

## **EAST AYRSHIRE COUNCIL**

**CABINET – 21<sup>st</sup> NOVEMBER 2007**

### **TRAFFIC CALMING PROPOSALS FOR ARRAN VIEW, MAUCHLINE AND HOLMHEAD AREA, CUMNOCK**

#### **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 Arran View, Mauchline, and Holmhead area, Cumnock 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 Arran View, Mauchline and Holmhead area, Cumnock.
- 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; for the south area, the central area and the north area. The south area has nine proposals for 20mph speed limits in residential areas i.e. :- Barbieston Area, Auchinleck, Arran View Area, Mauchline, Holmhead Area, Cumnock, Fernlea Area, Mauchline, Lime Road Area, New Cumnock, Dalharco Area, Patna, Hearth Road Area, Cumnock, Robertson Avenue, Cumnock, and the Holland Crescent / Barshare Area, Cumnock
- 2.4** The statutory consultations for the new Speed Limit Order for the south area have been undertaken and no objections were received to the proposals. At its meeting on 3<sup>rd</sup> 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 the Arran View area, Mauchline and Holmhead, Cumnock to help drivers adjust their speed to the new, lower speed limit.

**2.6** Road Humps Notices were advertised on 21<sup>st</sup> September 2007, giving a period of four weeks for comment and objections. Three objections have been received to the road hump proposals in Arran View and five objections have been received in respect of the proposals for traffic calming in the Holmhead area. The objections are outlined in paragraph 4.4 below along with the comments of the Acting Head of Roads.

### **3. PROPOSALS**

**3.1 Arran View and Holmhead** - 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 Cumnock Chronicle. 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, 2 The Cross, Mauchline
- Local Area Office, 14 Lugar Street, Cumnock

### **4.4 Formal Objections**

#### **Arran View Area, Mauchline**

**4.4.1** Objector 1, from Sorn Road, believes that road humps do not make any difference to vehicle speeds and that they increase noise, cause discomfort to the elderly and are a waste of money. The objector suggests that solar powered vehicle activated signs are installed instead of the humps.

Comments - Government figures indicate that road humps are very effective in moderating vehicle speeds and typically reduce speeds to approximately 20mph. The humps that are proposed will have a height of 75mm (less than the legally permitted maximum height of 100mm) and will have lengthened ramps to minimise potential passenger discomfort. Solar powered vehicle activated signs are used by the Council on more heavily trafficked through routes and would not be as effective in local residential areas.

- 4.4.2 Objector 2, from Connel Crescent, feels that there is not a speeding or accident problem in the Arran View area and questions the need for the hump in the vicinity of junctions or a bend in the road. The objector is of the view that the funding would be better spent in providing an additional footway in Arran View, to remove the need to cross the street when walking towards Ayr Road.

Comments - The traffic calming proposals are associated with the introduction of a 20mph speed limit and are required to ensure the new lower speed limit is self enforcing. The traffic calming measures are being provided on those streets where higher speeds are likely to occur. The road humps are to be provided at regular intervals to help motorists reduce their speed to an appropriate level and to deter drivers from speeding up between the humps. The funding for this scheme is being provided by the Scottish Government specifically for 20mph zones and cannot be reallocated for footway improvements.

- 4.4.3 Objector 3, from Rawson Crescent believes that there is not sufficient need for road humps in these quiet residential streets and the funding would be better spent on repairing the road at Mauchline Cross.

Comments - The traffic calming is in support of the introduction of a mandatory 20mph zone and will allow the speed limit to be self enforcing. The road surface at Mauchline cross is on the A76 trunk road, which is maintained by Amey Highways, acting as agents for the Scottish Government. It is understood that Amey Highways are planning to carry out maintenance works at this location in the near future. The Council have no authority to carry out repairs to this road.

