

## **EAST AYRSHIRE COUNCIL**

**CABINET – 24 JANUARY 2008**

### **TRAFFIC CALMING PROPOSALS FOR LAINSHAW AREA, STEWARTON, BENRIG AVENUE AREA, KILMAURS AND KIRKLAND ROAD AREA, DUNLOP**

#### **OBJECTIONS TO PROPOSED ROAD HUMPS**

##### **Report by Executive Director of Neighbourhood Services**

#### **1. PURPOSE OF REPORT**

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 Lainshaw area, Stewarton, Benrig Avenue area, Kilmaurs and Kirkland Road area, Dunlop and to seek the approval of the Cabinet for the traffic calming as proposed.

#### **2. BACKGROUND**

- 2.1 The Scottish Government has provided ring fenced funding 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 at the Lainshaw area of Stewarton, the Benrig Avenue area of Kilmaurs and Kirkland Road area of Dunlop.
- 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 north area has six proposals for 20mph speed limits in residential areas i.e. :- Lainshaw area, Stewarton, Kirkland Road area, Dunlop, Barward Road area, Galston, Western Road area, Galston, Benrig Avenue area, Kilmaurs and Towerhill Avenue, Kilmaurs.
- 2.4 The statutory consultations for the new Speed Limit Order for the north 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 the new 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 Lainshaw area, Stewarton, Benrig Avenue area, Kilmaurs, Kirkland Road area, Dunlop and Barward Road area, Galston to help drivers adjust their speed to the new, lower speed limit.

- 2.6 Road Humps Notices for Lainshaw area, Stewarton and Kirkland Road area, Dunlop were advertised on 17<sup>th</sup> August 2007. Notices for Barward Road area, Galston and Benrig Avenue area, Kilmaurs were advertised on the 14<sup>th</sup> and 21<sup>st</sup> September 2007 respectively. All Notices gave a period of four weeks for comment and objections. Six objections have been received to the road hump proposals in Lainshaw, five objections have been received in respect of the proposals for traffic calming in the Benrig Avenue area and one objection has been received for Kirkland Road area. The objections are outlined in paragraph 4.4 below along with the comments of the Acting Head of Roads.

### **3. PROPOSALS**

- 3.1 **Lainshaw area, Benrig Avenue area and Kirkland Road area** - 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, 8 Avenue Square, Stewarton
  - Local Area Office, Irvine Road, Kilmaurs

#### **4.4 Formal Objections**

##### **Lainshaw area, Stewarton**

- 4.4.1 Objector 1, from Rigghead, is of the view that the humps are unnecessary and that they will damage her car.

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 humps proposed for the Lainshaw area are to be 75mm high with lengthened ramps to minimize potential discomfort to vehicle occupants whilst assisting drivers 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.

- 4.4.2 Objector 2, from Lothian Road, feels that there is not an accident problem in Lothian Road and that the installation of humps will increase noise and restrict access and parking. He enquires why some humps are to be located near junctions whilst none are to be constructed in cul-de-sacs.

Comments - The traffic calming is in support of the introduction of a mandatory 20mph zone and extends from the David Dale Avenue/A735 junction to the Sim Street/Kilwinning road junction. During the most recent five year period there have been 9 non-injury road accidents and one injury accident involving a child pedestrian (Including David Dale Avenue).

Following consultations with the Police, the reduced speed limit is required to be self enforcing. The area is to be designated a 20mph zone which requires the provision of traffic calming features at regular intervals (David Dale Avenue was recently traffic calmed by a developer). This necessitates the siting of some road humps near junctions. The traffic calming will help drivers to maintain a constant speed in the residential area, thereby reducing noise and vehicle emissions. The proposals will improve community safety, enhance 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.

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. Due to the length of the cul-de-sac, it is not deemed necessary to provide traffic calming as it is unlikely that vehicle speeds will be high over this length.

- 4.4.3 Objector 3, from Rigghead, does not believe that there is a speeding problem in Rigghead and that drivers will speed up between humps. He also requests for a parking area to be constructed on a local plot of land instead of installing road humps.

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 humps are to be spaced at regular intervals to assisting drivers in traveling at a constant speed through the scheme. The funding for this scheme is being provided by the Scottish Government specifically for 20mph zones and cannot be reallocated for parking improvements.

- 4.4.4 Objector 4, from Thomson Terrace, believe that there will be too many bumps in this area of Stewarton and that they damage cars and ambulances and cause discomfort to disabled vehicle occupants. They do not think there is an

accident problem in this area. They are concerned that the local bus service will be withdrawn and that the humps will restrict parking.

