

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 9 JANUARY 2007

TRAFFIC CALMING PROPOSALS, OCHILTREE, KILMARNOCK AND FENWICK

Report by Acting Executive Director of Development and Property Services

1. PURPOSE OF REPORT

1.1 The purpose of the report is : -

- a) To ask the Committee to determine the objections to the proposed Road Humps Notices without a Hearing.
- b) To consider objections which have been received to the proposals for road humps in various traffic calming schemes.
- c) To seek the approval of the Committee for the traffic calming schemes as advertised.

2. BACKGROUND

2.1 Traffic calming proposals for Main Street Ochiltree

At the Development Services Committee meeting on 20 June 2006 approval was given for a further programme of mandatory 20mph schemes. This included the implementation of an extension to the 20mph speed limits on streets around Ochiltree Primary School. Following discussions with the Police it was decided that further traffic calming, in the form of speed tables, should be provided in Main Street due to the potential for speeds in excess of the speed limit.

Road Humps Notices were advertised on 01 November 2006, giving a period of four weeks for comment and objections. One objection has been received to the road hump proposals and this is detailed in section 4 of the report.

2.2 Traffic calming proposals for the Bonnyton area, Kilmarnock

At the Development Services Committee meeting on 23rd August 2005 approval was given for the implementation of traffic management and accessibility features on Bonnyton Road and Annanhill Avenue. These were to be installed to discourage drivers from avoiding the traffic signals at the junction of Irvine Road and Munro Avenue. During the design process Lennox Crescent was also identified as a potential route for through traffic and traffic and traffic management features were designed for this street. It is anticipated that the scheme will be carried out in the 2007-08 financial year subject to a budget being provided for essential street lighting improvements.

Road Humps Notices were advertised on 24 August 2006, giving a period of four weeks for comment and objections. Two objections have been received to the road hump proposals and these are detailed in section 4 of the report.

2.3 Traffic calming proposals for B7061 Main Road, Fenwick

At the Development Services Committee meeting on 20 June 2006 approval was given to complete the footway and cycle route from Dalmusternock to the cycle path on the A77, via Fenwick. The Strathclyde Partnership for Transport (SPT) has allocated £100,000 for this purpose.

Due to restricted road width over the length of the B7061 through Fenwick it was not possible to provide a dedicated cycle lane and it was therefore proposed that a traffic calming scheme should be implemented which would deter speeding and ensure that cyclists could travel safely on the existing road. This would also provide a benefit to all road users in terms of road safety.

Road Humps Notices were advertised on 17 November 2006, giving a period of four weeks for comment and objections. One objection has been received to the road hump proposals and this is detailed in section 4 of the report.

2.4 Traffic calming proposals for Holmes Road, Kilmarnock

At the Development Services Committee meeting on 20 June 2006 approval was given to the implementation of traffic calming measures on Holmes Road, from the Capital Road Safety Budget. It is anticipated that this project will be carried out in the 2007-08 financial year, subject to co-ordination with the street lighting Capital Programme.

There have been various requests for traffic calming received by this Department over the past few years, and a recent speed check has shown that a significant proportion of drivers are travelling in excess of the speed limit.

Road Humps Notices were advertised on 25 August 2006, giving a period of four weeks for comment and objections. Three objections have been received to the road hump proposals and these are detailed in section 4 of the report.

3. PROPOSALS

3.1 Traffic calming proposals for Main Street Ochiltree

A plan showing the location of the road humps that are proposed on Main Street is included in Appendix 1A.

3.2 Traffic calming proposals for the Bonnyton area, Kilmarnock

The works consist of road humps along Bonnyton Road, Annanhill Avenue and Lennox Crescent at intervals with associated road markings and traffic signs. A plan showing the layout of road safety proposals is detailed in Appendix 1C.

3.3 Traffic calming proposals for B7061 Main Road, Fenwick

The traffic calming proposals are part of a package of road safety measures for the Fenwick area which include the extension of the existing speed limit on route B7061, new footway works, improved street lighting and lining. The provision of speed tables will also assist drivers to maintain a reduced speed along the section of road which has been subjected to the speed limit extension and reduce vehicle speed approaching and passing through Fenwick. The traffic calming will also enhance safety for pedestrians and cyclists using Main Road to travel from the cycle route on the A77 to Kilmarnock. A plan showing the layout of road safety proposals is detailed in Appendix 1B.