### **Holmhead Area, Cumnock**

- 4.4.4 Objector 1, from Kings Drive, objects to the road hump near to 3 Kings Drive, and believes that it will reduce the availability of parking in the street, there is not a speeding problem in Holmhead and traffic calming would be better placed in the Hearth Road area of Cumnock.

Comments - There is no proposed restriction to parking associated with the construction of the humps therefore residents will be able to park adjacent to their homes. A mandatory 20mph zone is also proposed for the Hearth Road area but it is considered that traffic calming is not required as the existing road layout encourages drives to travel at 20mph or less and Strathclyde Police are in agreement with this assessment.

- 4.4.5 Objector 2, from Oakbank Drive, has objected to the installation of the road hump near to 34 Oakbank Drive. The family have a disabled adult daughter

who requires a specially adapted taxi to travel to and from work and the objector feels that the hump would cause hardship to the family in gaining access to the taxi.

Comments - In view of the particular circumstances for this family, it is proposed to delete this hump from the scheme and consult on an additional, repositioned hump on Oakbank Drive at a later date.

- 4.4.6 Objector 3, from Kings Drive, is of the view that there is not an accident problem in Holmhead and the funding would be better used to improve road and footway surfaces in the area.

Comments - The traffic calming is in support of the introduction of a mandatory 20mph zone and will allow the speed limit to be self enforcing. The funding for this scheme is being provided by the Scottish Government specifically for 20mph zones and cannot be reallocated for road or footway improvements.

- 4.4.7 Objector 4, from Robbiesland Drive, has objected to the installation of road humps in Robbiesland Drive and in particular to the hump near to the junction to Holmhead Road. He feels that this hump will cause him problems in accessing his driveway and states that he already must travel over 6 existing humps on Holmhead Road which cause him pain and discomfort. The objector considers that Robbiesland Drive does not have an accident problem and the proposed humps will increase noise, vibration, pollution, impair emergency response times and cause damage to vehicles that travel over them. The objector asks if more cost effective alternatives to road humps have been considered.

Comments - The proposed humps have not been located in front of any residents driveway, therefore access to property will not be affected. The humps are to be spaced at regular intervals to assisting drivers in traveling at a constant speed through the scheme, thereby reducing noise and vehicle emissions. The road humps proposed for Holmhead are to be 75mm high with lengthened ramps to minimize potential discomfort to vehicle occupants whilst assisting driver to travel at an acceptable speed in residential areas. National studies have indicated that traversing road humps of this height is unlikely to damage vehicles provided drivers adjust their speed to an appropriate level. The proposed installation of humps, combined with the introduction of the 20mph zone, will create a safer environment for the residents of Holmhead, especially vulnerable road users such as children, the elderly, pedestrians and cyclists.

- 4.4.8 Objector 5, from Oakbank Drive, feels the location of the road hump near to 34 Oakbank Drive will create difficulty with parking in the street at the driveways in the area are offset.

Comments - This is the same hump referred to by objector 2 and it is proposed to remove this hump from the traffic calming proposals.

## **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:

- i) considers the objections as detailed in paragraph 4.4 above;
- ii) agrees to delete the planned road hump adjacent to 34 Oakbank Drive from the current proposals; and
- iii) approves all other road humps proposals for the Arran View, Mauchline and Holmhead Area, Cumnock 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

