

EAST AYRSHIRE COUNCIL

CABINET – 21 NOVEMBER 2007

TRAFFIC CALMING PROPOSALS FOR GROUGAR ROAD, CROOKEDHOLM, CROSSDENE ROAD AREA, CROSSHOUSE, AND CRAIGLEA AVANUE AREA, CROSSHOUSE

OBJECTIONS TO PROPOSED ROAD HUMPS

Report by Executive Director of Neighbourhood Services

1. PURPOSE OF REPORT

- 1.1** The purpose of the report is to advise the Cabinet of objections that have been received to Road Humps Notices being promoted for traffic calming proposals for Grougar Road, Crookedholm, the Crossdene Road area, Crosshouse, and the Craiglea Avenue area, Crosshouse and to seek the approval of the Cabinet for the traffic calming as proposed.

2. BACKGROUND

- 2.1** The Scottish Government has provided funding annually since 2003 for the introduction of 20mph speed limits in residential areas and around schools. Mandatory 20mph speed limits have been introduced at 54 schools throughout East Ayrshire and in 11 other residential areas. The introduction of 20mph speed limits improved community safety, enhanced the pedestrian environment and make it easier and safer for vulnerable road users such as the elderly, disabled people and children to cross the road.
- 2.2** At the Development and Property Services Committee meeting on 6 March 2007, approval was given for a further programme of mandatory 20mph schemes. This included the implementation of 20mph speed limits in Grougar Road, Crookedholm, Crossdene Road area, Crosshouse, and Craiglea Avenue area, Crosshouse.
- 2.3** New 20mph speed limits are being introduced in 20 residential areas throughout East Ayrshire. The introduction of a new limit requires a Traffic Regulation Order to be processed which is a statutory procedure, involving consultation and advertising to allow a period for objection. Three separate Orders have been processed; one for the south area, central area and north area. The central area has five proposals for 20mph speed limits ie :- Grougar Road, Crookedholm, Crossdene Road Area, Crosshouse, Craiglea Avenue Area, Crosshouse, Annandale View Area, Crosshouse and Otterburn Avenue, Kilmarnock

- 2.4** The statutory consultations for the new Speed Limit Order for the central area have been undertaken and no objections were received to the proposals. At its meeting on 3rd October 2007, the Cabinet approved the making of Orders for the introduction of 20mph speed limits.
- 2.5** The planning of new the 20mph speed limits involves close liaison with Strathclyde Police who are required to enforce the new limits. In some areas, it is necessary to introduce traffic calming to ensure that drivers will comply with the 20mph speed limit. It was considered that Traffic Calming would be required in Grougar Road, Crookedholm, Crossdene Road area, Crosshouse and Craiglea Road area, Crosshouse, to help drivers adjust their speed to the new, lower speed limit.
- 2.6** Road Humps Notice for Grougar Road was advertised on 17th August 2007 and the Notices for Crossdene Area and Craiglea Area were advertised on the 21st September 2007, all giving a period of four weeks for comment and objections. Four objections have been received to the road hump proposals in Crossdene Road area, three objections have been received in respect of the proposals for traffic calming in the Craiglea Road area and one objection has been received in respect of the proposals for Grougar Road. The objections are outlined in paragraph 4.4 below along with the comments of the Acting Head of Roads.

3. PROPOSALS

- 3.1 Grougar Road, Crookedholm, Crossdene Road and Craiglea Avenue Areas, Crosshouse** - The works consist of speed tables located at intervals along the streets with associated road markings and traffic signs. The spacings of speed tables are designed in accordance with current guidelines to ensure that drivers maintain speeds close to 20mph along these streets. A plan showing the layout of road safety proposals is detailed in Appendix 1.

4. PROCEDURES

- 4.1** The road hump notices have 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 Notice are detailed in Appendix 2. The Chief Constable has no objections to the Road Humps Notice. The local residents were also informed about the proposals using flyers that were posted through doors. Notices were also placed on lighting columns.
- 4.3 Publication of Proposals** – The Road Humps Notice was published in the Kilmarnock Standard. Full details of the proposals with plans were available for inspection at
- Council Headquarters, London Road, Kilmarnock
 - Roads Division, Holmquarry House, Holmquarry Road, Kilmarnock
 - Local Area Office, 51 Academy Street, Hurlford
 - Local Area Office, Civic Centre North, John Dickie Street, Kilmarnock

4.4 Formal Objections

Crossdene Road Area, Crosshouse

- 4.4.1 Objector 1, from Credon Drive, has objected that the road humps will reduce the availability of parking in the area.

Comments - There is no proposed restriction to parking associated with the construction of the humps and residents will therefore be able to park in the vicinity of their homes.

