

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 6 JUNE 2000

ROAD SAFETY CAPITAL PROGRAMME

Report By Director of Development Services

1. PURPOSE OF REPORT

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

2. BACKGROUND

- 2.1** At the policy and Resources Committee of 25 January 2000, £1,540,000 Capital Expenditure was allocated to Development Services Committee projects for the year 2000/01.
- 2.3** At the Development Services Committee of 15 March 2000, £125,000 of the approved expenditure was allocated to traffic improvements and safety schemes. In addition to this, the Committees capital plan also includes indicative allocations of £110,000 and £240,000 for 2001/02 and 2002/03 respectively.

3. NATIONAL CASUALTY REDUCTION TARGETS

- 3.1** In 1987, the government introduced a national target to reduce casualties by one third in the year 2000. This was to be measured against a base line of the average number of casualties in the years 1981 – 85. In practice, this meant reducing the number of casualties from 600 in the base line years to 400 in 2000.

Significant improvements in road safety have been achieved. In 1998, the last year for which statistics have been fully analysed, there were 455 casualties in East Ayrshire, a reduction of 24%. During the year serious and fatal casualties were down by 37% and slight injuries down by 17%. Although this was the best year for safety on East Ayrshire's roads since 1981, the number of casualties exceeded the national target. In 1999 the number of casualties rose to 482.

Despite the improvements in safety that have been achieved, increasing traffic flows and limited finance for road improvements, mean that it is unlikely that the Council will realise the national target for 2000.

3.2 The Government has recently announced new casualty targets for 2010. These are:-

- (a) 40% reduction in fatal and serious casualties.
- (b) 50% reduction in fatal and serious child casualties (0 – 15 years); and
- (c) 10% reduction in slight casualties.

These reductions are to be measured against the average annual casualties in the base line years i.e. 1994 to 1998.

It will not be possible to meet these challenging targets unless additional funds are allocated to road safety improvements.

4. PUBLIC CONSULTATION

4.1 Consultations on the Interim Local Transport Strategy in January/February 2000 showed that the public attaches the highest priority to improving road safety. The principal findings are:-

- (a) road safety measures received the greatest level of support from car users and public transport users. 33% of people identified road safety measures as their highest priority;
- (b) 67% of people thought that if more resources were available, they should be used to improve road safety rather than reduce congestion;
- (c) 67% also thought there should be better provision for walking and cycling even if it may slow down other road traffic.

5. PROPOSALS

5.1 To target the limited road safety budget at the worst effected areas, proposals have been brought forward for those areas which have experienced the worst accident record in recent years.

5.2 The Councils Road Safety Plan identifies that a quarter of road casualties occur in Kilmarnock. An assessment of the accident situation in the town has therefore been carried out in the preparation of the draft programme along with an assessment of other problem locations.

5.3 The findings of the assessment are shown in table 1,2 and 3 below.

5.4 All of the schemes which have been identified show significant economic benefits in the first year (except proposals for Wellpark Avenue which have been considered at the request of the local Action Group). In many cases, the benefits in the first year will exceed the costs of implementation. These schemes are signified where the First Year Rate of Return (FYRR) exceeds 100%.

5.5 It is proposed to give priority to those schemes which provide benefits to pedestrians, particularly at those locations where higher levels of traffic and pedestrian activity would support the provision of a pelican crossing (ie. Glencairn Square and Old Mill Road in Kilmarnock and Loudoun Road in Newmilns). Otherwise, it is proposed to implement the schemes in the priority ranking order as determined by the first year rate of return. The proposed list of schemes for 2000/2001 are therefore as follows:-

Glencairn Square Remote Pelicans
Old Mill Road Pelican
Loudoun Road, Pelican
Ayr Road
Old Mill Road
Portland/Hamilton Street
Treeswoodhead Road
High Street/Green Street

It is proposed that the following schemes will be implemented out of any slippage in this financial year or early in the financial year commencing April 2001.

Kilmaurs Road
John Finnie Street

6. FINANCIAL IMPLICATIONS

6.1 The costs will be met from the capital budget.

7. LEGAL IMPLICATIONS

7.1 Nil

8. RECOMMENDATIONS

8.1 It is recommended that the Committee;

- (a) approves the road safety programme as set out in tables 1,2 and 3 and to be implemented in 2000/2001 and subsequent years; and
- (b) notes that the Director will carry out consultations as appropriate including the relevant local committee on the details of designs proposed.

Stephen Chorley

**Director of Development Services
KO/NP
22 May 2000**

List of Background Papers

Nil

For further information please contact Keith Orton on 01563 576310

AGENDA