

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – JUNE 2005

ROAD SAFETY PROGRAMME AND WESTRANS FUNDING FOR 2005 - 2006

Report By Executive Director of Development and Property Services

1. PURPOSE OF REPORT

1.1 The purpose of the report is to: -

- (a) Seek the Committee's approval of the Road Safety Programmes for 2005/06; and
- (b) Seek the committee's approval of the Westrans funding for 2005-06.

2. BACKGROUND

2.1 Funding has been confirmed to the Roads Division for year 2005/2006 as follows:-

Fund	Sum	Source
Cycling Walking and Safer Streets	- £205,000	Scottish Executive
Capital Road Safety	- £145,000	East Ayrshire Council
Disability Access	- £10,000	East Ayrshire Council
Quality of Life	- £180,000	Scottish Executive
20mph School Zones	- £257,000	Scottish Executive
Public Transport and Sustainable Transport	- £148,000	Westrans

2.2 **Cycling Walking and Safer Streets** - On 11th September, 2003, The Transport Minister announced additional ring fenced awards for Cycling Walking and Safer Streets(CWSS) to all Scottish Local Authorities for measures to provide walking, cycling and safer routes to school. The award covered two financial years. The amount detailed in paragraph 2.1 is the allocation for projects to be implemented in 05/06. On 24th November 2004, a further 2 years of funding was awarded, providing £209,000 and £212,000 for the financial year 2006-07 and 2007-08, respectively.

It is intended that the CWSS funding will be used to provide further improvements to benefit local communities and make it easier for children and local people to walk and cycle as an enjoyable and healthy way to travel. This will include speed reduction measures where these have been identified as a result of school travel surveys and the work of the School Travel Coordinator. Works programmes for the 2006-07 and 2007-08 financial years will be the subject of a final report.

On 23 August 2003 the Committee agreed that the CWSS allocation should be used for the implementation of road safety proposals at schools identified from the

first round of travel surveys, subject to available funding. This programme has been completed apart from traffic calming for Sorn Primary School which will be implemented later this year.

Proposals for the CWSS programme in 2005/06 are set out in Paragraph 3.1 of this report.

2.3 Capital Road Safety – On 29th June 2004, a Report to the Development Services Committee was approved which detailed an extensive programme of accident remedial measures which took account of accident analysis and issues raised by local members and the public. These schemes will assist in achieving the government's national casualty reduction targets for 2010 i.e: -

- (i) a 40% reduction in the number of people killed or seriously injured in road accidents and;
- (ii) 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.

The total value of the approved programme is in excess of £400,000 and implementation will be phased over successive financial years. It is therefore proposed to continue the implementation of the schemes with priority being given to addressing sites where there is an accident history and where the greatest reduction in casualties can be obtained.

The traffic calming measures at Skares is currently ongoing and will be funded by a contribution from ATH.

The measures from the approved programme that are intended for this year are set out in paragraph 3.2

2.4 Disability Access - A programme for the provision of dropped kerbs at road crossing points is being implemented based on requests from Members and the public. It is proposed to invite the Local Committees, Community Councils and disability groups to suggest locations for consideration in future works programmes.

2.5 Quality of Life Funding - At its meeting on 20th May 2003 the Development Services Committee approved a Quality of Life programme for the implementation of twenty's plenty advisory speed limits in residential areas and the provision of route action plans on 'A' class roads to enhance safety. It is proposed to continue with these initiatives and proposals for the Quality of Life Fund in 2005-06 are detailed in paragraph 3.3.

2.6 20 mph Speed Limits for school areas - On 26th September 2003, the Transport Minister announced new ring fenced awards for all Scottish Local Authorities to promote 20 mph speed limits around school areas and other road safety projects

to improve pedestrian and cyclist safety. The Council's allocation for the current financial year 2005-06, £257,000, is the last of the first tranche. On 26th November 2004, a further 2 years of funding was awarded providing, £264,000 and £271,000 for the financial year 2006-07 and 2007-08 respectively.

Twenty mph speed limits can play an important role in protecting vulnerable road users. By improving safety around schools and residential areas it is hoped to encourage more people to walk and cycle. The introduction of the lower speed limits will also help to meet the government targets to halve the number of children killed and seriously injured by 2010 and reduce the numbers of all fatalities and serious injuries by 40%.

Potential sites for the introduction of further mandatory 20mph limits and home zones will be investigated for implementation in 2006-07 and 2007-08 for the budget allocations provided in November 2004. This investigatory work will be the subject of a future report to the Committee. Proposals for the 20mph speed limit budget in 2005-06 are set out in paragraph 3.4 of this report.

- 2.7 Westrans Funding** – On 6th June 2005 a meeting of the West of Scotland Transport Partnership Joint Committee (WESTRANS) approved funding of £148,000 in the financial year 2005-06. The funding is to improve public transport and encourage cycling and walking.

Subject to the Scottish Executive awarding a further grant, WESTRANS approved funding of £148,000 for improvements to Bellfield Roundabout/Queens Drive.

3. PROPOSALS

3.1 Cycling Walking and Safer Streets -

- (i) Traffic calming at Sorn Primary School has been approved at the Development Services Committee on 3rd May 2005. The traffic calming measures will cost approximately £20,000.
- (ii) Initial investigations suggest a footway widening at Lainshaw Street, Stewarton would encourage walking and provide a better link to public transport. The scheme would also incorporate traffic calming features to slow traffic entering the village to provide a safer pedestrian environment. It is proposed that the scheme be investigated and if assessed to be possible, constructed in 2005/06. The estimate for the footway widening and associated traffic calming is £30,000.
- (iii) Following a request from the Community Council and members of the public, it is proposed to construction a new footway between Gatehead and Crosshouse. Due to the length it is proposed the scheme is constructed in phases as the total cost of the footway is estimated to be approximately £100,000. Phase 1 would commence at Crosshouse and finish at the bridge over the A71 with a cost estimated at £35,000. The link would provide safe passage for walkers on this rural section of road.