3.4 Traffic calming proposals for Holmes Road, Kilmarnock

The works consist of a speed tables at regular intervals with associated road markings and traffic signs. A plan showing the layout of road safety proposals is detailed in Appendix 1D.

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 Notices are detailed in Appendix 2. The Chief Constable has no objections to the Road Humps Notices. The local residents were also informed about the proposals using flyers that were posted through doors. Notices were also placed on lighting columns.

4.2.1 Publication of Proposals

The Road Humps Notice was published in the Kilmarnock Standard and Cumnock Chronicle, as appropriate. Full details of the proposals with plans were available for inspection at

- Council Headquarters, London Road, Kilmarnock
- The Roads & Transportation Division, Lugar Offices, Lugar
- Local Offices

4.4 Formal Objections - Traffic calming proposals for Main Street Ochiltree

There has been one objection to this proposal.

Objection 1 - Objector 1 considers that spacing of the proposed road humps in relation to the adjacent junctions is not consistent and therefore not as effective as they could be.

He is also concerned about excessive noise from vehicles braking and accelerating over the proposed speed table nearest his house.

Response The spacings of the Road humps are designed to assist drivers in maintaining a uniformly reduced speed and are positioned to enhance the existing traffic calming which was introduced in 2005.

With regard to the concern expressed about noise, it is proposed that the approach ramps to the speed tables will be lengthened to reduce the potential for noise consistent with achieving an appropriate reduction in vehicle speeds.

4.5 Formal Objections - Traffic calming proposals for the Bonnyton area, Kilmarnock

There have been two objections to this proposal.

Objection 1 - Objector 1 has objected by letter to the installation of road humps on Bonnyton Road. The objector is of the view that the humps will not slow the speed of traffic, will disturb nearby residents, will and will cause noise and air pollution.

Objection 2 - Objector 1, has also objected on behalf of the local Community Council to the installation of road humps on Bonnyton Road, Annanhill Avenue and Lennox Crescent. The objector is of the view that the road humps are not suitable for the area and would serve no useful purpose. The objector states that they would merely annoy drivers, damage cars and disturb local residents. The objector does not think that the area has a rat running problem or is an accident blackspot. The objector would also like three of the road humps to be relocated.

Responses With regard to the points raised in Objection 1, the road humps that are proposed for Bonnyton Road are to be spaced at a maximum of 100 metres apart. The Department for Transport (DfT) estimates that when 75mm road humps are installed at 100 metre spacing, average vehicle speeds at the humps reduce to below 15 mph and to below 20 mph between the humps. The speed differential of 5 mph should not require a driver to change gear between humps and hence increase vehicle emissions. DfT research has found that in general, maximum noise levels should not increase as a result of installing road humps and in many cases can actually lead to a reduction in road noise. Local residents should not encounter any disturbance due to noise or vibration with the installation of humps on Bonnyton Road. The 75 mm high humps should not result in damage to vehicles if they are negotiated at an appropriate speed.

With regard to Objection 2, road humps have been proposed for this part of Bonnyton because they reduce vehicle speeds and hence the likelihood of injury accidents occurring. They also discourage drivers from 'rat running' through residential areas. Bonnyton Road, Annanhill Avenue and Lennox Crescent are residential streets where there are a number of elderly residents and children. Some drivers will use these streets to avoid the traffic signals at the junction of Irvine Road and Munro Avenue. The installation of these humps should discourage drivers from avoiding the traffic signals and reduce the speeds of any drivers who continue to use this route.

4.6 Formal Objections - Traffic calming proposals for B7061 Main Road, Fenwick

There has been one objection to the proposals for Main Road, Fenwick.

Objection 1 - Objector 1 states that the speed humps will cause injury to people, damage to vehicles, pollution, excessive fuel consumption and noise. He also notes that speeding should be a matter for the police and does not want to see speed tables in Fenwick

Response The speed tables that are proposed for Fenwick are 75mm high, 25 mm less than the maximum permitted height and the ramps will be extended. This will minimise discomfort for the occupants of vehicles and will not damage vehicles providing they are negotiated at an appropriate speed. Reduced speeds will also reduce pollution, fuel consumption and noise. Speed tables have been proven to be the most effective method of reducing vehicle speeds and reducing accidents in traffic calmed areas and are supported by ROSPA, TRL and Local Authorities nationwide .

