

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 26 AUGUST 2003

CYCLING, WALKING AND SAFER STREETS

Report By Director of Development Services

1. PURPOSE OF REPORT

1.1 The purpose of this report is to advise the Committee:

- a) To update the Committee on the studies being carried out to develop Safer Routes to School initiatives in East Ayrshire;
- b) Set out recommended Cycling, Walking and Safer Streets (CWSS) projects to be carried out in the current financial year and subsequent years.

2. BACKGROUND

2.1 In April 2001 the Scottish Executive indicated that the Scottish Minister wanted local authorities to give greater prominence to Cycling, Walking and Safer Streets projects. The intention was to help local authorities achieve the aims and objectives set out in their local transport strategies. To assist, a ring fenced CWSS fund was established of almost £12 million for the whole of Scotland from within the Scottish Executives £150 million Public Transport Fund budget. Local Authorities did not have to compete for the CWSS money and allocations of £71,000, £91,000 and £189,000 were set aside for East Ayrshire in 2001-2002, 2002-03 and 2003-04 respectively.

2.2 At its meeting on 26 September 2000, the Committee gave its approval to carry out an in-depth safer routes to school study of schools in three areas:-

1. North West Kilmarnock - Onthank and Mount Carmel Primary Schools
2. Kilmarnock Central - Loanhead Primary, St Columba's Primary and Kilmarnock Academy.
3. Cumnock Schools - Greenmill Primary, Barshare Primary, St John's Primary, St Joseph's Academy, Cumnock Academy, Netherthird Primary.

The aim was to assemble the information required to develop a long-term strategy for safer routes to school in the context of the Council's Road Safety Plan and the Local Transport Strategy.

- 2.3** Further to this, at its meeting on 22 October 2002 the Committee approved a programme of surveys of the remaining schools in East Ayrshire to be carried out over a three year period.

In the first year of this period, 2002 -2003, the following list of schools were assessed :-

Crosshouse Primary School
Loudoun Academy
Galston Primary School
St Sophia's Primary School
Newmilns Primary School
Darvel Primary School
Hurlford Primary School
Auchinleck Academy
Auchinleck Primary School
St Patrick's Primary School
Bellfield Primary School
Kirkstyle Primary School
Hillhead Primary School
Shortlees Primary School
Sorn Primary School
Castle Primary School
Cairnhill Primary School

3. IMPROVEMENTS RESULTING FROM PREVIOUS STUDIES

- 3.1** Completed Safer Routes to School projects identified from previous studies are listed in Table 1. These included a 'mass action' programme (see para 5.4 below for explanation) costing £79,000 and small scale traffic calming schemes. These were:

- (i) Onthank and Mount Carmel Primary Schools These measures were completed last year.
- (ii) Kilmarnock Central - Loanhead PS, St Columba's PS and Kilmarnock Academy: New traffic management proposals are being drawn up and initial consultation with the schools, school boards and the Local Councillor have been carried out. New Traffic Regulation Orders now required to be processed as the proposals include a new one way system and parking restrictions are to be revised. It is proposed to advertise the Traffic Regulation Orders later this year. Because of the time required to

promote the Orders, it is unlikely that the works will be implemented in the current financial year, particularly if there are any objections to the Orders.

It is therefore proposed that this project will be carried out in the next financial year, 2004 - 2005, and be funded from the Kilmarnock Town Centre Public Transport Fund as originally envisaged.

- (iii) Cumnock Schools - St Joseph's Academy, Cumnock Academy and Greenmill, Barshare, St John's and Netherthird Primary Schools: Proposals for traffic calming on Ayr Road in front of Cumnock Academy have been drawn up and consultation will commence in the near future. It is proposed that this project is implemented in the autumn 2003. No proposals are being considered at St Joseph's Academy due to the Department of Education and Social Services PPP proposals.

It is proposed to provide a footway link to Netherthird Primary School from the Skerrington residential area. The other schemes have all been implemented.

- 3.2** The mass action programme was undertaken out of the CWSS allocation for 2001/2002 and 2002/2003. The traffic calming schemes were partially completed in 2002/2003, but an estimated £81,000 for the work described at para 3.1(iii) remains. It is proposed to fund this from the allocation for 2003/2004.

