

**AN INDEPENDENT ROAD SAFETY / DEVELOPMENT  
CAPACITY STUDY OF 3 PUBLIC ROADS WITHIN  
WHITING BAY ON THE ISLE OF ARRAN**

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**CLIENT:                    ROADS SERVICES, NORTH AYRSHIRE COUNCIL**

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## **1. INTRODUCTION**

- 1.1 Following a Reporter's decision to overturn North Ayrshire Council's refusal of a planning application for a house off Middle Road, the Council commissioned a road safety / development capacity study of this road and two parallel roads, Kiscadale Road and Golf Course Road.
- 1.2 The Council's grounds for refusal were that Middle Road was of such a limited standard that it had reached its development capacity from both a geometric and a road safety point of view.
- 1.3 The Reporter's decision makes it difficult for the Council to handle further planning applications for new houses in this area.
- 1.4 The Council have therefore commissioned this audit which will assess the capacity of these three roads to support additional residential development and to provide a road safety audit.
- 1.5 To assist in the audit process, the Council provided the following drawings and documents: -
  - 1/2500 Scale Plan of the study area.
  - 1/10000 scale plan of recent planning applications
  - The Planning Application Supporting Statement for "Rockholm" off Middle Road.
  - The Reporter's decision letter of 26 July 2006.
- 1.6 The site was visited on 17 January 2007 between 11 am and 1 pm. The weather was damp and the traffic very light.

## **2. THE THREE ROADS**

### **2.1 Kiscadale Road**

Kiscadale Road is the northernmost of the three roads that run from the A841 westwards towards Golf Course Road. It is about 3.5m wide with very little useable verge. It is in poor condition and has poor visibility at the many bends. It stops short of Golf Course Road at an unofficial turning head using a private driveway. There is one street light.

At the east end of Kiscadale Road a section has been widened to 5 metres as a planning condition.

Traffic flows – both pedestrians and vehicles – are very light (about four per hour). There has been one accident in the last three years and it was a damage only accident.

### **2.2 Middle Road**

As its name implies, this is the middle of the three roads. It varies in width from 3 to 3.8m, with generally very little useable verge and one street light. There are insufficient passing places, and those that exist are sub-standard or involve the use of private driveways. There is a turning area at Heatherhill which utilises a private access. Visibility at the bends is seriously sub-standard.

The section between Heatherhill and Golf Course Road is only 2.35m wide with no verges. It is understandable why this section remains unadopted by the Council.

At the junction of Middle Road with the A841, visibility to the left is obstructed by a hedge. Traffic is about four vehicles per hour and two pedestrians per hour (Buchanan). There have been no recorded accidents in the last three years.

### **2.3 Golf Course Road**

The section of Golf Course Road which runs east to west is of varying width and it has reasonable passing facilities. There is one street lighting column. As with the other roads it is subject to a 30 mph speed limit.

The section of Golf Course which runs south to north is generally 3.5m wide with 0.5m verges and passing places. It ends at the Golf Course, using the car park as a turning area.

There have been no accidents in the last three years. Traffic flows are higher than the other two roads – around 30 vehicles per hour.

### **3. SUMMARY**

**3.1** By any criteria – lack of width, verges, forward visibility, passing places, turning heads and street lighting – Middle Road and Kiscadale Road (also known as Silverburn Road) and, to a lesser extent the east-west section of Golf Course Road, are seriously sub-standard. In the interests of road safety no further housing development should be permitted on these roads.

The remarkably good accident record can only hope to be sustained if there is no increase in vehicular traffic on these roads.

**3.2** Some housing development could be considered off the section of Golf Course Road that runs from south to north, but that would be dependant on the road being widened, or have additional passing places, and, of course, on the Settlement Zone for Whiting Bay being extended.

To allow housing development in all the fields along this section (south to north) of Golf Course Road, would require the whole length of Golf Course Road from its junction with the A841 to be upgraded to a “Housing Road” of 5.5m width plus footways. This is uncharacteristic of Whiting Bay and may well be unacceptable to the Planners and the Community.

To allow limited housing development – perhaps a maximum of 10 houses – would require the provision of intervisible passing places every 50 metres over that length of Golf Course Road from the point of development to the A841.

**3.3** The existing signed footpath linking Kiscadale Road and Golf Course Road is inadequate and unattractive.

A better alternative pedestrian route could be provided by closing the top part of Middle Road to vehicular traffic, leaving it for pedestrians, cyclists and equestrians.

**4. AUDITOR'S STATEMENT**

**4.1** I confirm that this Report has been compiled completely independently.

Signed \_\_\_\_\_

Dated \_\_\_\_\_