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 humps are to be spaced at regular intervals to assist drivers in traveling at a constant speed through the scheme. 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. The Scottish Ambulance Service and the local bus companies have been consulted and none have raised any objections to the proposals.

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. 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.

- 4.4.5 Objector 5, from Rigghead, are of the view that the installation of road humps will increase noise levels and restrict parking and access. They are concerned that there will be an adverse effect on winter maintenance duties and that road drainage will be affected.

Comments - National research has found that when vehicle speeds are reduced, noise levels also reduce. The humps should not therefore increase noise levels and there is a potential for the reduction of noise. 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. There will not be a reduction in the level of winter maintenance provided by the Roads Division for the residents of Rigghead because of the introduction of humps. Drainage will not be affected as a channel will be left at either side of the hump to allow water to pass unimpeded.

- 4.4.6 Objector 6, from Hillhouse Place, thinks that noise levels will increase, especially due to vehicles that are too large to pass under the railway bridge on Dunlop Road. He has concerns that the humps will be too steep and will damage vehicles and that the road markings will wear off the humps quickly. He feels that drivers should be able to drive over the humps at 30mph as this is the existing speed limit and that the provision of bollards at the humps will make the footways too narrow. He is of the view that it is safer for a vehicle to travel in a straight line, on a level surface rather than over humps. He points out that there is an anomaly in the advertised Road Hump Notice where the hump on Lamberton Road, south of Hillhouse Place has been described as being on Ravenscraig Road and this invalidates the Notice.

Comments - 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 noise from larger vehicles. They are to be spaced at regular intervals to assist drivers in traveling at a constant speed through the scheme, thereby reducing noise and vehicle emissions. 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 roadmarkings on humps is designed to be hardwearing. Any deterioration of the markings will be rectified as part of the Division's cyclic maintenance programme. The traffic calming is in support of the introduction of a mandatory 20mph zone and will allow the speed limit to be self enforcing and this is the speed at which the humps have been designed for vehicles to travel safely over them. Bollards are provided at the sides of the humps to draw attention to the location of the hump and to highlight their positions to winter maintenance crews during snow clearing operations. Care is taken to ensure that the footway remains an acceptable width. Straight, level streets often lead to an increase in vehicle speeds and this can lead to an increase in the frequency and severity of accidents.

Road humps are installed to assist drivers in reducing their speed to an appropriate level in residential areas. The hump whose location has incorrectly been given in the Road Humps Notice will be removed from the scheme.

### **Benrig Avenue area, Kilmaurs**

- 4.4.7 Objector 1, from East Park Drive, do not think that there is a speeding problem and that there will be an increase in noise. They are concerned that the humps will increase the maintenance costs of their cars.

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. They are to be spaced at regular intervals to assist drivers in traveling at a constant speed through the scheme, thereby reducing noise and vehicle emissions. 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. 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.

- 4.4.8 Objector 2, from East Park Drive, do not feel that there is enough traffic to require road humps. They also think that installing humps would make driving more dangerous because of congestion caused by parked cars and ice cream and grocery vans. They have concerns that the humps will reduce the availability of parking in the area.

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 installation of road humps is common practice in both new and existing developments and there is no evidence that they create hazards for drivers. They are an effective way to deter speeding, improve the pedestrian environment and enhance community safety. The humps are to be 75mm high and grocery vans should be able to negotiate them without problem if they are traveling at an appropriate speed. 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.

- 4.4.9 Objector 3, from East Park Drive, have signed the letter sent by objector 2.

Comments - see objector 2.

- 4.4.10 Objector 4, from East Park Crescent, has concerns that installing humps will exacerbate an existing drainage problem on East Park Drive. She also thinks that they will caused bus passenger discomfort and damage to vehicles. She enquires why so many are required in the area

Comments - Existing drainage will not be affected as a channel will be left at either side of the hump. to allow water to pass unimpeded. 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 humps proposed for the Lainshaw area are to be 75mm high with lengthened ramps to minimize potential discomfort to vehicle occupants whilst assisting drivers 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 humps require to be spaced at regular intervals to assist drivers in traveling at a constant speed through the scheme.

- 4.4.11 Objector 5, from East Park Crescent, does not think there is a need for road humps in her street and something instead should be done to stop children running and cycling onto the street.

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. East Park Crescent is residential in nature and should be a safe place for children to live and play. The installation of the humps, combined with the introduction of the 20mph zone will create a safer environment for residents, especially vulnerable road users such as children, the elderly, pedestrians and cyclists.