4. NEW SAFER ROUTES TO SCHOOL SURVEYS

- 4.1** The sixteen schools set out in paragraph 2.3 above have been the subject of in-depth studies. To date the following work has been carried out:-

- a) School surveys to identify the current and preferred modes of travel, journey times, potential for modal shift from being transported in private cars to walking, cycling and public transport, perceived hazards and preferred routes to school;
- b) A study of police accident data; and
- c) An audit of the existing footways, crossing points and other traffic conditions in the vicinity of the schools to identify potential problems.

- 4.2** An initial interview was carried out with each of schools prior to conducting the surveys.

- 4.3** The main findings of the school surveys are set out in Table 2.

- 4.4** Typical issues identified in the responses from the children include:-

- Speed and volume of traffic on the route to school
- Need for improved crossing facilities

- Need for pedestrian barriers and dropped kerbs at crossing points
- Better cycling paths and lockers required
- Measures to improve personal safety and security
- Indiscriminate parking near to schools.

4.5 The survey also revealed that many children would like to cycle to school if safety and cycling facilities were improved.

5. CYCLING WALKING AND SAFER STREETS PROGRAMME – NEW PROPOSALS

5.1 The audit of existing conditions helped identify potential improvements in warning signs and road markings near to schools and the need for pedestrian guardrails to channel children to safer crossing points.

5.2 A high proportion of children's responses to the school questionnaire showed that many had difficulties crossing roads due to the speed and volumes of traffic.

5.3 A package of CWSS measures has been identified to address many of the issues identified in the safer routes to school study. These measures are detailed in Table 3

The measures fall broadly into two categories:-

1. Mass Action Plan measures for signing, road markings and pedestrian barrier work; and
2. Traffic calming/ speed reduction schemes.

5.4 Mass Action Plan

The mass action plan includes the following types of measures:-

Road Signs
 Road Markings
 Barrier Rails
 Cycling Measures
 Other Safety Measures

From table 3 the total cost of mass action measures identified for schools listed in paragraph 2.3 is £71,00. Further tranches of proposals will be brought forward when school surveys have been completed (see table 4 for programme).

5.5 Traffic Calming/Speed Reduction Schemes

The locations and estimated costs of the traffic calming/speed reduction measures that have been identified are as follows:-

St Patrick's PS	Well Road, Auchinleck	£35,000
Bellfield P.S	Whattriggs Rd, Tinto Av, Kilmarnock	£50,000
Darvel P.S	Campbell Street (East), Darvel	£55,000
Hillhead PS	Altonhill Avenue, Kilmarnock	£40,000
Sorn PS	Main Street, Sorn	£20,000
Total		£200,000

- 5.6** The traffic calming / speed reduction schemes will incorporate measures such as new signing, road markings, speed humps, footway extensions, chicanes and pedestrian crossing facilities (including central refuges).

In quieter, residential areas, speed humps with associated signing and road markings, are likely to be most appropriate. On busier roads where there is a significant through traffic, the emphasis will be placed on improving safety at pedestrian crossing points (particularly at school crossing patrol points), with appropriate measures on the approaches to deter speeding. In consultation with the Police, consideration will be given to part time 20mph limits at appropriate locations at those times of the day when children are travelling to and from school.

Each School site will be carefully examined to establish the most appropriate design for that individual situation. Once draft proposals are formulated, all interested parties, including schools, local councillors, local committees, affected residents and businesses etc. will be fully consulted, prior to any works being carried out.

- 5.7** In addition to the above identified traffic calming proposals, the need for speed reduction measures and pedestrian crossing enhancements on Riccarton Road, Mauchline Road and Galston Road in Hurlford and Main Street, Crookedholm, has been highlighted. This is being considered in conjunction with proposals for Public Transport Corridor improvements on the Irvine Valley. This is being funded by the Public Transport Fund made available by the Scottish Executive.
- 5.8** The total capital allocation for CWSS schemes during the 2003 - 2004 financial year to April 2004 is £189,000. Of this, £81,000 is already committed towards completing the previous Safer Routes to School Programme. £71,000 is required for implementation of the proposed Mass Action Plan outlined in the paragraph above.
- 5.9** It is proposed the balance of this years capital allocation ie. £37,000 should be committed to continuing the programme of traffic calming measures set out in paragraph 5.5. It is recommended that the remaining available funding for this financial year is used to implement proposed measures for St Patrick's Primary School, Auchinleck since they will complement traffic calming measures currently

being carried out on Sorn Road and the Twenty's Plenty measures which have introduced in the adjacent residential area.

The estimated cost of this project also ties in with the budgetary limitations.

