



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 6 MAY 2014**

**SUBJECT: ROAD SAFETY AND CYCLING, WALKING & SAFER STREETS
CAPITAL BUDGET 2014/2015**

**BY: ACTING CORPORATE DIRECTOR (ENVIRONMENTAL
SERVICES)**

1. REASON FOR REPORT

- 1.1 The Committee is asked to approve the list of Road Safety and Cycling, Walking & Safer Streets schemes to be funded from the 2014/2015 Capital Plan as described below.
- 1.2 This report is submitted to Committee in terms of Section III (G) (16) of the Council's Administrative Scheme relating to the functions of the Council as Roads Authority.

2. RECOMMENDATION

- 2.1 **Committee is asked to approve funding from the appropriate Capital allocation in financial year 2014/2015 for the schemes identified in APPENDIX 1 to improve Road Safety and the schemes identified in APPENDIX 2 as Cycling, Walking & Safer Streets projects.**

3. BACKGROUND

- 3.1 The Capital Plan for 2012 to 2022 was approved at the Special Meeting of The Moray Council on 17 January 2012 (Para 2 (i) of the Minute refers).
- 3.2 Under the terms of that report, all Capital Plan allocations are subject to detailed reports submitted to and approved by the relevant Service Committee.
- 3.3 The approved Capital Plan for 2014/15 was revised at the Special Meeting of The Moray Council on 11 February 2014 (Para 3 of the Minute refers). The budget approved for Road Safety measures is £125,000.
- 3.4 The list of proposed schemes is contained in **APPENDIX 1**. These schemes are primarily ongoing works to improve safety on Moray's road network.

- 3.5 Reference is also made to a sum of £138,000 approved for Cycling, Walking & Safer Streets (CWSS) schemes in that Capital Plan. This money is a ring-fenced grant from Scottish Government for work only on Cycling, Walking and Safer Streets schemes as it has been in previous years and no monies can be carried forward to future financial years. This year, like previous years, the grant has a condition that at least 36%, but preferably above 50% of the money is required to be spent on cycling related projects. The list of proposed schemes is contained in **APPENDIX 2**.
- 3.6 Details of the proposals listed in **APPENDIX 1** and **APPENDIX 2** are given in **APPENDIX 3**. Overall effectiveness will be monitored by improvements in accident records, but for selected schemes an appropriate customer feedback exercise will be carried out to measure customer satisfaction.
- 3.7 A reserve list of schemes is given in **APPENDIX 4** which will form the basis of the programme for 2014/15. In the event of any proposed schemes not proceeding or of additional funding becoming available, this list will be used to fill the gaps.

4. SUMMARY OF IMPLICATIONS

(a) Moray 2023 A Plan for the Future/ Service Plan

This report contributes to all five of the priority headings in the 10-year plan:

Healthier Citizens – by encouraging more people to walk and cycle, we encourage a healthier lifestyle.

Ambitious and confident children and young people – by creating better walking and cycling infrastructure we encourage independence and freedom.

Adults living healthier, sustainable independent lives safeguarded from harm – by improving road safety and promoting sustainable travel we reduce injuries and improve health.

A growing and diverse economy – by creating and improving the cycling and walking infrastructure we encourage more people to visit and return to Moray and enjoy our countryside.

Safer Communities – by improving road safety we keep our communities safer.

Corporate Plan - Best Value for Moray

Key Outcomes:

8. Moray residents have easier access to key services via sustainable modes of transport by:

- Improving pedestrian and cyclist facilities
- Promoting sustainable transport, to reduce the impact on the environment
- Managing and maintaining our road network and infrastructure; and;

Community Plan 2013/14 (Single Outcome Agreement outcomes)

Local Priority Key Actions

4. A growing and diverse economy
 - 4.1. Moray Economic Strategy – Infrastructure: to build viable and improving services.
 - 4.2. Transport and Infrastructure – Sustainable Travel.

