

EAST AYRSHIRE COUNCIL

CABINET – 27 AUGUST 2008

TRAFFIC CALMING PROPOSALS FOR LOUDOUN STREET, STEWARTON

OBJECTIONS TO PROPOSED ROAD HUMPS

Report by Executive Director of Neighbourhood Services

1. PURPOSE OF REPORT

1.1 The purpose of the report is : -

- a) To advise the Cabinet of objections that have been received to the Road Humps Notice being promoted in respect of traffic calming proposals for Loudoun Street, Stewarton.
- b) To seek the approval of the Cabinet for the traffic calming as proposed.

2. BACKGROUND

2.1 The existing traffic calming scheme on Loudoun Street, Stewarton was implemented in 2003 by a developer during the construction of the housing development at Draffen Mount; Appendix 1. The speed cushions installed adjacent to 7 Loudoun Street, at that time, were subsequently removed because the developer had not followed the statutory procedure and local concerns about noise and vibration. The existing traffic calming features are due to be replaced as part of maintenance resurfacing works required for the street along with the provision of a new speed table adjacent to 7 Loudoun Street.

Additional raised junctions are proposed to be installed by the housing developer Manor Kingdom (Scotland) Limited in order to satisfy planning conditions imposed by East Ayrshire Council in connection with the development at Cragston House which accesses onto Loudoun Street.

2.2 A Road Humps Notice was advertised on 6th June 2008, giving a period of four weeks for comment and objections. Nine formal objections have been received and six of these have been maintained. Five objections relate specifically to the speed table proposed at No 7 Loudoun Street and the remaining objection relates to the full scheme. The objections are outlined in paragraph 4.4 below along with the comments of the Head of Roads & Transportation.

3. PROPOSALS

3.1 The developer requires to install two raised junctions on Loudoun Street as a planning condition in connection with the development at Cragston House which accesses onto Loudoun Street. Consequently it was decided to review the existing traffic calming in Loudoun Street to ensure that the completed scheme is effective and appropriate for the situation at this location. Following this review it was decided that the existing speed cushions would be replaced by a speed table and

the road hump adjacent to 1 Draffen Mount would not be required. It is also proposed that one additional speed table is placed adjacent to 7 Loudoun Street.

- 3.2** The proposed raised junctions and speed tables are located at regular intervals along the street with associated traffic signs and road markings. The spacing of the road humps is designed in accordance with the Roads Development Guide to assist drivers to maintain a uniformly reduced speed along Loudoun Street. A plan showing the layout of road safety proposals is detailed in Appendix 2.

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 3. 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

4.4 Formal Objections

- 4.4.1** Objector 1 - Mr. Campbell S Reid, 3 Loudoun Street, Stewarton has objected by letter to the proposed road hump adjacent to his house and has given the following reason :-

He considers the proposed hump to be badly sited due to :-

- a) Sited on a gradient
- b) Sited on a bend
- c) Sited on adverse camber
- d) Sited only 6ft from the frontage of his house
- e) He is concerned about skidding vehicles hitting a pedestrian

He is concerned about surface water drainage and also noise and vibration and considers the proposal for the speed table near to his residence to be unnecessary and dangerous and will lead to accidents at this location.

Comments - The proposals include road humps at regular intervals to ensure that drivers maintain a uniformly reduced speed which will reduce the risk of accidents associated with the gradient, bend and camber of the road. Superelevation (banking of the road cross-section to assist drivers on bends) is only provided on bends on higher speed roads.

The centre of the proposed road hump is approximately 10m from the nearest corner of his house.

The proposed speed table will be reduced in height from the normal 75mm to 50mm (the road hump regulations permit a maximum height of 100mm). In addition the approach ramps of the speed table will be extended to reduce the potential for vehicle noise and vibration.

The proposed speed table will be formed in asphalt the full width of the road leaving a channel at each kerb for drainage purposes.

- 4.4.2 Objector 2 – Mr. Dugald H Mackay, 5 Loudoun Street has objected by letter. He believes that the installation of the speed table adjacent to his residence will have serious safety implications in leading to vehicle accidents and he has concerns that the siting of this hump will increase the effects of noise on his property. He also believes that speed is not an issue on this stretch of road. However he does make reference to the road being abused by ‘boy racers’ and heavy commercial vehicles using the road as a short cut to other districts.

Comments - The proposals include road humps at regular intervals to ensure that drivers maintain a uniformly reduced speed which will reduce the risk of accidents.

