

Risk Assessment Kilbride Road, Dunoon

No Footway. Auchamore Rd-Kilbride Bridge-Kilbride Rd. Property known as Longacre belonging to Mr and Mrs K Kennedy

Preamble

The Kilbride Road Landslip contract was nearing completion in January 2008. Boundary fences were being erected as part of that contract. Mr Kennedy approached site staff to bring the condition of the boundary fence at the back of the existing footway in Kilbride Road to their attention.

Site Survey

A visual survey confirmed Mr Kennedy's assertion that the boundary fence was beyond economic repair and furthermore a new fence could not be erected on the same line as the remains of the existing fence. Erosion and numerous minor landslips of the embankment had contributed over time to a lack of ground support for any new fencing materials.

The existing footway had also been reduced in width, in some places to as little as 0.5m with a maximum usable width of 1.3m over short lengths (30% of the total kerbed length). There was no support at the rear of the footway.

Conclusion

Inadequate support at the rear of the footway meant that a new fence could not be erected and the footway could not be reinstated. There was no protection to prevent a pedestrian falling down a steep embankment or tripping due to the failure of the footway edge. Therefore the condition of the existing footway was such that its continued use posed a potential safety hazard.

A wooden post and wire fence was erected within the footway surfaced area during May/June 2008. The horizontal line of the fence did allow refuges at the pedestrian and vehicular gates to Longacre. The road, therefore, would be a shared surface for pedestrians and vehicular traffic

The risk of the pedestrian/vehicle conflict was reduced by the provision of appropriate signing (sign diagram numbers 544.1 and 547.3) in Auchamore Road and Kilbride Road, alerting drivers and pedestrians that there was no footway for 197 yards. Note that part of this length (50 yards) has never had a footway (the western end of Auchamore Road and Kilbride Bridge). The speed limit is 30 mph although the 85%ile is likely to be approximately 20 mph. The Annual Average Daily Flow (AADF) for Kilbride Road is estimated at 250, considerably less than the examples shown in the list below.

The speed and AADF for Kilbride Road indicate a significant lower risk to pedestrians than that posed in similar situations.

There are several examples within Cowal, and throughout Argyll and Bute, which are similar in nature. These are listed below with any existing mitigating measures and relevant AADF figures. The list is not exhaustive.

Road	Location	Signing	Comment
U46	Kilbride Road	Adult/Child triangle+197 yards	within 30mph limits AADF <250
U3	Alexander Street (example for AADF figure only)		within 30mph limits AADF 495
A815	Sandy Beach	Children At Play (Southbound only)	within 30mph limits
A815	Hafton Holiday Village- Ferrymans housing scheme	Adult/Child triangle	within 40mph limits AADF 2756
A8003	Bobbies Brae-Royal Brae Tighnabraich		within 30mph limits
B836	Clachaig	Adult/Child triangle. East and westbound	National speed limit AADF 834
A815	The Coylet Inn	Adult/Child triangle+200 yards. North and southbound	National speed limit
A880	Red Bridge-Police Station		within 40mph limits AADF 2021
B839	Lochgoilhead Police Station-War Memorial		within 30mph limits
C9	Ardentenny		within 30mph limits AADF 565
C7 &U28	Kames public toilets to Tank Landing Slip and Shore Road		within 30mph limits

AADF Annual Average Daily Flow

Proposals

No	Proposal	Comment
1	Rebuild and reinforce the embankment within property known as Longacre. Reinstate the existing footway and increase width to a minimum of 1.5m	Requires land take and considerable capital funding
2	Reduce road width within existing road to a single lane operation and introduce 'one way' traffic system. Build new footway	Requires a TRO. Implications for existing 'give and take traffic system in Kilbride Road and for existing private and commercial accesses onto Kilbride Road. Requires considerable capital funding.Requires an assessment of the suitability of nearby junctions at Auchamore Road/Alexander Street, Auchamore Road/Edward Street and Auchamore Road/Victoria Road
3	Reduce road width within existing road to a single lane operation and introduce traffic lights. Build new footway	Requires a TRO. Implications for existing 'give and take' traffic system in Kilbride Road and for existing private and commercial accesses onto Kilbride Road. Requires considerable capital funding. Requires an assessment of the suitability of nearby junctions at Auchamore Road/Alexander Street, Auchamore Road/Edward Street and Auchamore Road/Victoria Road