Local Transport Strategy

Key Objectives:

- K1:** Support and enable economic development through a sustainable transport infrastructure;
- K2:** Promote safer, inclusive and affordable travel for all;
- K3:** Maintain and improve the existing transport infrastructure to enable an effective and reliable transport network;
- K4:** Improve accessibility to jobs, services and facilities;
- K5:** Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and health;
- K6:** Promote integration across different modes, policies and land-use planning.

(b) Policy and Legal

This proposal is consistent with the duties placed on the Roads Authority within the Roads (Scotland) Act 1984.

The Council as Local Roads Authority, has a statutory duty, under Section 39 of the Road Traffic Act 1988, to prepare and carry out a programme of measures designed to promote Road Safety, including carrying out studies into accidents arising out of the use of vehicles on the roads within the Council area and taking such measures as appear to the authority to be appropriate to prevent such accidents.

(c) Financial implications

The budget of £125,000 is contained in the approved capital plan for 2014/15. The total cost of providing the proposed works is shown in the summary table below:

Funding Summary (£,000s)

Schemes	TMC Capital	Govt. Grant	Sustrans Grant	ERDF	Total
Road Safety Improvements and Route Action Reduction Plans	£10				£10
Traffic Calming Measures	£15				£15
Road Surface Treatments	£30				£30
Visibility Improvements	£20				£20
Pedestrian Safety	£30				£30
Road Safety measures which develop throughout year	£20				£20
Cycling signing and minor improvements through Elgin		£20			£20
Forres Urban Freedom		£30	£70*	£20**	£120
Buckie/Keith Urban Freedom		£60	£60**	£120**	£240
Cycle signing and minor improvements through Moray		£8			£8
Hay Street Pelican refurbishment and upgrade to Toucan		£20			£20
Total	£125	£138	£130	£140	£533

* Awarded 4 April 2014

** Completion of previous awards granted over 2/3 years

(d) Risk Implications

There is a risk that some of the schemes in the main list may not be achieved, due to unforeseen circumstances. Hence a reserve list has been compiled and achievable schemes will be taken forward from this list to take up any shortfall from postponed or undeliverable schemes.

£90,000 from the Cycling Walking and Safer Streets budget is match funding for European funding which must be spent before the end of December 2014.

(e) Staffing Implications

There are no immediate staffing implications from this report.

(f) Property

There are no property implications from this report.

(g) Equalities

The schemes in this report are designed to either improve accessibility or to improve road safety. Mobility impaired users are considered in each scheme and measures taken to minimise the impact of the scheme on those users, with consultation as required. The recommendations in this report can assist in meeting the Moray Council's equality outcomes as specified under the "Access to Streets" theme.

(h) Consultations

C Whelan, Traffic Sergeant for Police Scotland has been consulted and is in agreement with the report.

L Paisey, Principal Accountant, has been consulted and comments have been incorporated into the report.

A McEachan, Legal Services Manager (Property and Contracts) has been consulted and is in agreement with the report.

D Toonen, Equal Opportunities Officer has been consulted and comments have been incorporated into the report.

5. CONCLUSION

5.1 Committee is asked to approve the list of Road Safety and Cycling Walking & Safer Streets schemes to be funded from the 2014/2015 capital plan as described in the Appendices.

Author of Report: Elaine Penny, Engineer

Background Papers: None.

Ref:

APPENDIX 1**List of proposed Road Safety Schemes**

Road Safety Improvements and Route Accident Reduction Plans – (A and B roads throughout Moray),including A940 at Edinkillie B9008 – signing review	£10,000
Traffic calming measures Duffus – Gordonstoun Road	£15,000
Road Surface Treatments Sites to be prioritised with Road Maintenance	£30,000
Visibility Improvements	£20,000
Pedestrian Safety Provision of new Toucan Crossing – Newmill Road Elgin	£30,000
Road Safety measures which develop during the financial year.	£20,000
Total	£125,000

APPENDIX 2**List of proposed Cycling, Walking and Safer Streets Schemes****Cycling Schemes**