- (iv) It is proposed to provide traffic calming measures which compliment the 20mph speed limit programme set out in paragraph 3.4 below, and make the new, lower limits self enforcing. These schemes will cost approximately £85,000 and assist in speed reduction measures to promote walking and cycling.
- (v) It is intended to provide pedestrian crossing points on Campbell Street and Glasgow Road. Numerous requests have been received from members of the public for improvements to existing crossing points. The total cost is estimated at £18,000.
- (vi) The provision of better links to schools and other local amenities, cycle facilities and pedestrian signage along with the development of promotional materials which will be used by the Council's School Travel Coordinator are vital to encourage walking and cycling. It is proposed that a sum of £17,000 should be set aside from the current year CWSS budget for such facilities.

3.2 Capital Road Safety

The budget available for road safety measures in 2005/06 is £145,000. It is proposed that the following works should be undertaken from the approved programme: -

- (i) The widening of Queens Drive on the approaches to the Bellfield Interchange. A final, detailed design has been carried out and the measures are likely to cost approximately £90,000.
- (ii) The provision of traffic calming gateway features on all approaches to Kilmarnock. The proposals include countdown markers and enhanced road markings. The budget estimate for these measures is £20,000.
- (iii) It is proposed to use the remainder of the budget on schemes from Table 1 of the current capital road safety programme which was approved at the Development Services Committee on 29th June 2004 (see back of report). The schemes will be prioritised on the basis of the first year rate of return. The first year rate of return is a standard cost benefit analysis applied to accident prevention works and is a means of assessing the effectiveness of accident remedial measures.

3.3 Quality of Life Funding -

- (i) It is proposed that Twenty's Plenty Schemes requested, after the initial programme was prepared will be considered for implementation in this financial year. It is estimated that the cost of implementing Twenty's Plenty Schemes will be approximately £20,000.
- (ii) It is proposed that the remainder of the Quality of Life funding be used to implement rural route action plans on the rural sections of the A class routes. It is intended to commence works on the remaining section of the

A713 from Patna to the boundary with Dumfries and Galloway Council in the next 10 weeks, followed by rural route action plan measures on the A70, east of Cumnock.

3.4 20 mph Speed Limits for school areas –

In 2004-05 financial year, the budget allocation was used to prepare the design of the mandatory 20mph areas at schools, undertake the statutory procedures, erect poles for electronic signs, provide power connections and purchase materials for traffic calming. Works on the current years programme have commenced and the allocation will be used to complete the measures required to introduce the 20mph speed limits and associated traffic calming. It is anticipated the measures will be complete by August 2005.

The cost to implement the above measures exceeds the budget allocation. It is therefore proposed to use funding from the Cycling, Walking and Safer Streets budget for some of the associated traffic calming works.

3.5 Westrans Funding –

It is anticipated that the recently approved funding from WESTRANS will allow the following measures to be implemented in the current financial year: -

- (i) Footway Canopy at Kilmarnock Bus Station (£50,000) – This will provide an enhanced footway link to Kilmarnock Bus Station
- (ii) B764 Eaglesham Moor Road Cycle Route (£30,000) - This will form part of a continuous cycle / pedestrian route from National Cycle Route N7 in Irvine via Kilmarnock to Eaglesham /East Kilbride by way of the Eaglesham Moor Road.
- (iii) Southcraigs to Dalmusternock Cycle Route (£58,000) – This will link north Kilmarnock with the new A77 cycle route south of Fenwick which is being constructed as part of the M77 project.
- (iv) B7038 Spittalhill to Kilmarnock Cycle Route (£10,000) – This will fund a consultant to carry out a feasibility study to determine the best route for a cycle route to link the proposed A77 cycle route (A77 Symington Junction Improvements Scheme) in South Ayrshire with the existing cycle network in Kilmarnock which links to the A77 Fenwick to Glasgow cycle route and National Cycle Route N73 to Irvine.

4. LEGAL IMPLICATIONS

- 4.1** 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. 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 timescale for a straight forward order is generally approximately 9 months. However, this time can be significantly increased if there are objections from the public.

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

5. FINANCIAL IMPLICATIONS

- 5.1** Road Safety measures will be funded from the various budgets as stated in paragraph 2.1

6 RECOMMENDATIONS

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

- (a) notes the contents of the report; and
- (b) agrees to the implementation of road safety projects from the various funds as outlined in section 3 of the report; and
- (c) agrees to the implementation of cycle routes and pedestrian improvements as outlined in section 3 of the report.

James Lavery
Director of Development Services

LIST OF BACKGROUND PAPERS

1. Capital Road Safety Programme, Development Services Committee, 29 June 2004
2. Road Safety Programmes for 2004-05, Development Services Committee, 4 May 2004

For further information contact Keith Orton on 01563 555714.

CAPITAL ROAD SAFETY PROGRAM

ROAD SAFETY PROPOSALS

TABLE 1

SUMMARY OF COST/BENEFIT ANALYSIS

ROUTE	NO. OF ACCIDENTS IN 5 YEAR PERIOD				PEDESTRIAN	COST	FYRR	NATURE OF PROPOSED MEASURES	COMMENT
	FATAL	SERIOUS	SLIGHT	TOTAL					
A70, Barrhill Road, Cumnock	1	2	3	6	1	£8,000	1398%	G,J	Outside traffic calmed area. Anti Skid + signs
A719, at Polbaith, South of Moscow	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, Cumnock	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 - | MINI 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 OUTS | K - | ROAD MARKINGS | Q - | SAFETY FENCE |