

## EAST AYRSHIRE COUNCIL

CABINET– 9 MARCH 2011

### PROPOSED INSTALLATION OF SPEED TABLES - VARIOUS ROADS B705, CATRINE

#### Report by the Depute Chief Executive/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 Mauchline Road, Ballochmyle Street, Mill Street and St Germain Street B705, Catrine; and
- b) Seek the approval of the Cabinet for the installation of speed tables as described below.

#### 2. BACKGROUND

- 2.1 This road safety scheme was proposed in response to concerns raised by local residents and elected members about speeding traffic. At its meeting in June 2010 the Cabinet approved the inclusion of speed reduction measures in Catrine in the Traffic, Transportation and Road Safety Programme for 2010/11.
- 2.2 The Road Humps Notice was published on 19<sup>th</sup> January 2011, giving a period of four weeks for comment and objections. Four letters of objection were received including one from the Community Council.

#### 3. PROPOSAL

- 3.1 Nine speed tables are proposed in total with four on Mauchline Road, one on Ballochmyle Street, two on Mill Street and two on St Germain Street. They are located at regular intervals along the road to deter speeding and help drivers maintain a steady, reduced speed in the built-up area. The traffic calming is accompanied by appropriate traffic warning signs, road markings and bollards.
- 3.2 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 businesses and residents were also informed about the proposals using flyers which were delivered to each business and residence affected. Notices were also placed on lighting columns in

Mauchline Road, Ballochmyle Street, Mill Street, and St Germain Street B705  
Catrine

**4.3 Publication of Proposals** – The Road Humps Notice was published in the Cumnock Chronicle on 19 January 2011; Appendix 3. Full details of the proposals with plans were available for inspection at:

- Roads & Transportation Office, Holmquarry Road, Kilmarnock
- Local Council Office, 1 Townhead, Catrine
- Catrine Community Library, 2 Institute Library, Catrine

#### **4.4 Formal Objections -**

Four formal letters of objection were received, three from local residents and the other from Catrine Community Council.

##### **4.4.1 Objector 1**

- (a) Does not object to having the traffic controlled at a safe speed. However location of speed tables are “hit or miss” and requests that other forms of traffic calming are used.
- (b) From the location plan it appears that one of the proposed speed tables is located directly outside the bedroom window of his property and he does not want it to be positioned there.
- (c) Increased noise pollution (when vehicles are slowing down and then speeding up once over the speed table)
- (d) Increased vibration caused by large trucks manoeuvring over speed table could damage the 203 year old property.

##### **Responses to the points raised by objector 1: –**

- (a) The traffic calming scheme was proposed in response to local road safety concerns. The B705 within Catrine is a long straight road with a significant potential for higher speeds.

- (a) & (b) 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. The speed tables are located at regular intervals to ensure that drivers maintain a uniform reduced speed. All speed tables have been carefully positioned to minimise interference with private accesses.

However, because of the close proximity of this house and particularly the bedrooms to the speed table, it is proposed to remove the traffic calming feature on Ballochmyle Street near Chapel Brae from the scheme and provide vehicle activated speed warning signs for traffic travelling in both directions. If this change is agreed, the situation will be monitored and if speeds are not reduced, consideration will be given to providing a further speed table, at a location nearby, as part of a future programme.

- (c) & (d) Speed tables are a nationally recognised road safety feature. The maximum permitted height is 100mm; however the ones in Catrine will be limited to 75mm. The approach ramps will also be lengthened to minimise discomfort whilst deterring speeding. Regularly placed traffic calming measures, resulting in reduced, steady speeds, will contribute to a reduction in traffic related noise, vibration and atmospheric pollution.

#### **4.4.2 Objector 2**

- (a) The number of speed tables proposed is in excess of the number necessary to reduce speed in the area.
- (b) Stated that only three speed table would be required initially with one at either end of the village and one in the area of the Old Mill.
- (c) Objector 2 has expressed the view that using three speed tables initially would reduce costs and allow for a period of appraisal before increasing the number above three.

#### **Responses to the points raised by objector 2: –**

- (a) The proposed road humps have been designed in accordance with the current national guidelines and specifications and are a standard road safety feature. The speed tables have also been positioned where they will be most effective in reducing vehicle speeds; enhancing road safety; and minimising interference with private accesses and road drainage.
- (b) & (c) The spacing of the speed tables has been designed to ensure that drivers maintain a steady, reduced speed along the length of the road. Experience has shown that drivers often speed up between traffic calming features if they are too widely spaced. Reducing the number of speed tables to three would lessen the overall effectiveness of the scheme and speeds would not be reduced through the town.