Cycle signing and minor improvements through Elgin	£20,000
Forres Urban Freedom Project - match funding for ERDF Project	£30,000
Buckie/Keith Urban Freedom Project – match funding for ERDF Project	£60,000
Dropped Kerbs / minor improvements/ signing for redetermined cycletracks throughout Moray	£8,000
Hay Street, Elgin – refurbish Pelican to Toucan crossing	£20,000
Total	£138,000

APPENDIX 3**Description of proposed Schemes from APPENDIX 1 and 2****Road Safety Improvements and Route Accident Reduction Plans – “A” and “B” roads throughout Moray****A940 Edinkillie Church**

Origin A cluster of accidents have been identified at this location

Proposal To review the signing and alter as necessary

B9008 Delnashaugh - Auchbreck - Tomintoul Road at Glenlivet area

Origin The signing on the road has not been reviewed in several years. There has been a reported pattern of historical accidents at some locations and this review will help to provide consistency along the route.

Proposal It is proposed to review the signing and lining on B9008 as part of a Route Accident Reduction Plan and to introduce a new signing regime as part of a phased programme.

Traffic Calming measures**Duffus – Gordonstoun Road**

Origin Requests have been made through a local Councillor to have a speed reducing feature introduced outside the Post Office in Duffus.

Proposal To introduce a junction table/road hump with associated drainage and appropriate signing.

Road Surface Treatments

Origin Through accident analysis, locations have been identified where there is a prevalence of loss of control accidents.

Proposal To carry out surface treatments at locations where loss of control accidents are prevalent.

Visibility Improvements

Origin Locations have been identified where there is unacceptably poor visibility.

Proposal To reach agreements with landowners to remove the obstructions to visibility, by land purchase/legal agreement and physical works.

Pedestrian Safety

Provision of new Toucan Crossing – Newmill Road Elgin

Origin A number of requests have been received over the years for a crossing between Kingsmills and the Newmill Road shops. As part of the flood alleviation scheme there is also an opportunity to extend the cycletrack from Brewery Bridge to the existing cycletrack along Lesmurdie Road from Calcots Road, this crossing will assist cyclists also. This scheme has been on the reserve list for several years.

Proposal To provide a Toucan Crossing on Newmill Road around the Kingsmills junction.

Road Safety measures which develop during the financial year

Origin It is proposed that this funding be reserved for road safety hazards which arise unexpectedly during this financial year. It will also fund any small schemes which require very minor improvements, for example warning signs, chevron signs and road markings; and the promotion of traffic regulation orders for road safety reasons. Any remaining funding will be used to start schemes from the reserve list.

Cycling, Walking & Safer Streets Schemes

Elgin cycleway signing and minor improvements

Origin There was a report to ED&I committee on 24.01.2012 (Para 16 of the minute refers) which approved the consultation of the re-determination of footways/paths to cycletracks in Elgin.

As part of the Core Paths plan it has come to light that within the Land Reform (Scotland) Act 2003 designating a footway as a core path automatically allows its use by non-motorised users, including pedal cyclists.

Proposal The proposal is to sign the re-determined and new cycletracks in Elgin on those routes presented in the above committee report and those adopted footways and footpaths designated as Core Paths. Other minor works have also been identified such as providing an additional dropped kerb or relocating street furniture to allow the cycletracks to be used effectively.

Forres Urban Freedom Project match funding for ERDF Project

Origin Provision of improved facilities for pedestrians and cyclists

Proposal ERDF funding has been secured for sustainable travel projects in Forres and requires match funding to claim the funding. The schemes are currently being identified through public engagement.

Buckie/Keith Urban Freedom Project match funding for ERDF Project

Origin Provision of improved facilities for pedestrians and cyclists

Proposal ERDF funding has been secured for sustainable travel projects in Buckie and Keith jointly and requires match funding to claim the funding. The schemes are currently being identified through public engagement.

