

EAST AYRSHIRE COUNCIL

CABINET – 2 DECEMBER 2009

PROPOSED INSTALLATION OF SPEED TABLES – HOLMES ROAD, KILMARNOCK

Report by the Executive Director of Neighbourhood Services

1. PURPOSE OF REPORT

1.1 The purpose of the report is to: -

- a) Advise the Cabinet of the objections received to the Road Humps Notice published in respect of proposed speed tables in Holmes Road, Kilmarnock.
- b) Seek the approval of the Cabinet for the speed tables as proposed.

2. BACKGROUND

2.1 The traffic calming scheme was originally proposed in 2006 in response to local road safety concerns received by the Roads Division. However the proposals could not be implemented at that time as the street lighting on Holmes Road required upgrading. The street lighting has now been upgraded and the speed reduction measures are included in the 2009/10 road safety programme, approved by Cabinet on 3 June 2009.

2.2 The Road Humps Notice was published in September 2009, giving a period of four weeks for comment and objections. Four letters of objection were received. The letters were responded to with explanations given for the proposals addressing the specific concerns raised. Subsequently two letters have been received from residents wishing to maintain their objection. One letter of support has been received.

3. PROPOSAL

3.1 There are a number of types of vertical deflection speed reducing features which are governed by the Road Humps (Scotland) Regulations 1998. The type of road hump proposed for Holmes Road is a speed table which is formed with ramps on each approach and a flat, raised section in between. Seven speed tables are proposed for Holmes Road which are located at regular intervals along the road to deter speeding and help drivers maintain a steady, appropriate speed in the built-up area. The traffic calming is accompanied by appropriate traffic warning signs, road markings and bollards. A plan showing the speed table locations is attached in Appendix 1 for information.

4. PROCEDURES

4.1 The Road Hump Notice has been prepared in accordance with the requirements of The Road Humps (Scotland) Regulations 1998 and The Roads (Scotland) Act 1984

4.2 Consultation – the organisations, representative groups and individuals consulted during the preparation of the notices are detailed in Appendix 2. The Chief Constable has no objections to the proposals. The local residents were also informed about the proposals using flyers which were delivered to each residence. Notices were also placed on lighting columns in Holmes Road.

4.3 Publication of Proposals – The Road Humps Notice was published in the Kilmarnock Standard on 18 September 2009. Full details of the proposals with plans were available for inspection at:

- Council Headquarters, London Road, Kilmarnock
- Roads & Transportation Office, Holmquarry Road, Kilmarnock

4.4 Formal Objections -

Four formal letters of objection were received from local residents about the proposed road safety measures. Response letters were sent to all four answering their queries and outlining the reasons for the introduction of the speed tables together with a request that if they wished to maintain their objection they were to confirm in writing within 14 days of receipt of the letter.

4.4.1 Two letters were received from residents maintaining their objections, the main points of which are detailed below :-

Objector 1

- (a) From the location plan it appears that one of the proposed speed tables is located directly outside front entrance to property. Objector 1 states that they do not wish a speed table positioned there.
- (b) Increased noise pollution (when vehicles are slowing down and then speeding up once over the speed table)
- (c) Increased air pollution (caused when vehicles are braking and accelerating)
- (d) The first two speed tables are close together and a car, once over the first one, will come upon the second almost immediately.
- (e) Objector 1 is concerned about wear and tear to smaller vehicles.
- (f) The appearance of Holmes Road will be affected with traffic warning signs, road markings, bollards as well as the speed tables themselves. Holmes road is considered an attractive street and will not be improved by the proposals.
- (g) Longer response times for emergency vehicles. The objector considers that it will take significantly longer to negotiate the seven speed tables.
- (h) Objector 1 has lived in area for 40 years and during that time not heard of any speed related accidents in that time, nor seen any speed checks.

Responses to the points raised by objector 1 : –

- (a) The first speed table is positioned a short distance from the junction with Dundonald Road to ensure that drivers do not increase their speed as they enter Holmes Road. The remaining speed tables are located at regular intervals to ensure that drivers maintain a uniform speed. All speed tables have been carefully positioned to minimise interference with private accesses.

- (b) & (c) The speed tables are positioned at regular intervals to encourage drivers to drive at an appropriate, steady speed. Lower traffic speeds should mean that exhaust emissions and noise pollution are unlikely to increase.
- (d) The first two speed tables will be approximately 87 metres apart, which is a slightly smaller distance than between the other speed tables, but this will not give rise to any difficulties for drivers.
- (e) Speed tables are a nationally recognised road safety feature and provided drivers negotiate them at an appropriate speed, no damage should occur. The proposed speed tables will have slightly longer ramps to improve driver comfort whilst maintaining the effectiveness in terms of speed reduction.
- (f) One warning sign will be provided at each end of Holmes Road and one in each side street, in accordance with 'The Traffic Regulations & General Directions 2002'. It is also proposed to provide non mandatory bollards adjacent to the speed tables to highlight the position of the traffic calming features and to assist during winter maintenance.
- (g) All of the emergency services have been consulted as part of the statutory consultation process. No adverse comments regarding response times or objections have been received.
- (h) The traffic calming scheme was originally proposed in 2006 in response to local road safety concerns. Speed tables are an effective way to deter speeding, improve the pedestrian environment and enhance community safety, especially for vulnerable road users such as children, the elderly, pedestrians and cyclists.

