

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE - 27 AUGUST 2002

A71 CENTRAL RESERVATION GUARDRAILS

Report by Director of Development Services

1. PURPOSE OF REPORT

- 1.1 To advise the Committee of the situation regarding the lack of central reservation guardrails on the A71 dual carriageway.

To recommend that the Committee authorises the Head of Roads and Transportation to raise the matter with the Scottish Executive, CoSLA and SCOTS.

2. BACKGROUND

- 2.1 The A71 dual carriageway between Corsehill near Irvine and Bellfield Interchange was completed in 1987. Design standards at that time did not require the construction of centre reserve guardrails as a matter of course. Current standards still require certain criteria to be met. However following a series of high profile accidents on UK motorways the Scottish Office embarked on a programme of installing centre reserve barriers on all trunk roads. This programme was completed in Ayrshire in 2000 when the Symington Bypass centre reserve guardrail was installed.
- 2.2 Although all trunk roads in Scotland now have centre reserve guardrails, there are a number of equally busy Local Authority roads which currently do not, including the A71 in East and North Ayrshire.

3. PRESENT SITUATION

- 3.1 Current design standards recommend that existing dual carriageways have full-length centre reserve guardrails installed where they can be economically justified by likely accident savings.
- 3.2 Although the overall accident record for the A71 dual carriageway is lower than the national average, two fatal accidents in 2001 involved vehicles crossing over the centre reserve and these have had a significant bearing on accident costs/savings for this type of accident.

5 Year accident record – involving vehicles crossing the centre reserve

Year	Slight injury	Serious injury	Fatal
1997	0	0	0
1998	0	0	0

1999	1	0	0
2000	3	1	0
2001	1	0	2
Total accidents	5	1	2

3.3 The cost of installing a crash barrier would be £630,000. Using standard assessment formulae the benefit derived would be valued at £476,000 in the first year, and would balance the initial cost by a substantial margin in future years justifying the initial investment.

3.4 The A71 is one of the highest profile roads in East Ayrshire. Further serious injury or fatal accidents on the road would be a matter of major concern within the area.

3.5 .

4. FUNDING OPTIONS

4.1 The cost involved could not be met from the current Roads capital or revenue budgets without major diversion of funds from routine work on other roads throughout East Ayrshire.

4.2 A number of other Councils also have dual carriageways with no centre reserve barriers. There may therefore be an opportunity to present a strong case to the Scottish Executive for additional funding, through CoSLA or SCOTS

4.2 Another option would be to seek the transfer of responsibility for the A71 between Irvine and the Bellfield roundabout to the Scottish Executive as a trunk road. It provides the principal link from Irvine and Troon (including the ferry terminal) to the A77 and A76. It could be incorporated into the trunk road network as an extension of the A76, leaving the A71 east of the Bellfield roundabout as a local authority road. The possibility of trunking of the A71 from Bellfield to the M74 could be revisited in due course on the basis of the strategic arguments for a link to the M74.

If the Committee agree that the option of seeking the redesignation of the A71 west of the Bellfield roundabout as a trunk road, it would be necessary first to secure the agreement of the North Ayrshire Council.

5. POLICY IMPLICATIONS

5.1 The proposed action relates to resolving safety issues. The suggested trunking of the A71 from Irvine to the Bellfield roundabout would be presented as a way of addressing this issue. It would not be promoted as an alternative to the standing commitment of the Council to seek the incorporation of a link from Ayrshire to the M74 into the national road network.

6. LEGAL IMPLICATIONS

- 6.1** The Design Manual for Roads and Bridges states that centre reserve guardrails shall be installed on dual two and three lane motorways and all - purpose roads where they can be economically justified by likely accident savings.

7. FINANCIAL IMPLICATIONS

- 7.1** The financial implications of this report are set out in Section 4 above.

8. RECOMMENDATIONS

- 8.1** The Committee is requested to authorise the Head of Roads and Transport:
- (a) to investigate the possibility of a joint approach to the Scottish Executive, with other Councils, for additional funding to cover the cost of installing a centre reserve guardrail on the A71;
 - (b) to seek the agreement of North Ayrshire Council for advancing a case to the Scottish Executive for the trunking of the A71 between the Bellfield Roundabout and Irvine as an extension of the A76; and
 - (c) if agreed by North Ayrshire Council to prepare a fully supported case for submission to the Scottish Executive.

Stephen Chorley
Director of Development Services

SG/SH/YK
12 August 2002

LIST OF BACKGROUND PAPERS

Nil

For further information please contact Sandy Gillatt on 01563 576310

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AGENDA