

## **EAST AYRSHIRE COUNCIL**

### **DEVELOPMENT SERVICES COMMITTEE – 24 AUGUST 2004**

#### **A719 MOSCOW TRAFFIC CALMING OBJECTIONS TO THE ROAD HUMPS NOTICE**

##### **Report By Executive Director of Development and Property Services**

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

**1.1** The purpose of the report is : -

(a) To advise the Committee of the objections to the Road Humps Notice being promoted in association with traffic calming proposals for A719 through Moscow; and

(b) To seek the approval of the Committee for the traffic calming as proposed.

### **2. BACKGROUND**

**2.1** At the meeting of 10 March 2004, the Committee approved the reduction of the existing 50 mph speed limit to 30 mph as part of a package of safety measures relating to the granting of a licence to fell trees at Cowan's Law. Part of the agreed safety measures requires traffic calming to be installed on the A719 through Moscow. Police support for the introduction of a 30mph speed limit is conditional on the traffic calming measures being implemented at the same time as the new speed limit.

**2.2** The Forest Operators intend to commence timber extraction in 2005 and have contributed £75,000 towards the road safety works.

**2.3** The traffic calming proposals include gateway features, traffic islands, road humps and appropriate road signs and extended street lighting.

**2.4** The Road Humps (Scotland) Regulations 1998 require the Council to carry out consultations with emergency services, with the Police and with persons and organisations affected by the proposals. It is also necessary to advertise the proposals in the press following which there is a 28 day period during which the public can object. This consultation took place between 18 March and 16 April 2004. Two objections were received by members of the public. Letters of response were sent to the objectors which set out the reasons for the road humps and addressing their concerns. Replies have subsequently been received from both objectors indicating that they wish to maintain their objection.

### **3. PROCEDURES**

**3.1** When a roads authority proposes to construct road humps it is required to consider any objections arising from the statutory consultation process. There is no statutory requirement to hold a public inquiry into objections received, however should the

committee decide that they wish to do so, this will be before a Reporter appointed by the Scottish Executive.

**3.2** If the Council decides not to hold an inquiry before a Reporter, the Council can proceed to determine whether or not the road humps should be constructed.

**3.3** It is essential that traffic calming and the 30mph limit are introduced before timber extraction begins. A public inquiry before a Reporter would significantly delay implementation of the proposals and this could prevent the works being completed before the timber extraction commences.

It is therefore recommended that the Committee considers the objections and determines the proposals for road humps on the A719 through Moscow

#### **4. OBJECTIONS**

**4.1** The objections are summarised below—

OBJECTOR	OBJECTION	RESPONSE
Greta M. Roberts 8 Main Road Waterside Kilmarnock KA3 6JB	Mrs Roberts objects to funding being concentrated in Moscow and considers problems are more acute in Waterside.	<ul style="list-style-type: none"> <li>The proposals are being promoted in the interest of road safety, to reduce the conflict between slow timber wagons on Hemphill Road turning into the through traffic on the A719</li> </ul> <p>At the Development Services Committee's meeting on 29 June 2004 approval was given for a new programme of road safety measures throughout the council area. This included a proposal for traffic calming measures on the A719 Waterside which would be implemented when funding becomes available.</p> <p>In addition the A719 is part of an initiative to improve road safety on rural routes and the area south of Waterside will receive attention in due course.</p>
	Other types of traffic calming measures should be considered such as 'proper' gateways, chicanes, traffic islands etc at the village entrance.	<ul style="list-style-type: none"> <li>Gateway features, traffic islands and chicanes are being incorporated within the overall scheme, on the approaches to the road humped section. Road Humps have been shown to be one of the most effective means of reducing speeds.</li> </ul>
	The road humps should be confined to the section in the	<ul style="list-style-type: none"> <li>Scottish Executive guidelines for the extents of 30mph speed limits recommend</li> </ul>

vicinity of potential conflict at the junction with Hemphill Road

a minimum length of 800 metres. Due to a bend at the south end, this has been extended to improve forward visibility. The Police support for the 30mph speed limit is conditional on traffic calming being included over the whole length of the 30mph speed limit.

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Mr Andrews considers that, with only four properties fronting the main A719, a 30mph speed limit and associated road humps are unnecessary. (Mr Andrews stated in his letter that he could support a reduction to 40mph coupled with the elimination of the road humps.)

- There have been local concerns about the speed of traffic and road safety on the A719 through Moscow for sometime. The proposal to reduce the speed limit to 30mph is supported by the local community and the Police. The proposal to harvest timber via the Hemphill Road onto the A719 could result in conflicts between through traffic and slow moving lorries turning at Hemphill Road if speed reduction measures are not implemented. Police support for the 30mph speed limit is conditional on the introduction of traffic calming measures which will ensure that the speed limit is self enforcing.

## **5. IMPLEMENTATION**

- 5.1** The traffic calming proposals are similar to measures provided at Loudoun Academy which have proved to be effective in reducing speeds to an appropriate level for the 30mph speed limit. Ramps to the road humps at Loudoun Academy were lengthened to take account of the fact that it was a principal route in a more rural situation and where farm vehicles carrying livestock used the road.
- 5.2** During consultations with Moscow and Waterside Community Council, it was agreed that the proposed road humps at Moscow would also have the ramps lengthened.

## **6. LEGAL IMPLICATIONS**

- 6.1** This submitted report and the Committee's deliberations are in accordance with procedures laid out in the terms of the Road (Scotland) Act 1984 and regulations made thereunder.

## **7. FINANCIAL IMPLICATIONS**

- 7.1** All costs associated with the proposed works will be funded from existing budgets along with the contribution of £75,000 from the Forest Operators.

## **8. RECOMMENDATIONS**

- 8.1** It is recommended that the Committee :-

(a) Consider the objections as detailed in paragraph 4.1; and

(b) Approve the road humps as advertised.

**James Lavery**  
**Executive Director of Development Services**  
**4 August 2004**  
KO/NB

**LIST OF BACKGROUND PAPERS**

**Nil**

For further information contact Neil Bell on 01563 555579.

Implementation Officer: Jim Kane – Head of Roads and Transportation