

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 29 JUNE 2004

CAPITAL ROAD SAFETY PROGRAMME

Report By Executive Director of Development and Property Services

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to seek the Committee's approval for the Capital Road Safety Programme.

2. BACKGROUND

- 2.1 In June 2000 the Committee approved a programme of road safety measures. These measures were the result of a road accident analysis, which identified projects for Kilmarnock, The Irvine Valley and other locations throughout East Ayrshire. All identified sites have been treated with the exception of the A713 through Dalmellington.
- 2.2 At the Committee's meeting on 4 May 2004 approval was given for the A713 through Dalmellington to be treated within this current years budget. The report also committed the Department to producing a new road safety programme, following a detailed study of accidents throughout East Ayrshire and consideration of requests for safety measures from Members, community groups and the public.

3. NATIONAL CASUALTY REDUCTION TARGETS

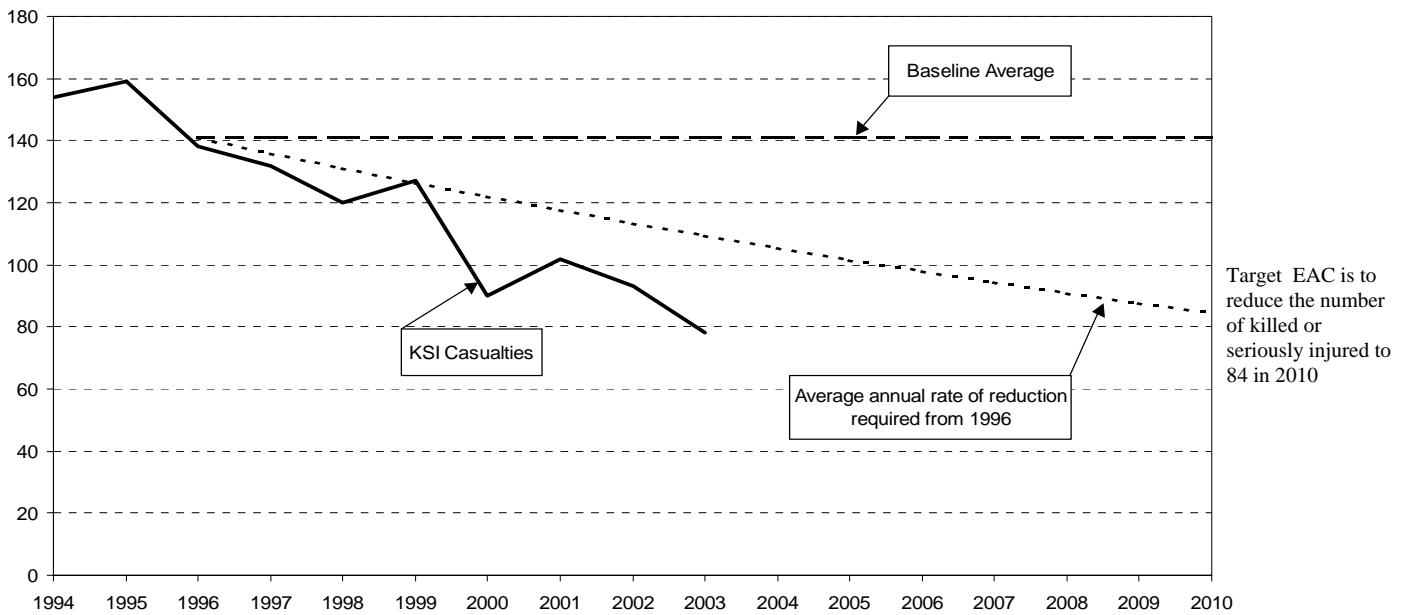
- 3.1 In March 2000 the government introduced a 10 year national casualty reduction target to achieve:-
- A 40% reduction in the number of people killed or seriously injured in road accidents;
 - A 50% reduction in the number of children killed or seriously injured.

The casualty reduction targets are to be compared with the average number of casualties between 1994 and 1998.