4.7 Formal Objections - Traffic calming proposals for Holmes Road, Kilmarnock

There have been three objections.

Objection 1 Objector 1 feels that there is no issue with speeding and that :-
(i) Learner drivers will be discouraged from using the road.
(ii) Speed tables will impede parking on Match days.
(iii) Parents teaching children to ride bikes will have problems.
(iv) Drivers will rat run to avoid using Holmes Road.

Objection 2 Objector 2 feels that there are too many tables proposed and that introducing two tables would be sufficient. The objector states that to his knowledge there have been no accidents in the last twenty years.

Objection 3 Objector 3 suggested closing off parts of Holmes Road to discourage rat running and through traffic. He also suggested alternative locations for the speed tables.

Responses Learner drivers, football parking and parents teaching their children to ride bikes will not be effected by the new humps. There may be a minority of drivers who choose to change the route they use to avoid the speed tables. However, this situation will be monitored.

Regarding the position of the road humps, the first road hump is positioned at a short distance from the junction with Dundonald Road to ensure that drivers do not increase their speed as they enter Homes Road. The remaining road humps are located at regular intervals to ensure that drivers maintain a uniform speed.

With regard to the suggestion to break up and/or close sections Holmes Road, this would require a significant consultation and the promotion of a Traffic Regulation Order (TRO). A TRO is a statutory process which included a period during which the proposals have to be advertised and the public has an opportunity to object. It generally takes approximately nine months to complete the statutory process. However, it is anticipated that there would be objections to a proposal such as this, which would significantly increase this timescale. With regards to the positioning see response to objector 2.

5. FINANCIAL IMPLICATIONS

5.1 The costs of the works will be met from the existing budget allocations.

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 Committee 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 Committee:

- i) Agrees to determine the proposed Road Hump Notices without a Hearing; and
- ii) Considers the objections as detailed in paragraph 4.4, 4.5, 4.6 & 4.7 above; and
- iii) Approves the proposal for road humps in the following locations, as advertised:
 - a) Main Street, Ochiltree
 - b) Various Streets in the Bonnyton Area, Kilmarnock
 - c) B7061 Main Road, Fenwick
 - d) Holmes Road, Kilmarnock