Dropped Kerbs / minor improvements/ signing for redetermined cycletracks throughout Moray

Origin As part of the ongoing cycle network improvements there are some locations where dropped kerbs need to be altered to allow redetermined footways to be usable by cyclists. This will also aid wheelchair users and those with prams.

Proposal To provide or alter dropped kerbs at identified locations

Hay Street, Elgin – refurbish Pelican to Toucan crossing

Origin The pelican crossing at Hay Street Elgin is showing signs of deterioration and is in need of refurbishment. This opportunity can be used to change it to a toucan crossing along with redetermining the footways nearby so that there can be a continuous cycle route from New Elgin to the town centre. This scheme has been on the reserve list.

Proposal To install a toucan crossing at the existing pelican crossing location on Hay Street, Elgin.

List of reserve schemes (not in order of priority)**Footways and other measures for pedestrians (not in order of priority)**

A941 Rothes footway alterations
 Pedestrian Crossing facilities Morrision Road, Elgin outside Academy
 A98 Buckpool road to Buckie Burn
 St Leonards Road Forres, (south of hospital)
 Beach Road, Kingston
 Bogton Road, Forres
 Burnside St to Mid St, Findochty
 B9015 Speyburn (partly complete)
 B9104 Birks Pool to Fochabers
 B9116 Keith to Newmill
 King Edward Terrace, Portknockie
 Maisondieu Road (Resource Centre to Laichmoray)
 St Leonards Road / Adam Drive / McKenzie Drive, Forres
 Boroughbriggs Road Elgin
 A941 Fife Street, Dufftown
 A941 Glenfiddich Distillery, Dufftown – need for a footbridge to the east of existing road bridge
 B975/A941 Glenfiddich Distillery

Cycleways (not in order of priority)

Cycleway through Grant Park, Forres
 Cycleway along Grantown Road, Forres
 Redetermination of footways from Hay Place to South Street, Elgin including upgraded Toucan Crossing
 National Cycle route (improvements)
 Elgin Railway station (match funding)
 General cycleway signing

Visibility improvements & passing places (not in order of priority)

U107E/B9010 visibility splays
 U102E/B9010 visibility splays
 U95E opposite Lochaber Cottages extend passing place (pp) to north around bend
 C4E provide pp on crest 100m west of Dykeside
 C4E provide pp and cut back bank between Inverlochty and Lochinver
 U76E join pp at crest south of Tearie farm to give wide carriageway over crest
 B9010 improve visibility at bend opposite Brokentore
 C12E improve visibility on first left hand bend south of Little America
 C12E left hand bend climbing Branchill Brae.
 U109E improve visibility on inside of bend opposite junction down to church
 C3E improve visibility on inside of lower bend of S bends above Whitetree Farm junction
 U51E provide pp on inside of bend between Wester Oldtown and Meadowhillock.
 U118E Junction with U113E junction improvement
 C65H/B9014 – visibility (to L) when exiting from side road, limited by dry stane dyke
 U8E/C16E – visibility (to L) when exiting N/B from side road, hampered by cluster of road signs, whins and fence.

Bogmoor, The Muir - southern leg - when exiting out onto the B9014 visibility (to L) blocked by hedge

U58bL/B9018 – poor visibility (to R) when exiting from side road - trees

U58cL/B9018 – poor geometry, high banks at west junction and trees at east junction

C11L/B9018 – poor visibility (to L) when exiting from side road, caused by wall of Deskford Community Centre

C11L/U58L (west junction) – poor visibility (both ways) when continuing westwards, high banks and fences

U72L/B9016 – steep approach, poor visibility (to R) when exiting from side road due to road layout and trees/bushes

B9008/B9136 – forward visibility greatly reduced due to poor geometry

U66aL/C33L – junction too narrow. Town bus route

C72H/B9116 – no visibility (to R) when exiting W/B from side road

Newmill, Mill Brae/C72H – high banks and tight junction,

Other Schemes

A939 Signing review (Phase 1)

A941/U93H – tight bend at bottom of Westerton Brae being removed/reduced