The proposals are for a speed table which will be reduced in height from the normal 75mm to 50mm. In addition the approach ramps of the speed table will be extended to reduce the potential for vehicle noise and vibration.

- 4.4.3 Objector 3 – Mr Timothy Prosser, 7 Loudoun Street has objected by letter. He considers the proposal for the speed table adjacent to his residence to be unnecessary and dangerous and will lead to accidents at this location particularly in the winter months. He is also concerned that the sighting of this hump will increase the impact of noise and vibration on his property and also lead to water damage.

Comments - The proposals include road humps at regular intervals to ensure that drivers maintain a uniformly reduced speed which will reduce the risk of accidents. The reduced speeds will be of greater relevance in the winter.

The proposals are for a speed table which will be reduced in height from the normal 75mm to 50mm. In addition the approach ramps of the speed table will be extended to reduce the potential for vehicle noise and vibration.

- 4.4.4 Objector 4 – Mrs Margaret Dunkerley, 16 Loudoun Street has objected by letter. She believes the installation of the speed table near her house will have a detrimental effect on her wellbeing due to the increase in noise from passing traffic, and in particular heavy goods vehicles.

Comments - The proposals include road humps at regular intervals to ensure that drivers maintain a uniformly reduced speed which will reduce the risk of accidents.

The proposals are for a speed table which will be reduced in height from the normal 75mm to 50mm. In addition the approach ramps of the speed table will be extended to reduce the potential for vehicle noise and vibration.

- 4.4.5 Objector 5 – Mr Grant T Thomson, 18 Loudoun Street has objected by letter. He considers the proposal for the speed table near to his residence to be unnecessary and dangerous and will lead to accidents at this location particularly in the winter months. He feels that this hump will cause him problems in accessing his driveway and incur damage to his vehicle whilst travelling over it. He states also that the proposed hump will impair response times for emergency service vehicles travelling up Loudoun Street towards Fenwick.

Comments - The proposals include road humps at regular intervals to ensure that drivers maintain a uniformly reduced speed which will reduce the risk of accidents.

The proposals are for a speed table which will be reduced in height from the normal 75mm to 50mm. In addition the approach ramps of the speed table will be extended to reduce the potential for vehicle noise and vibration.

The speed table will not hinder access to his property and provided he is travelling at an appropriate speed will not cause damage to his vehicle.

The emergency services have been consulted and have not objected to the proposals

- 4.4.6 Objector 6 – Mr & Mrs I Houson, 22 Loudoun Street have objected by letter. They feel the proposed measures are excessive. They are also concerned that the siting of the humps will increase the impact of noise and vibration on their property and also incur damage to his vehicle to water damage.

Comments - The proposals include road humps at regular intervals to ensure that drivers maintain a uniformly reduced speed which will reduce the risk of accidents.

The speed cushions adjacent to their home will be replaced by a speed table at the same location. The ramps to the speed tables will be extended to reduce the potential for vehicle noise and vibration.

5. FINANCIAL IMPLICATIONS

- 5.1 The costs of the resurfacing works and replacement of existing traffic calming will be met from the 2008/2009 Roads Maintenance Budget. Manor Kingdom (Scotland) Limited are funding the installation of the two raised junctions.

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.

6.2 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.

7. COMMUNITY PLAN / POLICY IMPLICATIONS

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

8. RECOMMENDATIONS

8.1 It is recommended that Cabinet:-

- i) consider whether to hold a local inquiry in respect of the objections received;
- 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 Para. 4.4 above; and
- iii) to thereafter determine whether or not to approve the road humps for Loudoun Street, Stewarton as advertised.