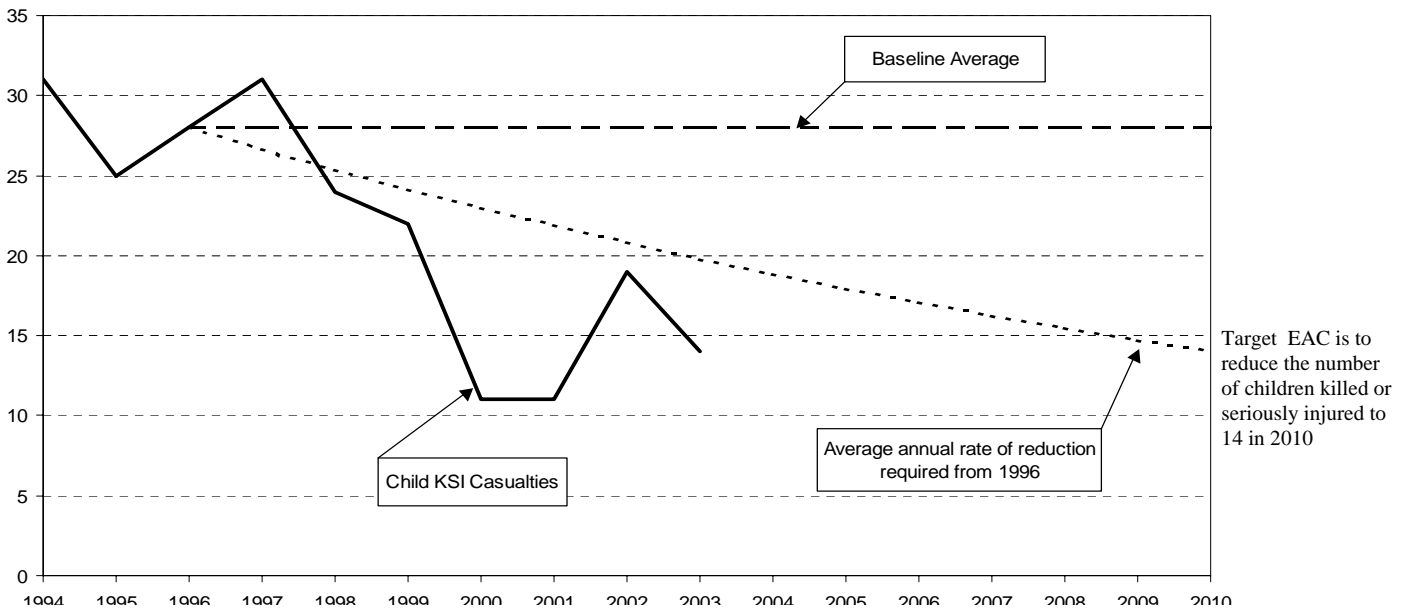
- 3.2 The Charts below show progress, to date, towards the casualty reduction targets for 2010. The thick black lines show the number of recorded road accident casualties between 1994 and 2003, the horizontal dashed lines show the baseline averages for the period between 1994 and 1998, and the dotted lines going downwards shows the target for casualty reduction each year between 1996 and 2010.

Progress towards the 2010 casualty reduction targets

Killed or Seriously Injured Casualties



Child Killed or Seriously Injured Casualties



3.3 The charts indicate that the casualty reductions that have been achieved in East Ayrshire are ahead of the national targets. In the year 2003 the casualty level in the two chief indicators were at the target level for 2010. However, fluctuations in casualty levels will occur and it is imperative that the drive to reduce accidents continues.

3.4 Since East Ayrshire began, in 1996, overall casualty levels in the Council area have reduced by 22% compared with a reduction of 13% across Scotland as a whole, during the same period.

4. PROPOSED CAPITAL ROAD SAFETY PROGRAMME

4.1 The Strathclyde Police accident data base has been examined to identify accident sites throughout East Ayrshire, during the most recent five year period. From this data, locations where 5 or more accidents involving personal injury were selected for more detailed examination.

4.2 Some of the identified accident sites are already included in other road safety programmes such as Cycling Walking and Safer Streets, 20mph Speed Limit budget, Quality of Life Fund or Public Transport Fund schemes, and therefore require no further action at this time.

4.3 In addition, requests have been received from Councillors or members of the public for road safety measures to be considered at certain locations. These have been added to the list of sites for consideration and further investigation

4.4 The following Table 1 lists the accident sites and details the number of accidents occurring in the most recent five year period. Budget estimate of costs for possible road safety measures is given and from this is calculated a first year rate of return.