- 4.4.2 Objector 2, from Springhill Avenue, has objected that the road humps will reduce the availability of parking. Objector 2 thinks that the humps will distract drivers attention when they are travelled over at an angle.

Comments - The speed tables will extend almost the full width of the road, leaving only a drainage channel at either side. There will be no reason for drivers to travel over the humps at an angle or be distracted from the road ahead.

- 4.4.3 Objector 3, from Dean Place, considers there is not a speeding problem in the Crossdene Road area and that road humps do not work because drivers can drive through the middle of them and motorists accelerate between the humps causing damage to cars. The objector also thinks that solar powered, vehicle activated signs would be more effective in reducing motorists' speed.

Comments - The traffic calming proposals are associated with the introduction of a 20mph speed limit. The new speed limit is required to be self enforcing and traffic calming is being provided on streets where higher speeds are likely to occur. The speed tables will extend the full width of the road except for a small drainage channel at either side therefore drivers will be unable to avoid them. The humps are to be spaced at regular intervals to help drivers to travel at a constant speed along the road. The humps proposed for the Crossdene Road area are to be 75mm high with lengthened ramps. The height of the humps is lower than the maximum permitted by law and the layout is designed to minimize discomfort to vehicle occupants whilst assisting driver to travel at an acceptable speed in residential areas. There is no evidence that traversing road humps of this height will result in damage to vehicles, provided drivers adjust their speed to an appropriate level. Vehicle activated signs are used by the Council on more heavily trafficked through routes and would not be as effective in local residential areas.

- 4.4.4 Objector 4, from Craigie Place, has objected on behalf of Crosshouse Community Council and is of the view that there is no need for further traffic calming in Crosshouse

Comments - The traffic calming proposals are associated with the introduction of a 20mph speed limit. The new speed limit is required to be self enforcing and traffic calming is being provided on streets where higher speeds are likely to occur.

Craiglea Avenue Area, Crosshouse

- 4.4.5 Objector 1, from Craiglea Avenue, considers that road humps will damage his car.

Comments - There is no evidence that traversing road humps of this height will result in damage to vehicles, provided drivers adjust their speed to an appropriate level.

- 4.4.6 Objector 2, from Parkhill Avenue, is concerned that the road hump near to 29 Parkhill Avenue will create difficulty for her as she is registered disabled.

Comments - The hump will be carefully located to ensure that the objector has clear and level access to her garden path. The objector has also been informed that this location could be considered for a disabled parking space, subject to the complying with the Council's policy criteria.

- 4.4.7 Objector 3, Crosshouse Community Council – see comments for Crossdene Road Objector 4.

Grougar Road Area, Crookedholm

- 4.4.8 Objection 1 - Objector 1, from Grougar Road, has objected to the road hump on Grougar Road, near to Main Road on the grounds that the hump will increase noise levels and affect the drainage on Grougar Road. The objector also has concerns that drivers will be able to avoid the hump by driving through an adjacent parking bay.

Comments - Government research has shown that in general road hump schemes do not increase the level of noise experienced by residents and in many cases there is a fall in the levels due to a reduction in vehicle speeds. Drainage channels will be provided at either side of the humps to ensure that rainwater can pass unimpeded. The hump will be constructed in such a way to ensure that no drivers will be able to avoid travelling over it via the adjacent parking bay.

5. FINANCIAL IMPLICATIONS

- 5.1 The costs of the works will be met from the 2007/2008 20mph Speed Limits allocation.

6. LEGAL IMPLICATIONS

- 6.1 The promotion of the road humps has been in accordance with The Road Humps (Scotland) Regulations 1998 and The Roads (Scotland) Act 1984. The Cabinet may, having considered the objections, if they think fit cause a Local Inquiry to be held.

7. COMMUNITY PLAN / POLICY IMPLICATIONS

7.1 The road safety measures proposed for are designed to improve community safety and the environment for the local community in this area. The project will address the need to reduce speeds and improve road safety for school children, vulnerable road users, including the elderly, the disabled, cyclists and pedestrians.

8. RECOMMENDATIONS

8.1 It is recommended that the Cabinet:

- a) Considers the objections as detailed in paragraph 4.4 above; and
- b) Approves the road humps proposals for the Grougar Road, Crookedholm, Crossdene Road area, Crosshouse, and Craiglea Avenue area, Crosshouse. as advertised, or requests the Acting Head of Roads and Transportation to arrange for a local Inquiry to be held.