The implementation of the other traffic calming schemes will be dependent on future funding allocations.

6. FUTURE STUDIES

- 6.1** The 2003-2004 programme of school surveys has now been carried out (see Table 4), and the data will be analysed over the remainder of the year with the intention of adding new projects to future programmes. This will leave 15 schools in East Ayrshire who will be the subject of investigation in the next financial year 2004 - 2005 (see Table 4).

7 LEGAL IMPLICATIONS

- 7.1** 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 Road Scotland Act 1984

8. FINANCIAL IMPLICATIONS

- 8.1** The proposed CWSS measures will be funded from the supplementary capital consent which has been ring-fenced for these works.

The Scottish Executive have not confirmed any further funding for CWSS projects beyond April 2004. However, an announcement on the future distribution of the Scottish Executive's Integrated Transport Fund / Public Transport fund is expected later in the year.

9. RECOMMENDATIONS

It is recommended that the Committee:-

- (a) agrees to the implementation of the programme of Mass Action Plan measures as set out in paragraph 5.4 above;
- (b) agrees to the programme of traffic calming/speed reduction schemes as set out in paragraph 5.5 subject to the future availability of funding;
- (c) agrees that traffic calming at St Patrick's Primary School will be implemented in the current financial year.

Stephen Chorley
Director of Development Services

NB
11 August 2003

LIST OF BACKGROUND PAPERS

Nil

For further information please contact Keith Orton on 01563 555714

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TABLE 1

COMPLETED SAFER ROUTES TO SCHOOL PROJECTS

Year	Safer routes /CWSS	DS Core programme	Major projects
2000 - 01	£120,000		(i)Loudoun Academy Phase I – footway extension, A719; Pelican Crossing A71 (ii) Shortlees Primary Ph I – traffic calming and lighting improvements (iii) Littlemill Primary Ph I – street lighting improvements, extension of 30mph limit (iv) St Matthews Primary etc – new footpath construction and speed reduction measures Wellpark Avenue (v) various smaller walking and cycling measures TreeswoodHead Road Phase I – traffic calming and lighting improvements
		£39,600	
2001 - 02		£137,000	(i)TreeswoodHead Road, Ph I – traffic calming and lighting improvements (ii) Loudoun Academy Ph II – traffic calming and extension of street lighting A719 (iii) Shortlees Ph II – traffic calming and street lighting improvements (iv) Littlemill Primary Ph II – traffic calming (v) various schools – provision of cycle lockers (carry over from 2000 – 01) (vi) Castle Primary - provision of off road parking adjacent to school (carry over from 2000-01)
2001 - 02	£71,000		Mass Action Measures for first tranche of schools
2002 - 03	£109,000 (increased from initial allocation of £91,000)		(i) <u>Onthank PS and Mount Carmel PS</u> - Traffic calming has been installed on Meiklewood Road which fronts both schools. Improvements to road markings, traffic signs and pedestrian barriers have also been carried out.

			<p>(ii) <u>Cumnock Schools - Greenmill PS, Barshare PS, St John's PS, Netherthird PS</u> - Traffic calming was provided in the vicinity of Greenmill, Barshare, St John's and Netherthird Primary Schools.</p> <p>(iii) Continuation of mass action measures for the first tranche of schools</p>
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TABLE 2
SCHOOL SURVEY RESULTS

	Kilmarnock Area (1)	Irvine Valley (2)	Southern Area (3)
School roll	1591	1775	1794
Survey total	362	358	324
Access to bike	80%	45%	74%
car	70%	43%	76%
travel pass	2%	39%	24%
Mode of travel			
walking	71%	40%	34%
cycling	1%	2%	2%
travel pass	1%	34%	39%
bus (fare paying)	1%	2%	4%
car	30%	16%	23%
Travel a different way in bad weather	26%	18%	27%
Preferred mode			
walking	37%	22%	35%
cycling	38%	25%	26%
travel pass		27%	13%
bus (fare paying)	7%	4%	2%
car	18%	25%	30%
Would travel differently in bad weather	25%	35%	36%
Journey time			
Walking <10 mins	57%	42%	58%
10-20 mins	30%	33%	25%
20-30 mins	13%	25%	17%
Cycling <10 mins	81%	70%	68%
10-20 mins	14%	17%	18%
20-30 mins	5%	13%	14%
<i>Note: Expressed as a percentage of those who answered this question</i>			
Car journey length			
< 1 mile	61%	28%	52%
1 - 2 miles	31%	19%	17%
> 2 miles	8%	53%	31%
<i>Note: Expressed as a percentage of those who answered this question</i>			
Desired measures			
Cycle paths	32%	28%	16%
Better footpaths	20%	22%	11%
Crossings	35%	18%	18%
Slower speeds	29%	18%	18%
Security	17%	16%	10%
Accompanying adult	12%	4%	5%
<i>Note: Percentages for each measure expressed as percentage of completed forms.</i>			
Perceived hazards			
Speed/crossing	33	28	25
Parking	15	6	16
Lighting	6	4	1
Security	1	1	1
Accidents (Jan 95-Mar 01)			
School journey	7	8	12