18 December 2007
NB/JR - FV

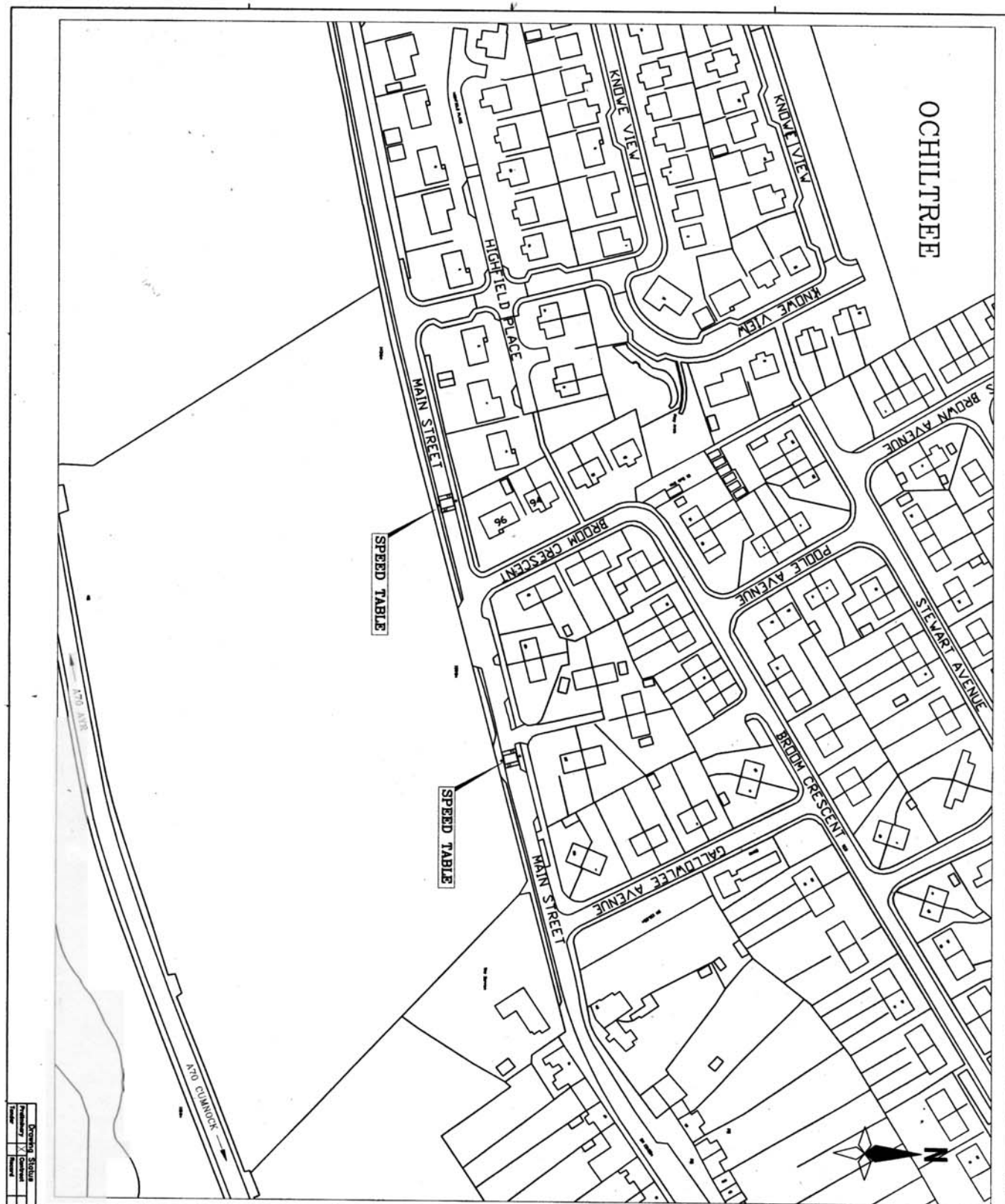
BACKGROUND PAPERS

1 Notices of Proposals – Proposed installation of Road Humps

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

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

Implementation Officer: Neil Bell



OGHILTREE

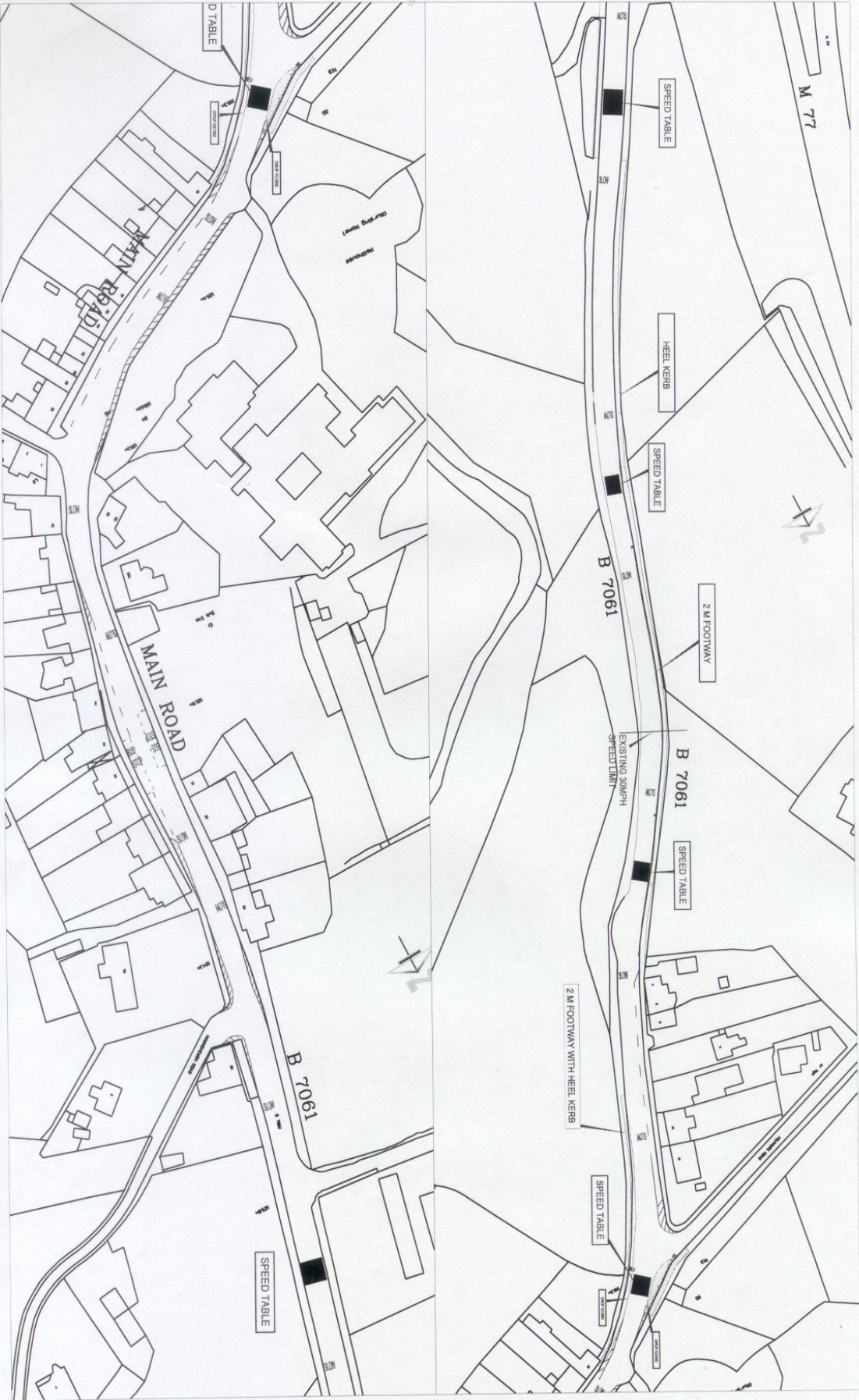
SPEED TABLE