William Stafford
Executive Director Neighbourhood Services

WS/NB

15th November 2007

BACKGROUND PAPERS

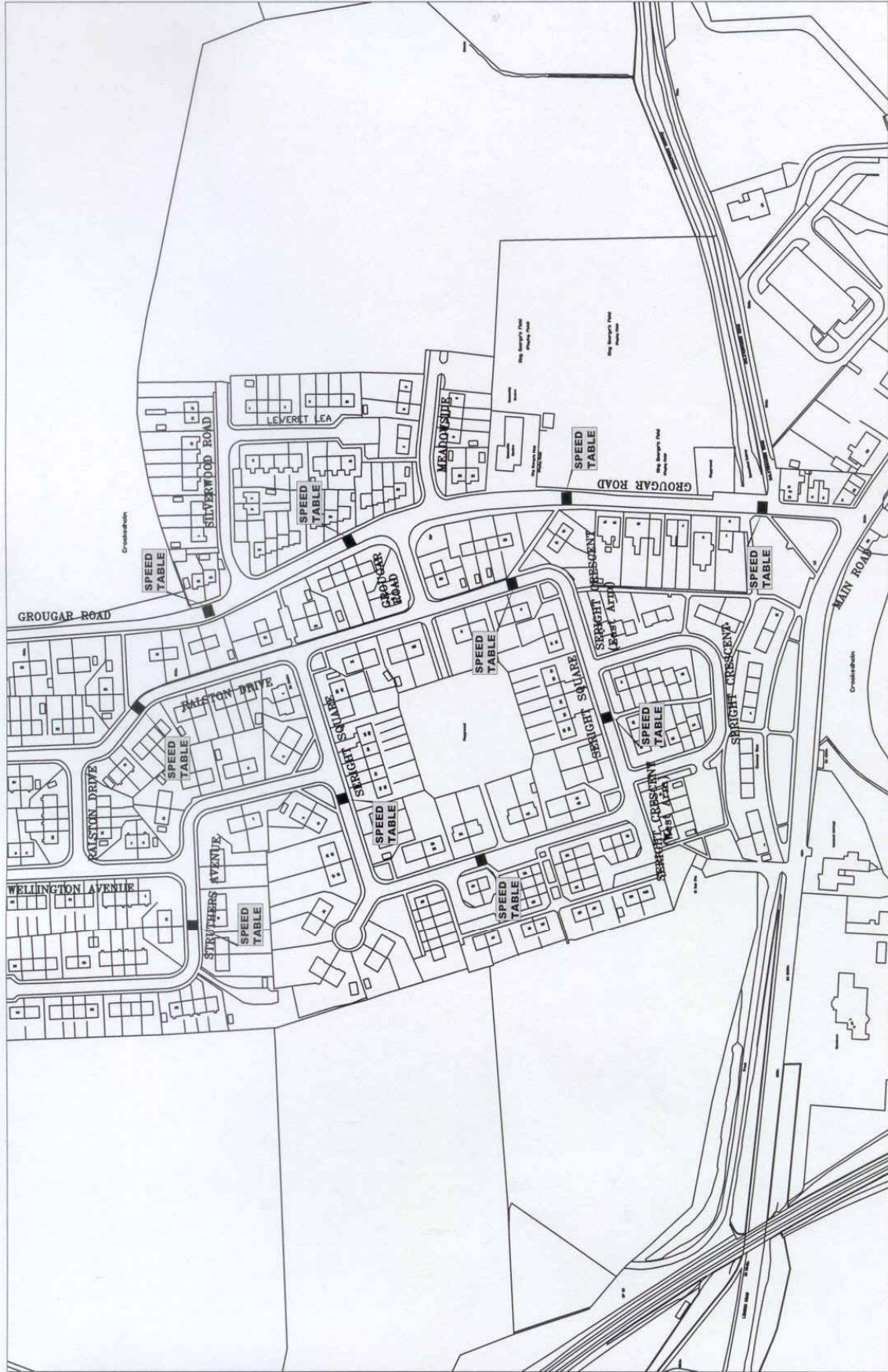
Nil

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, Acting Chief Engineer, on 01563 555714