4.5 The First Year Rate of Return (FYRR) is a standard cost benefit analysis applied to accident prevention works and is a means of assessing the effectiveness of accident remedial measures and the priority ranking of proposals. The FYRR is based on the cost of the accident remedial measures and the estimated reduction in accident costs during the first year after the scheme has been implemented.

4.6 Table 2 list sites which have been identified by Councillors or members of the public. The table sets out the number of casualties, the budget cost of the proposed scheme, the FYRR and the background of the request.

- 4.7 The Councils policy of targeting road safety funding at locations where there is a history of serious road accidents has contributed to the significant improvements in safety since 1996.

To maintain progress in reducing accidents it is proposed that road safety schemes will generally continue to be prioritised on the basis of addressing sites where there is an accident history and where the greatest reduction in casualties can be obtained.

Notwithstanding this policy it proposed that priority should also be given to projects that can attract financial support from outside sources. Such schemes include :-

- (i) B7046 through Skares - A contribution of £30,000 is being made available in this current financial year towards traffic calming through Skares by ATH. This would be carried out in conjunction with the introduction of a 30mph speed limit. Local concern has been expressed about the speed of traffic through the community on this straight section of the B7046.
- (ii) Pelican Crossing Main Street, Kilmaurs - A contribution of £7,500 is available from an environmental improvement budget for the installation of a pelican crossing. This would be approximately 50% of the cost and would complement other environmental improvements being carried out at this location and improve social inclusion. Local concern has been expressed about difficulties in crossing the A735 which passes through the centre of the village.
- (iii) Queens Drive, Kilmarnock - A contribution is being made by a developer through a Section 75 Agreement for junction improvements at Hurlford Road and Old Mill Road. Accident and congestion problems exist on Queens Drive between Hurlford Road and Bellfield Interchange. It is proposed to widen this section to 2 lanes in each direction to relieve these problems. The work will be timed to coincide with the developers contribution. Approval for the improvement will be sought from the Scottish Executive who is responsible for the Bellfield Interchange as Roads Authority.

- 4.8 All schemes will be subject to a detailed examination of the accident data, site constraints and the road safety issues of concern. Once a final design has been completed, full consultation will take place with Police, Councillors, Emergency Services, Local Area Committees, Community Councils and other interested parties before any work commences.

4.9 The budget available for road safety measures in 2004/05 is £140,000. It is proposed that the following works should be undertaken :-

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| a) A713, Dalmellington Traffic Calming | £60,000 |
| b) Kilmarnock Town Centre contribution to PTF4 works (as set out in the bid to Scottish Executive) | £33,000 |
| c) Skares Traffic Calming (Roads Division) | £37,000 |
| d) Pedestrian Crossing, Kilmaurs (Roads Division contribution) | £7,500 |

5. LEGAL IMPLICATIONS

5.1 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.

In addition, when appropriate, a Road Humps Notice will be processed under the terms of the Roads (Scotland) Act 1984

6. FINANCIAL IMPLICATIONS

6.1 Road Safety measures will be funded from the Capital Road Safety Budget as funds are allocated for each financial year.

7. RECOMMENDATIONS

7.1 It is recommended that the Committee :-

- i) approves the Capital Road safety Programme as outlined in Section 4; and
- ii) agrees to the implementation of road safety projects from the Capital Road Safety Budget as funds are allocated for each financial year.
- iii) agrees the schemes for implementation in the 2004/05 financial year as set out in para 4.9 above.

James Lavery
Director of Development and Property Services
7 June 2004
FV

LIST OF BACKGROUND PAPERS

- 1. Road Safety Capital Programme, Development Services Committee, 6 June 2000.**

For further information please contact Keith Orton on 01563 555714.