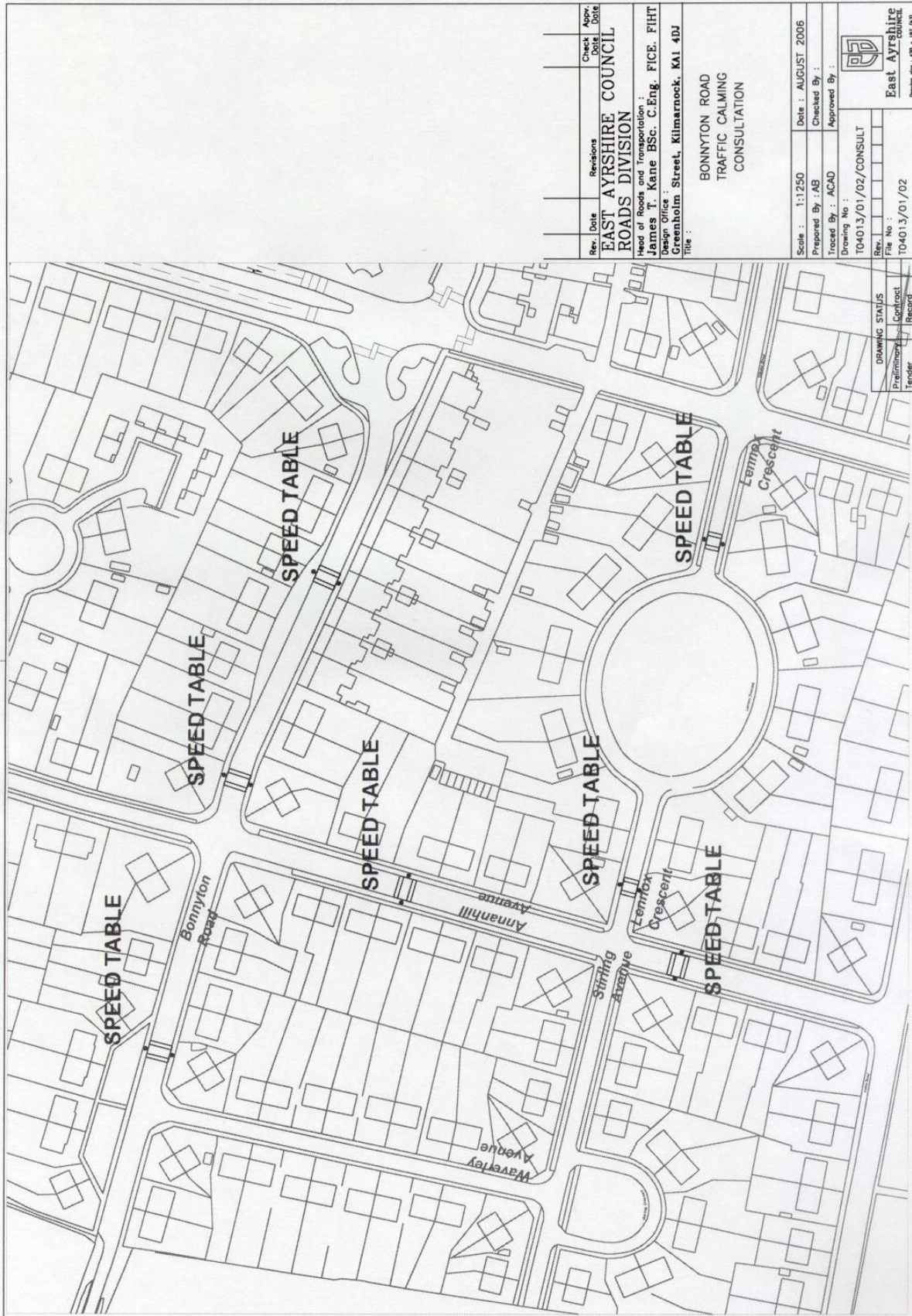
SPEED TABLE



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| Date: 10/30/2008 Prepared By: J. MB Checked By: J. Drawing No: 103012/02/11/001 Title: PROPOSED SPEED TABLES MAIN STREET OCHILTREE | Revision EAST AYRSHIRE COUNCIL ROADS DIVISION James T. Kane BSc CHM FICE FHT Design Office Greenholm Street, Kilmarnock, KA1 4DZ | Date: OCT 2008 Approved By: J. Scale: 1:1000 Drawing No: 103012/02/11/001 Title: PROPOSED SPEED TABLES MAIN STREET OCHILTREE | Date: OCT 2008 Approved By: J. Scale: 1:1000 Drawing No: 103012/02/11/001 Title: PROPOSED SPEED TABLES MAIN STREET OCHILTREE |
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PROPOSED TRAFFIC CALMING - B7061 MAIN ROAD, FENWICK



