 All of these additional funds are to be targeted at improving safety and access to public transport in the 0–15% most deprived areas in East Ayrshire as identified in the Scottish Executive's Indices of Multiple Deprivation.
- 2.5 Research has shown that casualties are higher in deprived areas. It is therefore proposed that the Community Regeneration Funding is used to address road safety issues, improve the attractiveness of the areas, and address issues of personal security.

3.0 PROPOSALS

- 3.1 **Road Safety Measures** - All of the communities which fall within the 0-15% most deprived areas have been examined and the road casualty records considered. Table 1 in appendix A outlines locations which have been identified for improvements.
- 3.2 It is proposed that a programme is drawn up from these locations to utilise the budget available subject to consultation with the local communities. The budget

estimates for the schemes is £240k which is greater than the funds available. Therefore, it may not be possible to complete all of the schemes in the current financial year.

3.3 It is likely that speed cushions or speed tables would be used to reduce speeds to an appropriate level.

3.4 Quality Bus Corridor Measures – It is proposed to improve accessibility to public transport in the deprived areas. Extensive measures have been carried out with successive Public Transport Fund allocations and it was possible to make progress into other rural locations with an allocation from WESTRANS last year. The CRF allocation will allow improvements, if required, such as:-

- * **Bus Shelters** – to improve waiting conditions in poor weather
- * **Raised Kerbs** – to improve accessibility to disabled, elderly and parents with young children
- * **Bus Timetables** – to provide information to public
- * **Lighting at bus stops** – to improve security
- * **Tactile Paving** – to assist visually impaired

3.5 The QBC allocation is provisional at present and, at this stage, it is proposed to commence consultation with the local member, SPT and members of the community to identify suitable designs to be drawn from the locations listed in Table 2.

4. LEGAL IMPLICATIONS

4.1 When required, a Road Humps Notice will be processed under the terms of the Road Scotland Act 1984

5. FINANCIAL IMPLICATIONS

5.1 Road Safety and QBC measures will be funded from the Community Regeneration Fund.

6. RECOMMENDATIONS

6.1 It is recommended that the Committee :-

- (i) Notes the contents of the report;
- (ii) Agrees to the proposals set out in Section 3 for road safety improvements;
- (iii) Agrees to the proposals outlined in Section 3 for the Quality Bus Corridor measures, subject to confirmation from the Scottish Executive;
- (iv) Note the allocation for providing a Road Safety Training Officer.

James Lavery
Executive Director of Development and Property Service

4 August 2005

BACKGROUND PAPERS

Nil

**For further information on the contents of this report please contact Keith Orton
on 01563 555714**

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APPENDIX A

Table 1: Road Safety Projects

	Location	Accidents	Streets	Comments
1	Patna	12	A713, Carnshalloch Avenue	6 accidents on A713. Crossing carelessly and speed related.
2	Auchinleck	8	Old Ave, Church St, Backrogerton, Barbieston Rd	11 accidents (5 no. peds crossing carelessly). Most accidents on main routes (bus route) through residential area)
3	Catrine	11	Sorn St and adjacent streets	Strong local demand for road safety measures in this area. Most other areas in Catrine tackled by QBC and 20mph area
4	New Cumnock	5	Lime Road & Greenhead Rd/Dalhanna Ave	3 accidents in cluster, 2 child peds, 3 accidents just outside 0-15% area
5	Lugar	1	A70	Major through route

Table 2: QBC Projects (provisional)

	Location	Streets	Comments
1	Patna	Dalharco Avenue, Carnshalloch Avenue, Whitehill Avenue & Blaney Avenue	Partly tackled through previous QBC funding allocations (ties in with road safety measures)
2	Muirkirk	Henderson Drive & Millers Road, Smallburn	Contiguous to other areas in Muirkirk tackled through previous QBC funding allocations
3	Auchinleck	Old Avenue, Barbieston Road, Backrogerton Crescent & Church St	No previous QBC measures in Backrogerton area (ties in with road safety measures)
4	Drongan	Coronation Road, Mill of Shield Road, Hannahaston Avenue, Lane Crescent and Watson Terrace	No previous QBC works undertaken in Drongan