Implementation Officer: Neil Bell

CAPITAL ROAD SAFETY PROGRAM

ROAD SAFETY PROPOSALS

TABLE 1

SUMMARY OF COST/BENEFIT ANALYSIS

ROUTE	NO. OF ACCIDENTS IN 5 YEAR PERIOD					COST	FYRR	NATURE OF PROPOSED MEASURES	COMMENT
	FATAL	SERIOUS	SLIGHT	TOTAL	PEDESTRIAN				
*									
A70, Barrhill Road, Curmook	1	2	3	6	1	£8,000	1398%	G,J	Outside traffic calmed area. Anti Skid + signs
A719, at Polbaith, South of Mbscow	0	3	3	6	0	£3,200	1047%	G,J	Anti Skid + bend signs
A70, at Coalhall	0	4	10	14	0	£5,000	1010%	G,J	Anti Skid at B730 junction + signs
A71, Adjacent to Hallbarns Farm	2	3	0	5	1	£30,000	692%	G,Q	A71 dual 250m of D.S.T.C.B. or W.R.S.F. in C/Res + anti-skid
C36, at Benston Smithy	0	2	4	6	0	£4,000	607%	G,J	Anti Skid + signs
A71, at Co-op, Galston	0	3	3	6	2	£5,600	598%	G	Anti Skid at crossing and access
Glaisnock Street, Curmook	0	3	2	5	3	£7,000	464%	F,J,K	speed cushions + raised junction
Polwarth Street, Galston	0	1	4	5	2	£4,000	352%	F,J,K	speed cushions
High Street, Stewarton	0	4	7	11	7	£14,000	340%	F,J,K	speed cushions
A735, Wardhead/Lochridge, S. of Stewarton	0	1	4	5	1	£4,700	300%	G,J	Anti Skid + bend signs
A71, West of Galston	0	0	8	8	0	£4,500	174%	G	Anti skid on petrol station approach
B705, Catrine	0	2	4	6	2	£15,000	162%	F,J,K	speed cushions
A70, Ayr Road, Ochiltree	0	2	3	5	1	£20,000	117%	G	Anti Skid
Titchfield Street, Galston	0	2	3	5	2	£25,000	93%	E,F,J,K	All caused by peds and bikes
B7038, Ayr Road at Caprington, Kilmarnock	0	0	6	6	2	£10,000	59%		2 distinct sites (junctions)
TOTALS	3	32	64	99	24	£160,000			
COST OF EACH INJURY ACCIDENT	£1,475,366	£169,737	£16,308						
TOTAL COSTS OF INJURY ACCIDENTS	£4,426,098	£5,431,584	£1,043,712	£10,901,394					

*** LEGEND**

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| A- | PEDESTRIAN GUARDRAIL | F- | SPEED CUSHIONS | L- | MN ROUNDABOUT |
| B- | PELICAN CROSSING | G- | ANTI-SKID TREATMENT | M- | GATEWAY FEATURE |
| C- | TOUCAN CROSSING | H- | RED TEXTURED SURFACING | N- | CYCLE LANE |
| D- | REFUGE ISLAND | J- | TRAFFIC SIGNS | P- | TRAFFIC LIGHTS |
| E- | BUILD CUTS | K- | ROAD MARKINGS | Q- | SAFETY FENCE |