15<sup>th</sup> November 2007

## BACKGROUND PAPERS

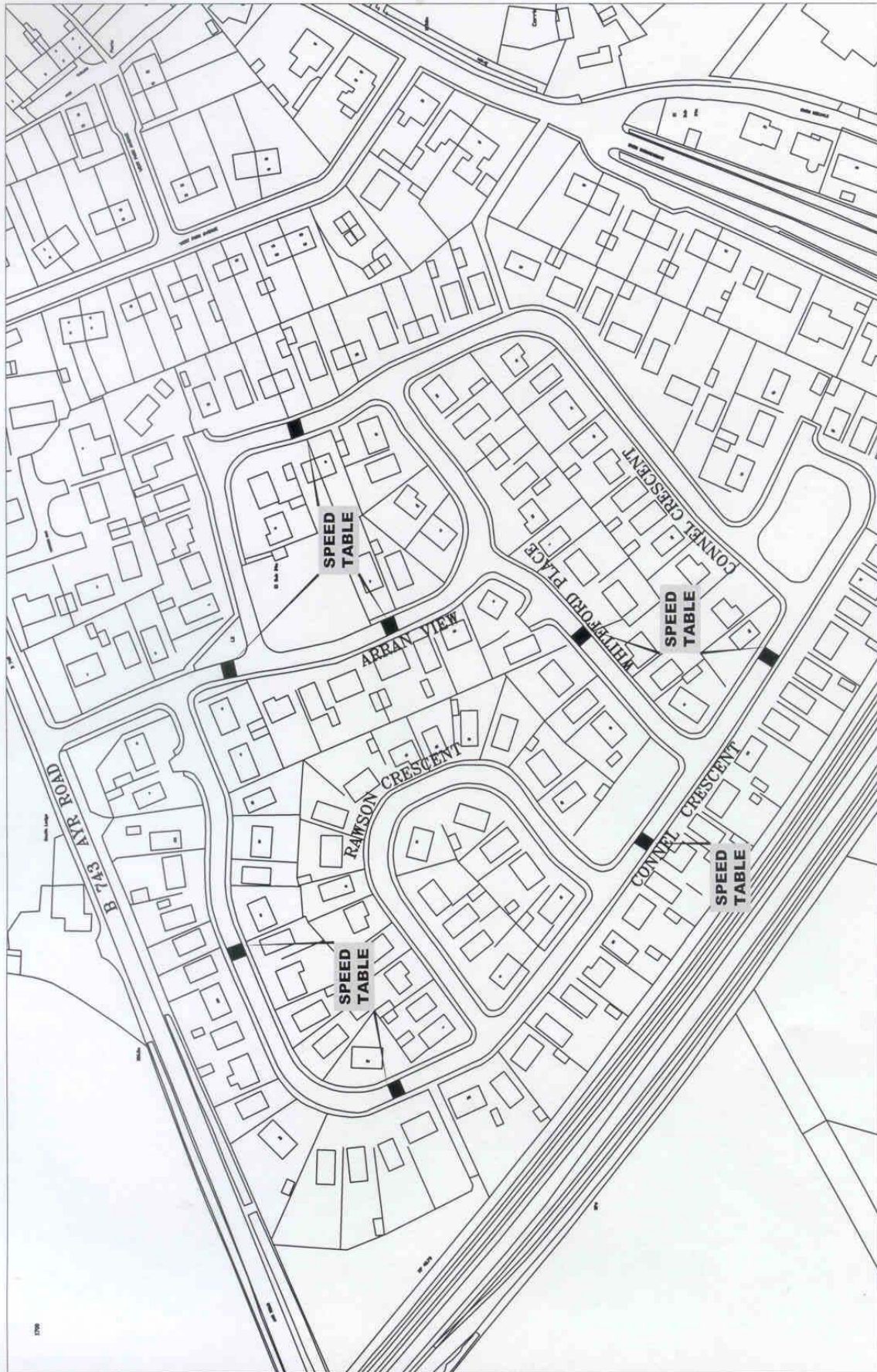
**Nil**

Copies of the above named road humps notice are available from the Head of Roads & Transportation.