Implementation Officer: neil.bell@east-ayrshire.gov.uk

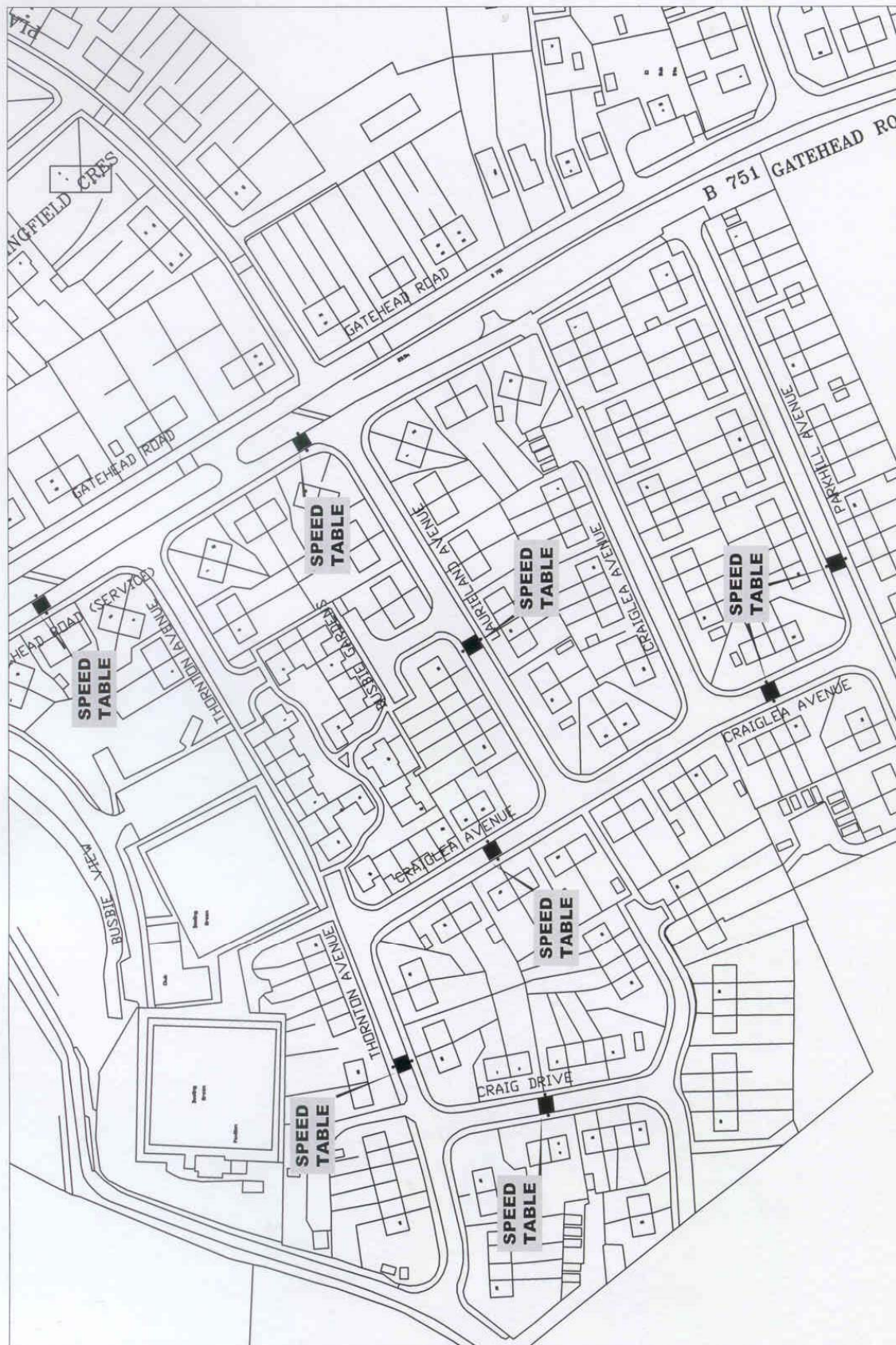
Appendix 1



PROPOSED TRAFFIC CALMING, GROUGAR ROAD AREA - CROOKEDHOLM



CROSSDENE ROAD, CROSSHOUSE
TRAFFIC CALMING



PROPOSED TRAFFIC CALMING – CRAIGLEA AVENUE, CROSSHOUSE

Appendix 2

Consultation List

The following organisations, representative groups and individuals were consulted during the preparation of the speed hump notice –

Strathclyde Police
Strathclyde Fire Brigade
Ayrshire & Arran Acute Hospitals NHS Trust
Ayrshire & Arran Primary Care NHS Trust
Scottish Ambulance Service
Strathclyde Passenger Transport
Freight Transport Association Ltd
The Road Haulage Association Ltd
Stagecoach Western Buses & A1 Service
Shuttlebuses
Royal Mail
Scottish Power
Transco
British Telecom
Scottish Water
Royal Automobile Club
The Automobile Association Ltd
C.T.C
Cycling Scotland
North East Ayrshire Access Panel
Scottish Taxi Federation
Grange/Howard Community Council
Chair, Development Services Committee
Councillor Iain Linton
Chair Kilmarnock Central Area Local Committee
Chief Executive, East Ayrshire Council
Executive Director of Development and Property Services
Executive Director of Neighbourhood Services
Executive Director of Corporate Support
Executive Director of Educational and Social Services
Chief Engineer (Operations)
Head of Planning and Building Control