#### **4.4.3 Objector 3**

- (a) States that the proposed speed table on Mauchline Road should be moved closer to the play park at the end of the village with another installed outside the village boundary.
- (b) Two other proposed speed tables within the village are not needed: one approaching the sharp bend on Mauchline Road and the other on Mill Street.
- (c) Objector 3 asks why speed tables have not been continued through to the opposite end of the village.

#### **Responses to the points raised by objector 3: –**

- (a) To move the speed tables closer to the play park will require an extension of the existing street lighting system. There are currently no proposals to extend the existing street lighting, however the request will be kept on file for future consideration.

- (b) The speed tables have been positioned where they will be most effective in reducing vehicle speeds, enhancing road safety and minimising interference with private accesses and road drainage. The speed table positioned on the approach to the bend at the end of Mauchline Road has been added as an additional measure to encourage vehicles to slow down for the bend.
- (c) The existing road surface at the opposite end of the village requires resurfacing works to be carried out before traffic calming could be introduced. Once this work is completed, consideration can be given to additional traffic calming at this location as part of a future programme.

#### **4.4.4 Objector 4**

- (a) In their experience the majority of motorists do not drive excessively on Ballochmyle Street. The small minority that do are likely to see the speed tables as entertainment rather than a restriction on speed.
- (b) Concerned about speed tables increasing noise, air pollution and delaying emergency services.
- (c) As Ballochmyle Street is used by large number of heavy vehicles travelling to Glen Catrine bonded warehouse and a major bus route, the impact of the speed tables would be a serious detriment to residents in the area.
- (d) States that many Councils in England are removing speed humps due to concerns regarding noise, air pollution and complaints from emergency services.
- (e) Requests that consideration is given to introduction of alternative measures to slow down traffic through Catrine. Proposed introduction of 20mph zones and flashing lights.

#### **Responses to the points raised by objector 4: –**

- (a) The traffic calming scheme was proposed in response to local road safety concerns. The B705 within Catrine is a long straight road with a significant potential for higher speeds.
- (b) & (d) The speed tables are located at regular intervals to ensure that drivers maintain a uniform reduced speed along the length of the road. This will contribute to a reduction in traffic related noise, vibration and atmospheric pollution.
- (c) All emergency services and relevant bus companies have been consulted as part of the statutory consultation process with no objections received. The proposed traffic calming measures will deter lorries from speeding.
- (e) Road humps 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. Part-time 20mph limits, with flashing lights to show when the limit is in force, are generally only introduced in the vicinity of schools.

## **5. LEGAL IMPLICATIONS**

**5.1** The promotion of the proposals has been in accordance with the requirements of The Road Humps (Scotland) Regulations 1998 and The Roads (Scotland) 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. The project will address the need to reduce speeds and improve road safety for school children and other vulnerable road users, including the elderly, the disabled, cyclists and pedestrians.

## **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;
- (iii) To thereafter determine whether or not to approve the scheme with the deletion of the speed table on Ballochmyle Street at its junction with Chapel Brae;
- (iv) Determines whether or not to approve the remainder of the scheme as advertised in the Road Humps notice and shown in Appendix 1; and
- (v) Otherwise note the contents of the report.

**Elizabeth Morton**  
**Depute Chief Executive and Executive Director of Neighbourhood Services**  
**24 February 2011**  
**MM**