Note: (1) includes schools: Bellfield PS, Kirkstyle PS, Hillhead PS and Shortlees PS

(2) includes schools: Loudoun Academy, Galston PS, St Sophia's PS, Newmilns PS, Darvel PS and Hurlford PS.

(3) includes schools: Auchinleck Academy, Auchinleck PS, St Patricks PS, Sorn PS, Castle PS and Cairnhill PS.

TABLE 3
CYCLING WALKING AND SAFER STREETS
SCHEDULE OF WORKS

School	Description of Works	Estimated Costs	Comments
Auchinleck Academy	Zebra Crossing	5,000	
	School Zone	2,000	
Auchinleck Primary School	Extend Footway	1,500	
	School Zone	2,000	
	Signs and Markings at Turning Point	2,000	
Bellfield Primary School	Ped Barriers 16m	2,000	
	Traffic Calming on Whattriggs Road and Tinto Avenue	50,000	
	School Zones	3,000	
Cairnhill P S	School Zones	2,000	
	Pedrails	200	
Castle Primary School	School Zones	2,000	Approval required from the Scottish Executive
Crosshouse Primary School	School warning sign	300	
	School zone - Gatehead Road	2,000	
	Footway widening at Kilmaurs Road junction	7,000	Site Visit - look at parking at par shop also
Darvel P S	Traffic Calming on Campbell Street(East)	35,000	
	Donnington St Junction	10,000	
	School Zone	2,000	
Galston Primary School	Safer Routes to School measures will be incorporated in the new school proposals		
Hillhead Primary School	New crossing point on Western Road		

	50sqm f'way,24m pedrail, 36m heel kerb, 4 dropped kerb	5,000	
	School Zones	2,000	
	Traffic Calming on Altonhill Avenue	40,000	

TABLE 3 (CONT'D)

Hurlford P S	School Zone Consider TC for Blair Aveue	2,000	
Kirkstyle P S	Extend footways 50sqm	3,000	
	2 x school warning signs	600	
	road markings	200	
	Change priorities at Carron Avenue	400	
	School Zone	600	
Loudoun Academy	School Zones	2,000	
Newmilns P S	school warning sign	300	
	ped improvements to Gilfoot Junction	5,000	
	up grading footway surface adj. To recreation ground	6,000	
Shortlees P S	24m pedrail	1,200	
	School Zones	4,000	
Sorn P S	Widen Footway 80sqm	6,000	
	Warnings signs pedestrians on carriageway	600	
	TC + improved crossing facilities	20,000	
	School Zone	2,000	
St Patrick's Primary School	Remove redundant sign	100	
	School Zone	2,000	
	Consider TC on Well road	35,000	
St Sophia's Primary School	Ped Barrier 8m @ £50	400	
	Road Markings	200	
	School Zone	1,500	
	Total	271,100	

TABLE 4
PROGRAMME OF SCHOOL SURVEYS BEING
CARRIED OUT AND PROCESSED

<u>2003- 04</u>	<u>2004- 05</u>
<u>Stewarton Area</u>	<u>Doon Valley</u>
Stewarton Academy Nether Robertland PS Lainshaw PS Dunlop PS Fenwick PS Kilmaurs PS	Dalrymple PS Patna PS St Xavier's PS Drongan PS Littlemill PS
<u>Mauchline/Muirkirk Area</u>	<u>Cumnock Area</u>
Mauchline PS Muirkirk PS Catrine PS Crossroads PS	Logan PS Ochiltree PS
<u>Dalmellington Area</u>	<u>Kilmarnock Phase 2</u>
Doon Academy Dalmellington PS Bellsbank PS	James Hamilton Academy St Joseph's Academy Silverwod PS New Farm PS St Matthews PS Grange Academy Annanhill PS Gargieston PS