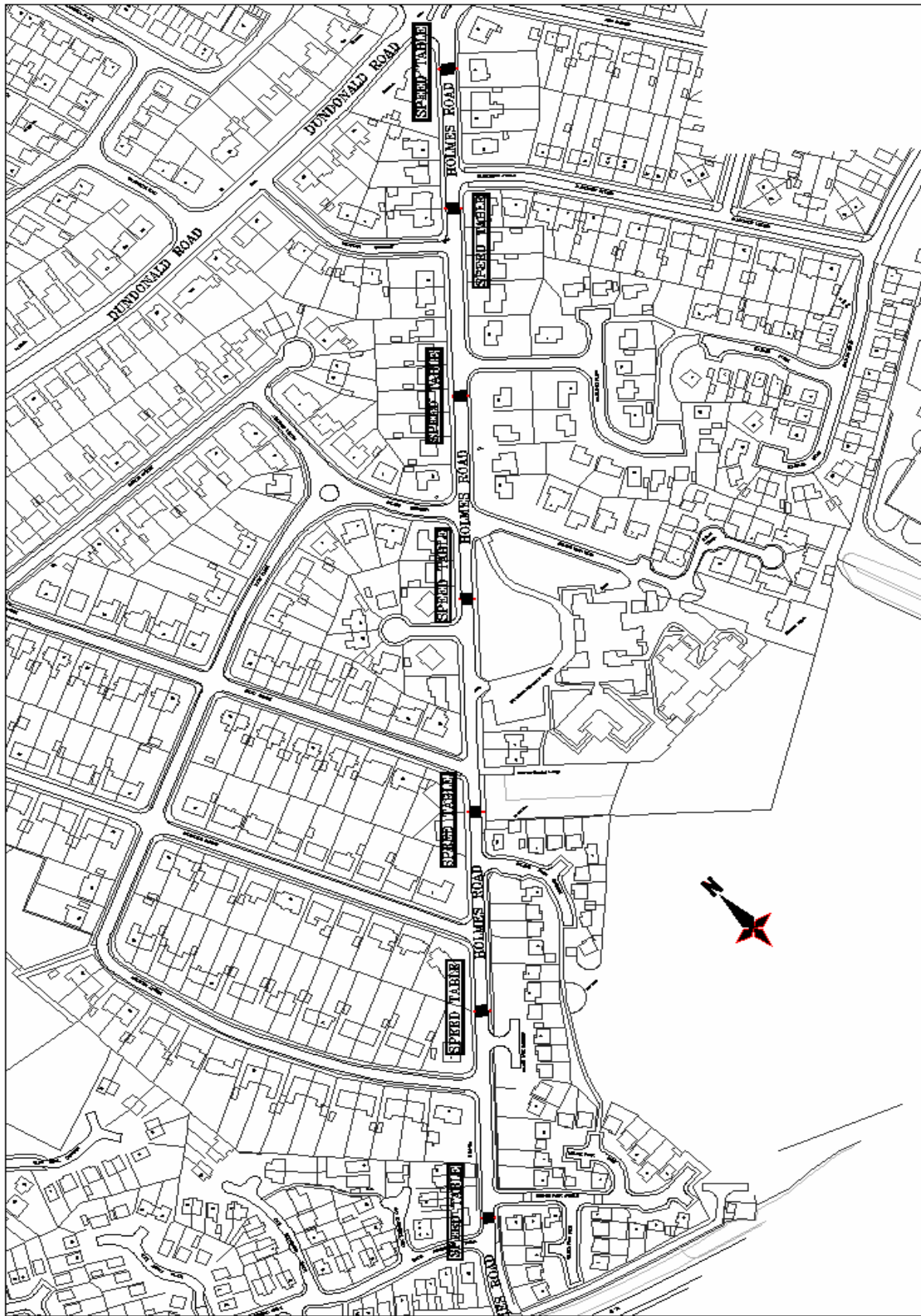


| Rev. | Date | Revisions | Check Date | Appr. Date |
|---|------|---|-------------------|------------|
| | | EAST AYRSHIRE COUNCIL ROADS DIVISION | | |
| Head of Roads and Transportation: James T. Kane BSc. C.Eng. FICE. FIHT | | | | |
| Design Office: Greenholm Street, Kilmarnock, K11 4DJ | | | | |
| Title: BONNYTON ROAD TRAFFIC CALMING CONSULTATION | | | | |
| Scale: 1:1250 | | | Date: AUGUST 2006 | |
| Prepared By: AB | | | Checked By: | |
| Traced By: ACAD | | | Approved By: | |
| Drawing No.: T04013/01/02/CONSULT | | | | |
| Rev. No.: T04013/01/02 | | | | |
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| DRAWING STATUS | |
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| Preliminary | Contract |
| Tender | Record |



East Ayrshire
COUNCIL
Drawing No. 100 - 101 02



PROPOSED TRAFFIC CALMING, HOLMES ROAD, KILMARNOCK

Consultation List

The following organisations, representative groups and individuals were consulted during the preparation of the Notice of Proposals –

Strathclyde Police
Strathclyde Fire Brigade
NHS Ayrshire & Arran
Scottish Ambulance Service
Strathclyde Passenger Transport
Freight Transport Association
Road Haulage Association
Stagecoach Western (incl. A1 Service)
The Postmaster
Scottish Power
Transco
British Telecom
Scottish Water
Royal Automobile Club
The Automobile Association
Cycling Scotland
CTC (Ayrshire Section)
Scottish Taxi Federation
East Ayrshire Taxi Trades Council
East Ayrshire Forums on Disability
Cumnock & Doon Valley Access Panel
Community Councils
Chair, Development Services Committee
Councillors
Chairs of Area Local Committees
Chief Executive, East Ayrshire Council
Executive Director of Development and Property Services
Executive Director of Corporate Support
Executive Director Education and Social Services
Chief Engineer (Operations)
Head of Planning & Building Control