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## **BACKGROUND PAPERS**

**Nil**

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

**Implementation Officer: Stuart Norval**

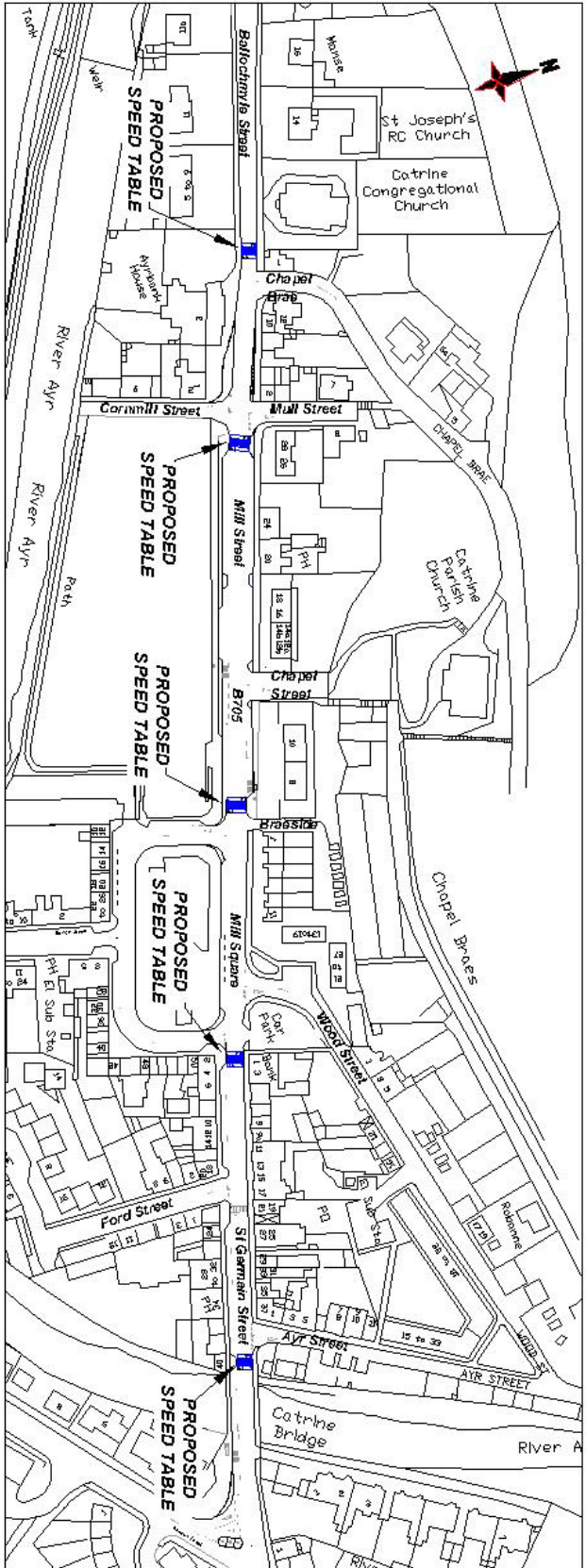
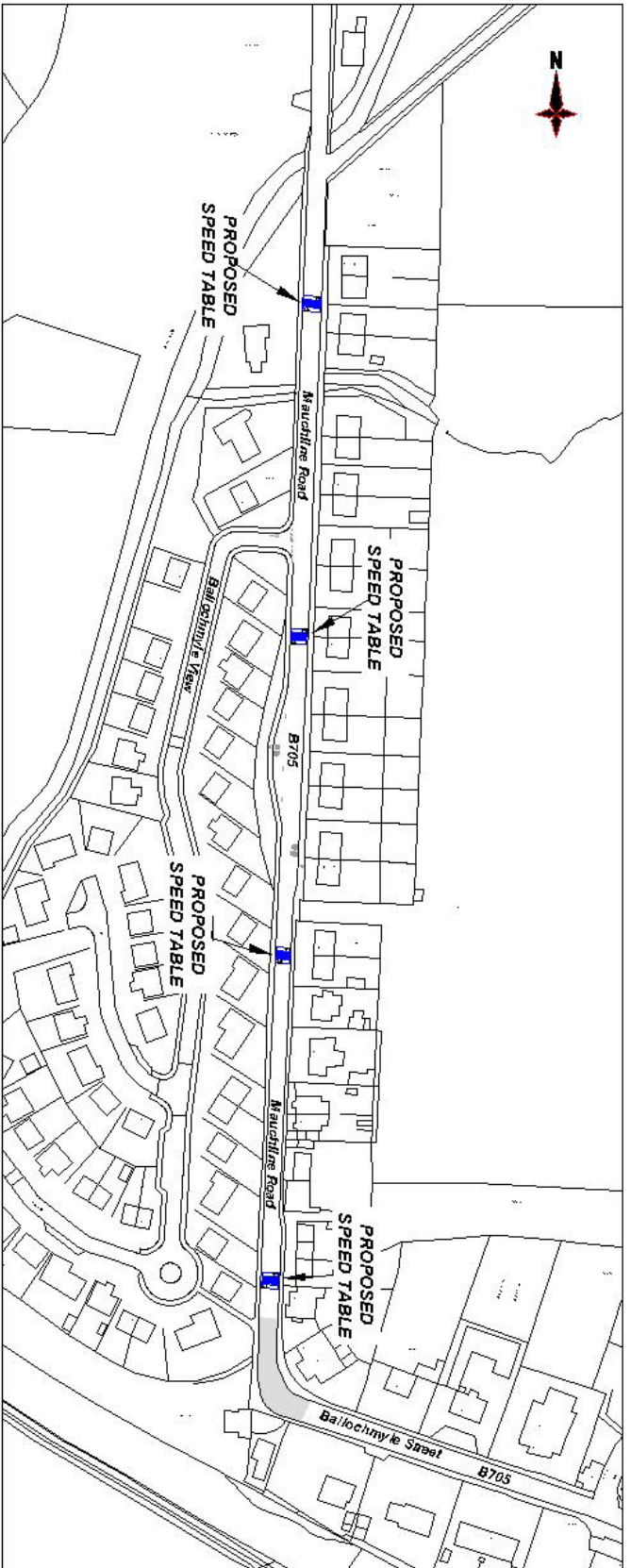
## **LIST OF APPENDICES**

Appendix 1 – Plans showing the speed table locations.