Objector 2

- (a) Objector 2 has expressed the view that Holmes Road is being singled out and this is inconsistent with the surrounding streets including Dundonald Road, McLelland Drive, South Hamilton Street and Aird Avenue. He states all the streets mentioned should be treated or none at all.
- (b) Objector 2 asked to be provided with the reasons for the speed tables being proposed.

Responses to the points raised by objector 2 : –

- (a) The streets referred to, apart from Aird Avenue, are all distributor roads with significantly higher volumes of traffic than Holmes Road. Holmes Road is a residential core road, feeding smaller residential areas the majority of which are already Twenty's Plenty Zones. Dundonald Road, in the vicinity of Gargieston Primary School, has traffic calming, in the form of build outs, and also a part time mandatory 20mph speed limit.
- (b) The traffic calming scheme was originally proposed in 2006 in response to local road safety concerns. Holmes Road is a long straight road with a significant potential for higher speeds. The majority of residential areas accessed from Holmes Road are Twenty's Plenty Zones. All Twenty's Plenty Zones have been implemented following requests from the local residents or

Councillors. Traffic calming Holmes Road is consistent with the general concerns about speed in this area and will make it easier for pedestrians and other more vulnerable road users to negotiate the road.

4.4.2 Objector 2 raised additional points in his letter confirming his wish to maintain his objection :-

- (a) He indicated that he had spoken to residents in surrounding streets and they either do not want speed tables or have a neutral view and have no road safety concerns.
- (b) He asked how many letters of complaint and support have been received.
- (c) He asked for Police reports on the subject
- (d) What survey information is available for Holmes Road and surrounding Streets.

Responses to the additional points raised by objector 2 : –

- (a) The proposals for speed tables have been advertised in the local paper, flysheets have been delivered to all residents in Holmes Road and notices have been posted on lamp posts in the street. Following this four objections have been received, two of which have maintained their objection.
- (b) The original request was received from one member of public and also from a local councillor. Following the recent Road Humps Notice one letter of support has been received.
- (c) The proposals have been the subject of early discussion with the Police and they have not objected to the proposals.
- (d) A recent speed survey carried out on Holmes Road which showed that, whilst the average speed was approximately 28mph, approximately 12.5% of drivers are driving at speeds greater than 35mph and up to 55mph.

5. LEGAL IMPLICATIONS

5.1 The promotion of the proposals have been in accordance with the requirements of the Road Traffic Regulation Act 1984.

5.2 The Cabinet may, having considered the objections, if they think fit, cause a local inquiry to be held, which would be chaired by a reporter appointed by the Scottish Government.

6. PERSONNEL IMPLICATIONS

6.1 None

7. FINANCIAL IMPLICATIONS

7.1 The cost of implementing the proposals will be met from the Capital Road Safety budget.

8. COMMUNITY PLAN / POLICY IMPLICATIONS

8.1 The traffic calming measures which are proposed will contribute towards Improving Community Safety.

9 RISK MANAGEMENT IMPLICATIONS

9.1 Community safety benefits will not be realised in the area if the speed tables are not installed as proposed.

10. RECOMMENDATIONS

10.1 It is recommended that the Cabinet:

- (i) considers whether to hold a local inquiry in respect of the objections received for proposals described in paragraph 3.1;
- (ii) in the event of a decision being taken under (i) above not to cause a local inquiry to be held, to then proceed to consider the objections, as outlined in paragraph 4.4 above; and
- (iii) to thereafter determine whether or not to approve the speed tables as advertised.

William Stafford
Executive Director of Neighbourhood Services
26 November 2009
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BACKGROUND INFORMATION

Objector 1 Objection letter dated 5 October 2009, Head of Roads and Transportation response dated 30 October 2009. Objector 1 maintained objection in letter dated 4 November 2009.

Objector 2 Objection letter dated 15 October 2009, Head of Roads and Transportation response dated 30 October 2009. Objector 2 maintained objection in letter dated 12 November 2009.

