

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 10 MARCH 2004

QUALITY OF LIFE FUNDING - RURAL ROUTES

Report By Director of Development Services

1. PURPOSE OF REPORT

1.1 The purpose of the report is to: -

- (a) update the Committee on proposals for improving road safety on rural routes;
- (b) agree to the implementation of route action plan measures on the section of the A713 from the boundary with South Ayrshire to Polnessan.

2. BACKGROUND

2.1 On 12 March 2003 the Development Services Committee agreed to undertake route action plans to tackle road safety issues on the rural A class routes. The report outlined the results of an initial assessment carried out for the six A class roads which are maintained by east Ayrshire Council, the A70, A71, A713, A719, A735, and A759.

2.2 The assessment showed that during the three year period to December 2002, the rural sections of the six A-class roads accounted for 20.5% of all injury accidents in East Ayrshire and 35.7% of the fatal accidents. Accident causations identified by the Police indicated that speeding, or the use of inappropriate speed for the road conditions, accounted for 59% of the accidents.

2.3 On 20 May 2003 the Development Services Committee agreed to proposals to use half of available Quality of Life funding, allocated for road safety improvements, for the implementation of route action plans, with priority initially being given to the A class routes.

The Scottish Executive has approved funding of £110,000, £123,000, £200,000 in financial years 2003/2004, 2004/2005 and 2005/2006 respectively for road safety improvements.

3. PROPOSALS

3.1 It is proposed that Route Action Studies are carried out, initially tackling the six A class roads maintained by East Ayrshire Council, the A70, A71, A713, A719, A735, and A759.

- 3.2** Route Action Plans aim to improve driver awareness of hazards along routes by providing a consistent standard of signing and road markings along the whole length of the road so that hazardous sections, eg. at bends are easily recognisable. This should help drivers proceed at the appropriate speed for the prevailing conditions and also to be alert to the sections where more care is needed. Similar measures have been successful in reducing accidents on other routes, where they have been implemented, such as the A76 and A77 trunk roads
- 3.3** As part of the initial assessment of the rural routes, the A713 was identified as having a significant accident history and in particular the section north of Polnessan to the boundary with South Ayrshire . In a recent 3 year period there were 2 fatal accidents, 4 serious injury accidents and 25 slight injury accidents on this section of the A713. It is therefore proposed that this section be treated as an initial phase of the rural routes programme.
- 3.4** The route action plan measures will include the following features :-
- bend warning signs
 - chevrons on the more severe bends
 - verge marker posts
 - new centre line and edge of carriageway road markings where required
 - new reflective road studs
 - bollards indicating all junctions and main access points
- 3.5** The cost of such works on the 8 kilometre stretch of the A713 between the boundary with South Ayrshire and Polnessan will be approximately £85,000
- 3.6** The total length of the rural sections of the A713 in East Ayrshire is approximately 22.5 kilometres. The total length of rural sections of all A class roads maintained by East Ayrshire is 68 kilometres. It is therefore unlikely that route action plan treatment will be possible on all of the A class routes where safety measures are needed within the limited Quality of Life budget available. Additional funding will be sought to allow the full programme of Route Action Plan measures on 'A'-class roads to be completed.

4 TIMESCALE

- 4.1** It is proposed that the section of the A713 from the boundary with South Ayrshire to Polnessan is treated with route action plan measures as the first phase of the works to be completed by early summer, 2004. Future reports will be submitted to the Committee for approval of further proposals as funding becomes available.

5 FINANCIAL IMPLICATIONS

- 5.1** The north western section of the A713 is estimated to cost £85,000. This will be funded from the allocation available for the 2003/2004 financial year and partially from 2003/2004

6 LEGAL IMPLICATIONS

6.1 No legal implications

7 RECOMMENDATIONS

7.1 It is recommended that the Committee : -

- (a) Notes the contents of this report ; and
- (b) agrees to the implementation of route action plan measures as outlined in paragraph 3.3.

Stephen Chorley
Director of Development Services

KO/NB
19 February 2004

LIST OF BACKGROUND PAPERS

For further information contact Keith Orton on 01563 555714.

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