Appendix 2 – Consultation List

Appendix 3 - Notices of Proposals – Proposed installation of Road Humps

## APPENDIX 1



DRAWING STATUS	
Preliminary	Contract
Tender	Record

Rev. No.:	1:20000	Date:	Jan 2011
Prepared By:	AA	Checked By:	
Traced By:	ACAD	Approved By:	
Drawing No.:	T10091/01/02/RHNO1		
File No.:	T10091/01/02		

Title: East Ayrshire Council  
 Road Safety Improvements  
 B705 Catrine  
 Road Humps Notice

Head of Roads and Transportation:  
 John Bryson, BSc CEng MICE  
 Design Office:  
 Greenholm Street, Kilmarnock, KA1 4DJ

Rev. Date	Revisions	Check Date	App. Date

**EAST AYRSHIRE COUNCIL**  
**ROADS DIVISION**



## 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. Royal Mail
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 South Forum n Disability
18. Catrine Community Council
19. Cllr D. Shaw
20. Cllr J. Roberts
21. Cllr N. McGhee
22. Cllr J. Kelly
23. Cllr R. McDill
24. Cllr J. Buchanan
25. Chief Executive
26. Executive Director of Neighbourhood Services
27. Executive Director of Finance & Corporate Support
28. Executive Director of Educational and Social Services
29. Chief Engineer (Operations)
30. Head of Planning & Economic Development

# APPENDIX 3

## EAST AYRSHIRE COUNCIL, PROPOSED INSTALLATION OF ROAD HUMPS, CATRINE

### NOTICE OF PROPOSALS

East Ayrshire Council, in accordance with Section 37(2) of the Roads (Scotland) Act 1984, hereby gives Notice of its intention to install road humps as described herein on **Mauchline Road, Ballochmyle Street, Mill Street & St Germain Street, Catrine.**

LOCATION	TYPE	DIMENSION	No
<b>Mauchline Road</b>			
Approximately 90 metres north of the extended north kerbline of Ballochmyle View.	Speed Table	Height: 75mm	1
Approximately 35 metres south of the extended south kerbline of Ballochmyle View.	Speed Table	Height: 75mm	1
Approximately 160 metres south of the extended south kerbline of Ballochmyle View.	Speed Table	Height: 75mm	1
Approximately 285 metres south of the extended south kerbline of Ballochmyle View.	Speed Table	Height: 75mm	1
<b>Ballochmyle Street</b>			
Approximately 60 metres northwest of the extended northwest kerbline of Cornmill Street.	Speed Table	Height: 75mm	1
<b>Mill Street</b>			
Approximately 15 metres southeast of the extended northwest kerbline of Cornmill Street.	Speed Table	Height: 75mm	1
Approximately 5 metres northwest of the extended northwest kerbline of Braeside.	Speed Table	Height: 75mm	1
<b>St Germain Street</b>			
Approximately 25 metres southeast of the extended southeast kerbline of Wood Street.	Speed Table	Height: 75mm	1
Approximately 10 metres southeast of the extended southeast kerbline of Ayr Street.	Speed Table	Height: 75mm	1

Full details of these proposals are available for inspection during normal office hours at:-

East Ayrshire Council  
Roads & Transportation Division  
Holmquarry House  
Holmquarry Road  
Kilmarnock, KA1 4EP

Local Council Office  
1 Townhead  
Catrine  
KA5 6SF

Catrine Community Library  
2 Institute Avenue  
Catrine  
KA5 6RT

Any person wishing to object to the proposed road humps should send details of the grounds for objection in writing to the Head of Roads and Transportation, Council Offices, Greenholm Street, Kilmarnock KA1 4DJ by the 18th February 2011.

East Ayrshire Council  
Neighbourhood Services  
Roads & Transportation Division  
Greenholm Street  
Kilmarnock  
KA1 4DJ

E. Morton  
Depute Chief Executive &  
Executive Director of  
Neighbourhood Services