BACKGROUND PAPERS

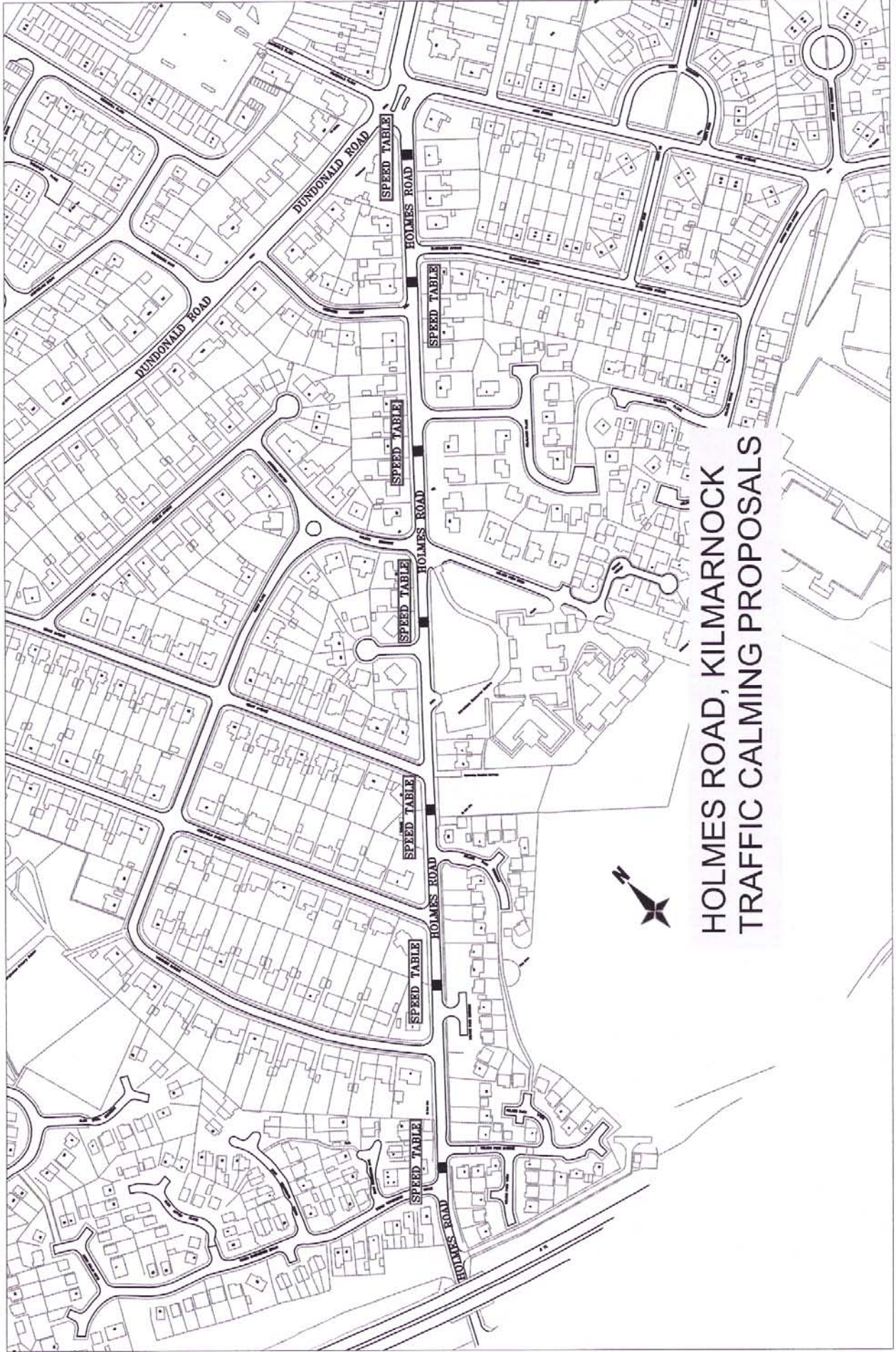
1 Notices of Proposals – Proposed installation of Road Humps

Copies of the above named Road Humps Notice are available from the Head of Roads & Transportation.

For further information on the contents of this report please contact Keith Orton on 01563 555714

Implementation Officer: Neil Bell

APPENDIX 1



**HOLMES ROAD, KILMARNOCK
TRAFFIC CALMING PROPOSALS**

APPENDIX 2

CONSULTED BY LETTER

1. Chief Constable
2. Strathclyde Fire Brigade
3. NHS Ayrshire & Arran
4. Scottish Ambulance Service
5. SPT
6. Freight Transport Association
7. Road Haulage Association
8. Stagecoach Western (incl A1 Service)
9. The Postmaster
10. Scottish Power
11. Scottish Gas Networks Ltd
12. British Telecom
13. Scottish Water
14. Cycling Scotland
15. C.T.C (Ayrshire Section)
16. Scottish Taxi Federation
17. East Ayrshire Access Panel North District
18. Grange/Howard Community Council
19. Cllr D. Reid
20. Cllr I. Linton
21. Cllr R. Keohone
22. Cllr T. Cook
23. Cllr R. McDill
24. Cllr J. Buchanan
25. Chief Executive
26. Executive Director of Neighbourhood Services
27. Executive Director of Corporate Support
28. Executive Director of Educational and Social Services
29. Operations Manager – Roads and Transportation
30. Head of Planning & Economic Development