LIST OF REQUESTED ROAD SAFETY SCHEMES

TABLE 2

ROUTE	NO. OF ACCIDENTS IN 5 YEAR PERIOD					COST	FYRR	NATURE OF PROPOSED MEASURES	COMMENT
	FATAL	SERIOUS	SLIGHT	TOTAL	PEDESTRIAN				
C36 Hall of Auchincross	1	1	5	7		£4,000	2590%	G	Accidents mainly caused by vehicles losing control at bends/failing to maintain a safe distance. Enhanced signing, verge markers and road markings have been installed recently.
B7034 Hollybush		2		2		£4,000	509%	J,K	Request for speed reducing measures
A719 South of Waterside - accidents		1	6	7		£5,000	321%	J,K	Concern expressed regarding road safety. Rural route action plan type measures could be brought forward.
Kilmaurs - Main Street Pelican		1	1	2	1	£7,500	149%	B	Pedestrian crossing in centre of village to improve access to bus stops and retailers. It is proposed to carry out in conjunction with Environmental Improvement with contribution of approximately £7,500 from the environmental improvement budget towards the safety measures.
Kilmarnock – Campbell Street – Pedestrians		1	1	2	1	£8,000	140%	D	Numerous requests have been received for a pedestrian crossing on this busy wide road. It doesn't meet the criteria for the provision of a controlled crossing. Measures will deter speeding and provide central refuges to allow pedestrians to cross traffic streams more easily. Works will be designed in consultation with the police and fire Service.
Barbieston Road, Dalrymple		2	1	3	3	£20,000	107%	F	Possibility of traffic calming over specific length. All accidents were pedestrians.
Kilmarnock – Ayr Road near Caprinton Avenue			6	6	2	£7,000	84%	D,G	Speed limit is being reduced from 40mph to 30mph. The location does not meet the criteria for a controlled crossing, but further assessment to be carried out.
Drongan – Mill O' Shiel – vehicle speeds – vicinity of school		1	3	4	2	£20,000	66%	F,J,K	A significant access road into a residential area of Drongan, where requests have been received for speed reduction measures.
Kilmarnock - Inchmurrin Drive – vehicle speeds		1	1	2		£30,000	37%	F,J,K	Requests have been received for speed reduction measures and also Twenty's Plenty in the surrounding area. Due to the nature of this route (residential core road) traffic calming is appropriate with Twenty's Plenty being implemented on the adjacent minor residential roads
B741 New Cumnock, Bankglen to A76			1	1		£3,500	28%	J,K	Requested by members of B741 Action Group. May get contribution from Scottish Coal under new application for an extension to House of Water OCCS.
Kilmarnock - Glasgow Road south of Tesco roundabout - Pedestrians			2	2		£9,400	21%	D,E	Requests have been received for pedestrian crossing facilities. Speed limit recently changed from 40mph to 30mph. Route to Dean Castle Park in this vicinity as well as school crossing patrol

TABLE 2(CONTINUED)

Kilmarnock - Queen Drive	12	12	1	£75,000	16%	CARRIAGEWAY IMPROVEMENT	Issues are accidents and traffic congestion. A contribution of £80,000 is coming from Homebase towards junction improvement at Hurford Road and Old Mill Road, FYRR is based on accident savings - but reduction in delays would increase the return.
B743 Sorn from Dalgain to B713 junction	2	2	1	£20,000	10%	E,J,K	From Sorn Community Council
Stewarton - Mini Roundabout – David Dale Avenue				£10,000	0%	K,L	Request has been received for consideration of a mini roundabout. This would discourage speeding on the A735 approaches to the junction and ease traffic flows in and out of David Dale avenue
Stewarton – Vennel Street – vehicle speeds				£30,000	0%	E	Request for speed reduction measures. Footways are narrow. Works would tie in with traffic calming being implemented on Kirkford.
Catrine -Sorn Street				£20,000	0%	F,J,K	Straight dual carriageway in residential area gives concern regarding the speed of vehicles
Cumnock – Drumbrochan Road – Vehicle speeds				£20,000	0%	F,J,K	Extends and compliments measures carried out under Cycling Walking walking and Safer streets.
Kilmarnock – Southcraig Drive – vehicle speeds				£20,000	0%	F,J,K	Concern about speeding on this route has been expressed.
Skares – 30mph speed limit – traffic calming				£30,000	0%	F,J,K	A contribution is being made by ATH, in this current financial year, towards traffic calming in Skares. It is proposed to provide funding to allow the completion of traffic calming works and the introduction of a 30mph speed limit.
Waterside (A719) - Speed reduction measures				£30,000	0%	F,J,K	Public concern about traffic speeds through Waterside have been expressed. Speed reducing measures would help make the route consistent with respect to measures being introduced on the A719 in Moscow. Additional traffic is expected once the new section of the M77 is opened.
Holmhead, Cumnock				£30,000	0%	F,J,K	Request for traffic calming
Holmes Road, Kilmarnock				£30,000		F,J,K	Long straight road, concern over vehicle speeds
TOTALS	1	10	41	52			£253,400

COST OF EACH INJURY ACCIDENT	£1,475,366	£169,737	£16,308	
TOTAL COSTS OF INJURY ACCIDENTS	£1,475,366	£1,697,370	£668,628	£3,841,364

*** LEGEND**

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|--------------------------|-----------------------------|---------------------|
| A - PEDESTRIAN GUARDRAIL | F - SPEED CUSHIONS / TABLES | L - MINI ROUNDABOUT |
| B - PELICAN CROSSING | G - ANTI-SKID TREATMENT | M - GATEWAY FEATURE |
| C - TOUCAN CROSSING | H - RED TEXTURED SURFACING | N - CYCLE LANE |
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