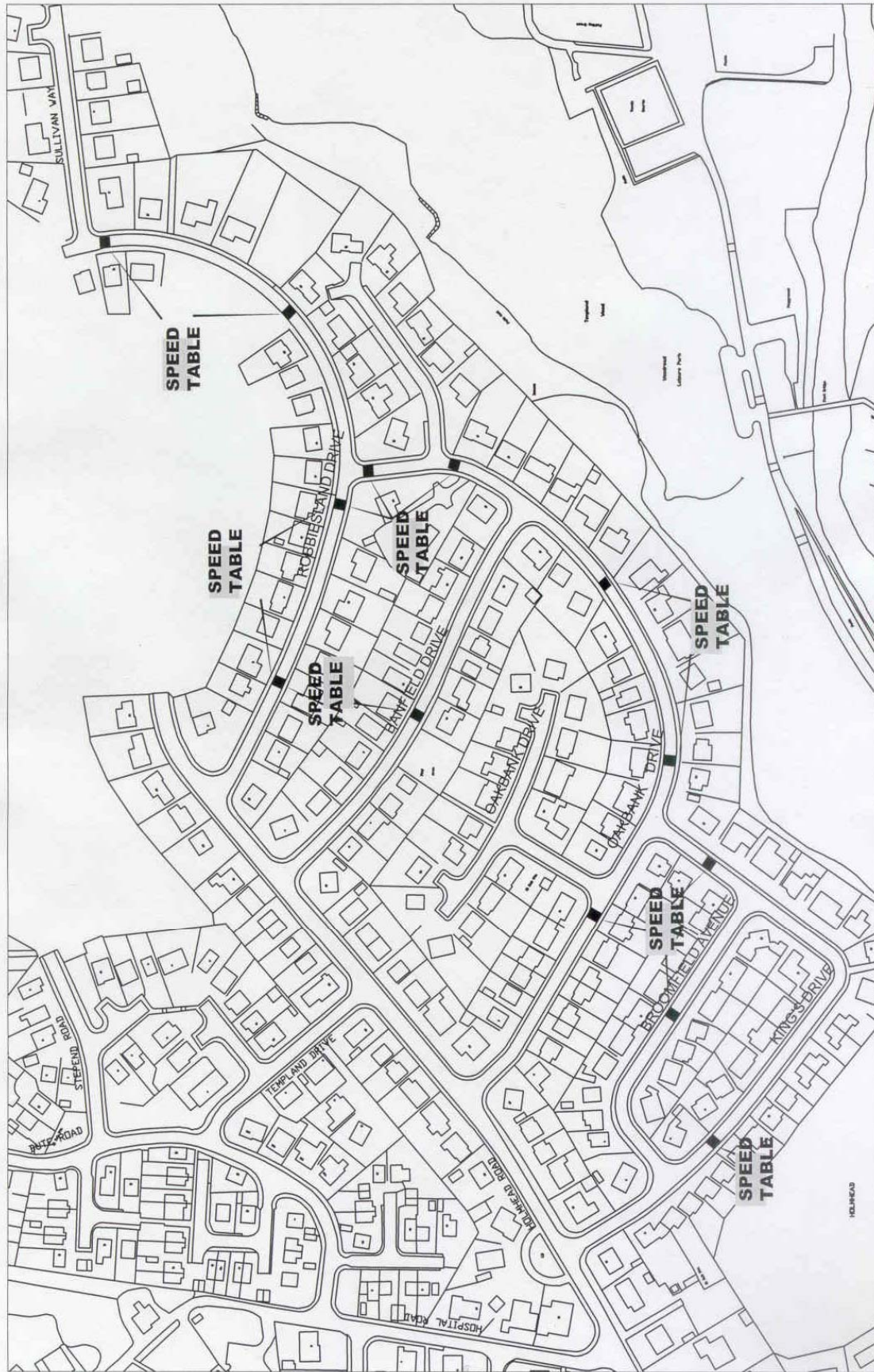
For further information on the contents of this report please contact Keith Orton, Acting Chief Engineer on 01563 555714

Implementation Officer: [neil.bell@east-ayrshire.gov.uk](mailto:neil.bell@east-ayrshire.gov.uk)

## **Appendix 1**



PROPOSED TRAFFIC CALMING - ARRAN VIEW AREA, MAUCHLINE



# HOLMHEAD, CUMNOCK - TRAFFIC CALMING

## 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