William Stafford
Executive Director Neighbourhood Services

19 August 2008
WS/JB/NB

BACKGROUND PAPERS

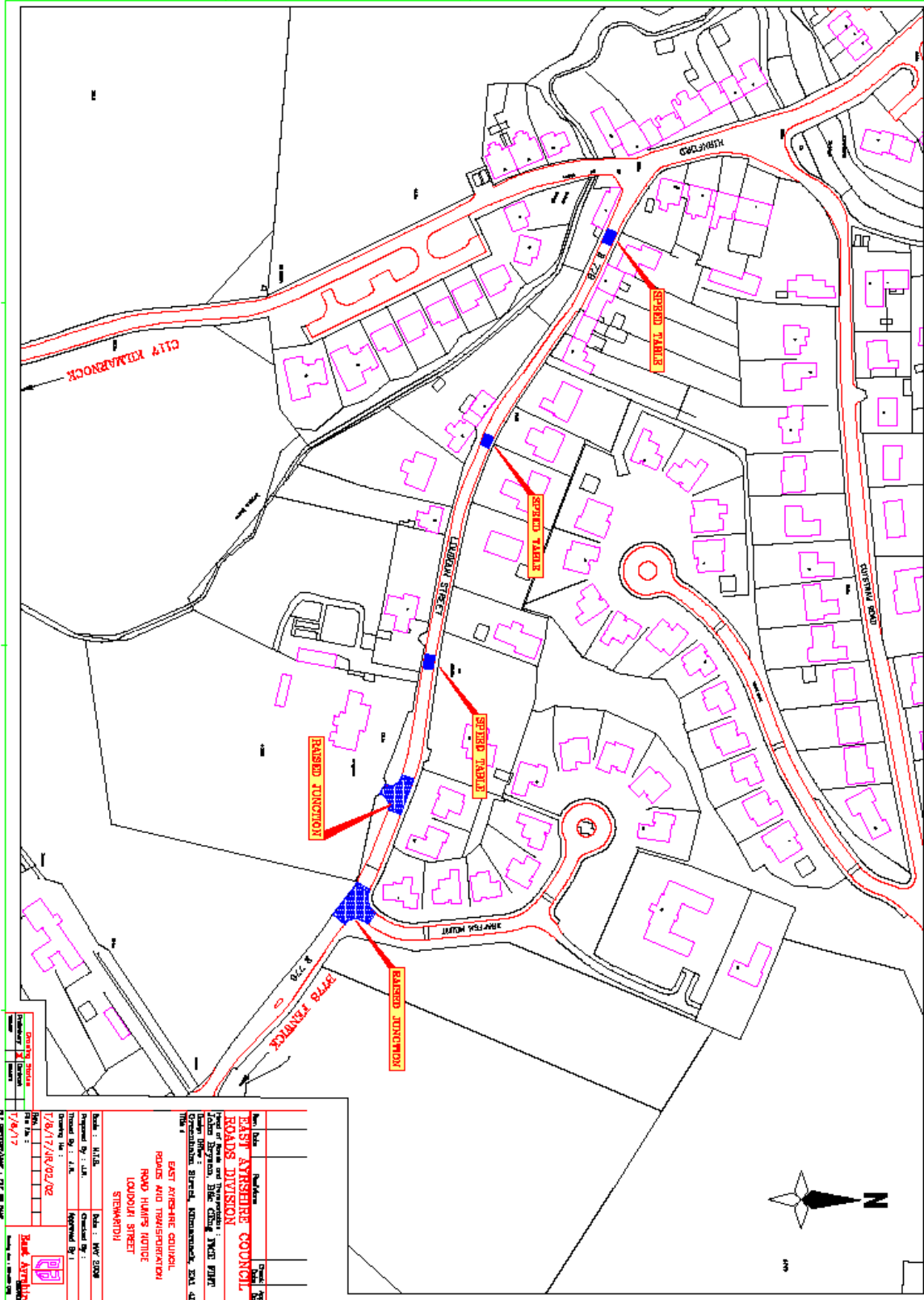
Nil

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, Acting Principal Engineer

Appendix2



DATE: 7/8/17		SCALE: 1:1000	
PROJECT: EAST AYRSHIRE COUNCIL ROADS DIVISION		CLIENT: EAST AYRSHIRE COUNCIL	
LOCATION: ROADS AND TRANSPORTATION		PROJECT NO.: 17/017	
ADDRESS: LOUDOUN STREET STEWARTON		DATE: 7/8/17	
DESIGNED BY: [Name]	CHECKED BY: [Name]	DATE: 7/8/17	SCALE: 1:1000
DRAWN BY: [Name]	APPROVED BY: [Name]	DATE: 7/8/17	SCALE: 1:1000
DATE: 7/8/17	SCALE: 1:1000	PROJECT NO.: 17/017	CLIENT: EAST AYRSHIRE COUNCIL

Appendix 3

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
C.T.C
Cycling Scotland
North East Ayrshire Access Panel
Scottish Taxi Federation
Stewarton and District Community Council
Councillor Rose-Ann Cuninghame
Councillor John MacKay
Councillor John McGhee
Councillor Bobby McDill (Environment & Regeneration)
Councillor Jim Buchannan (Environment & 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