### **Kirkland Road area, Dunlop**

- 4.4.12 Objector 1, from Allanvale, does not feel there is an accident or speeding problem in the area. They also think that there will be a restriction on parking in the area and that the funding would be better spent upgrading the 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. 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. The funding for this scheme is being provided by the Scottish Government specifically for 20mph zones and cannot be reallocated for carriageway improvements.

## **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) Agrees to determine the road hump proposals for Lainshaw Area, Stewarton, Benrig Avenue Area, Kilmaurs and Kirkland Road Area, Dunlop without a Local Inquiry
  - b) Considers the objections as detailed in paragraph 4.4 above.
  - c) Agrees to delete the planned road hump on Lamberton Road, south of Hillhouse Place
  - d) Approves all other road humps proposals for the Lainshaw area, Stewarton, Benrig Avenue area, Kilmaurs and Kirkland Road area, Dunlop, as advertised.

William Stafford  
**Executive Director Neighbourhood Services**

WS/AWNB

7<sup>TH</sup> January 2008

## **BACKGROUND PAPERS**

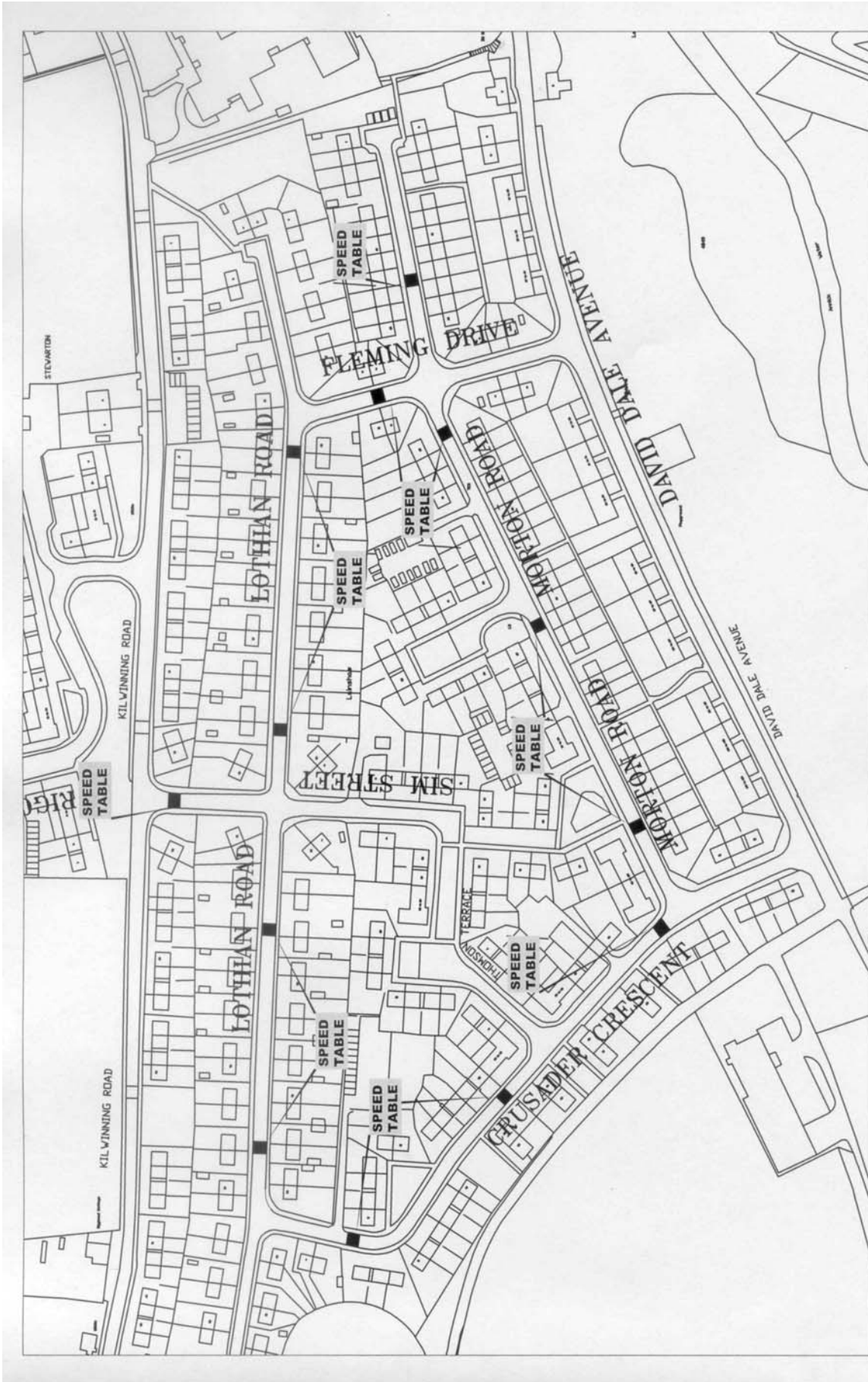
Nil

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)

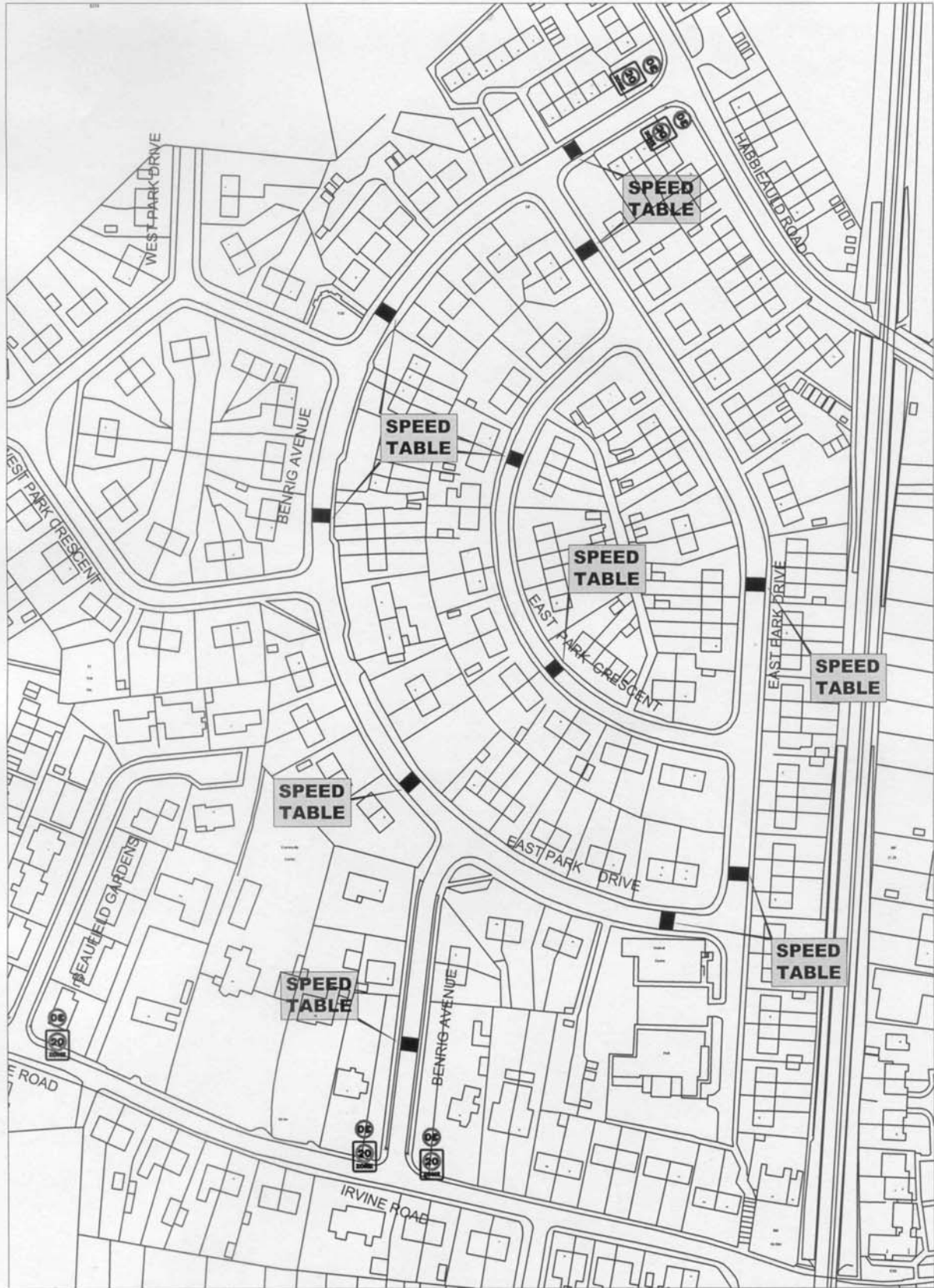
# Appendix 1



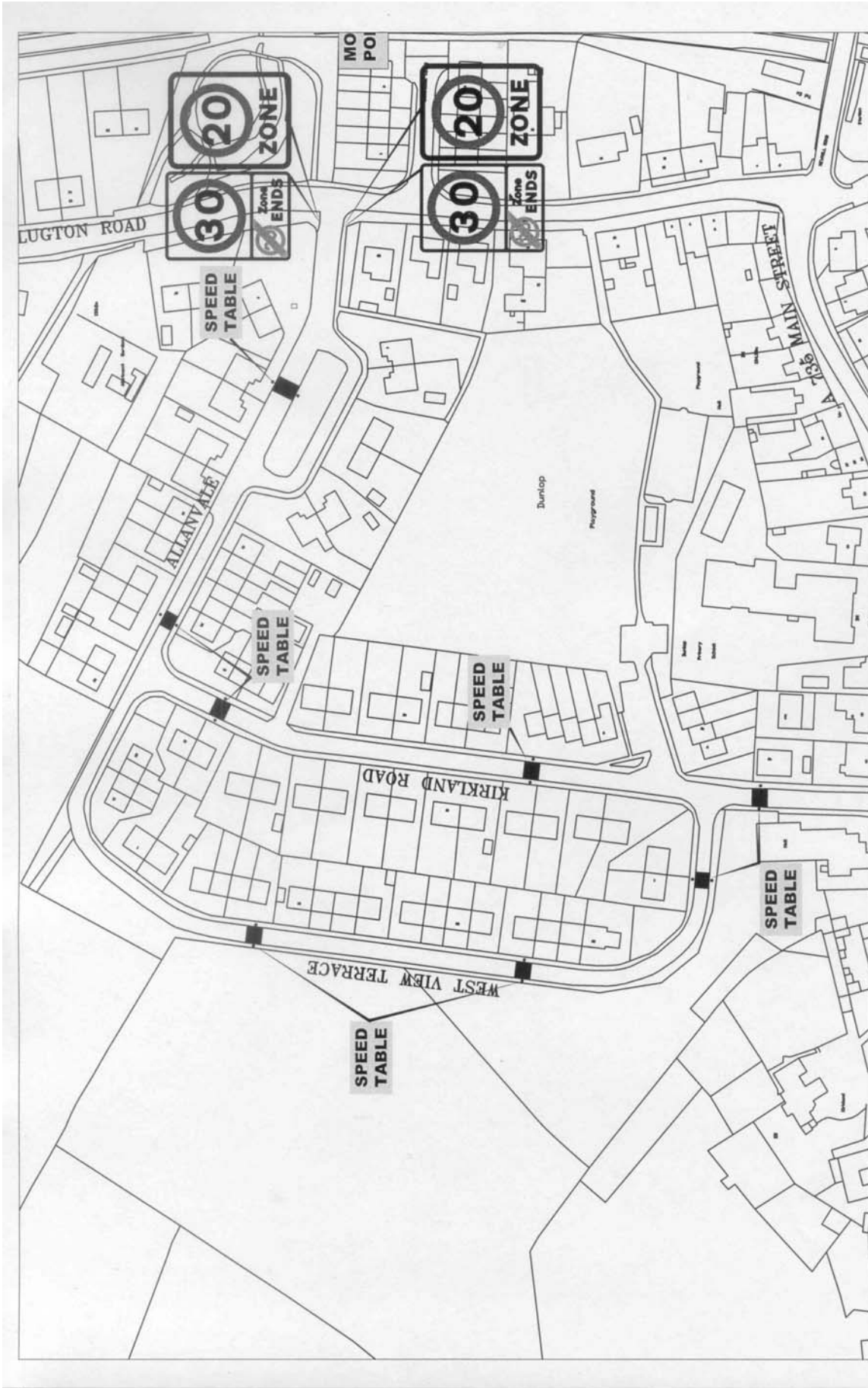
**PROPOSED TRAFFIC CALMING, LOTHIAN ROAD AREA, STEWARTON**



**PROPOSED TRAFFIC CALMING, RAVENSCRAIG ROAD AREA, STEWARTON**



**PROPOSED TRAFFIC CALMING - BENRIG AVENUE AREA**



**PROPOSED TRAFFIC CALMING, KIRKLAND ROAD AREA - DUNLOP**

## 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  
Kilmaurs Community Council  
Dunlop and Lugton Community Council  
Stewarton and District Community Council  
Councillor J. MacKay  
Councillor r. Cunninghame  
Councillor J. McGhee  
Councillor B. McDill – Environment and Regeneration  
Councillor J. Buchanan - Environment and Regeneration  
Chief Executive, East Ayrshire Council  
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