

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 11 JANUARY 2006

QUALITY BUS CORRIDOR IMPROVEMENTS B7073 MAUCLINE ROAD, HURLFORD - TRAFFIC CALMING PROPOSALS

Report By Executive Director of Development and Property Services

1. PURPOSE OF REPORT

- 1.1 Speed cushions are proposed for the section of B7073 Mauchline Road, Hurlford, south of Blair Avenue. Significant support for the provision of road humps and also significant objection to the proposals have been received from the local community. The purpose of the report is to request that the Committee determines whether or not the scheme is implemented.

2. BACKGROUND

- 2.1 In August 2002, the Council was awarded a capital grant of £2.1 million for measures to improve the attractiveness of public transport in the A71 Corridor between Hurlford and Darvel; the A76 Corridor between Kilmarnock and Cumnock; and in Cumnock Town Centre. The funding was allocated over three financial years, 2003/04 - £0.3 million; 2004/05 - £0.7 million; 2005/06 - £1.1 million.
- 2.2 The consultant Faber Maunsell, was commissioned to undertake the preliminary design and consultation for the public transport corridor measures on the A71, Kilmarnock to Darvel. The commission included two rounds of public consultations and workshop sessions, carried out in 2003, to identify the public transport issues, the preparation of preliminary designs and a programme of proposed public transport improvement schemes. The leaflet which accompanied the consultations set out the objectives of the project and potential solutions.
- 2.3 A report to the Irvine Valley Local Area Committee, in September 2004, outlined progress on the Quality Bus Corridor projects and preliminary designs were put on display for each of the communities in the Irvine Valley.

The proposals on display for Hurlford included speed cushions on Mauchline Road between Cessnock Road and the 30mph speed limits at the southern end of Mauchline Road.

- 2.4 Following the Local Committee meeting some residents in the vicinity of the section of Mauchline Road between Blair Road and Blair Avenue indicated that they were opposed to proposals for speed cushions. A public meeting was subsequently held in the Community Centre, to discuss the proposals on 26 April 2005. At this public meeting there was significant opposition to the proposals for speed cushions from residents living in this vicinity. In addition a petition was received with 50 signatures expressing opposition to the provision of speed cushions. Their main concern was over the possibility of noise and vibration, particularly from lorries travelling through the night.

2.5 A public exhibition was held to give the whole community an opportunity to comment on alternative options for Mauchline Road on 28 June 2005 at the Hurlford Community Centre. The exhibition was advertised in the local paper, leaflets were delivered to all frontagers to Mauchline Road and a notice displayed in the local council office.

At the exhibition 3 options were on display as follows :-

Option 1 – showed the scheme developed from the earlier Faber Maunsell design incorporating speed cushions at intervals between Cessnock Road and the speed limits at the south end of Mauchline Road

Option 2 – showed speed cushions between Blair Avenue and the speed limits at the south end of Mauchline Road only. This section is bounded by a playing field on one side and houses which are set back on Craigie Road, on the other side.

From Blair Avenue northwards Option 2 incorporates a part time 20mph speed limit, providing protection for the school crossing patroller operating in the vicinity of the Cessnock Street junction.

Option 3 – as an alternative to Option 2 without speed cushions, chicanes were included over the section from Blair Avenue to the speed limits at the south end of Mauchline Road. The part time 20mph speed limit over the section north of Blair Avenue was also proposed.

All visitors to the exhibition were asked to complete a questionnaire asking for comments on the three options.

3. The Exhibition

3.1 Results of the Exhibition / Questionnaire

Registered attendance – 59

Questionnaires completed - 47

The questionnaire asked members of the public to choose which option they would prefer to see implemented. The outcome of this is as follows :-

6 people preferred option 1

14 people preferred option 2

25 people preferred option 3

2 opted for the status quo

All of the residents who live adjacent to Mauchline Road, and preferred option 3 (20 people), live north of Barnweil Drive and are at least 40 metres from the nearest speed cushion, as proposed in option 2

2 residents of Craigie Road supported road humps on the section of Mauchline Road adjacent to their homes.

- 3.2** Following the exhibition and consideration of the results of the questionnaire, Option 3 has now been implemented. The proposal for the introduction of a part time 20mph speed limit north of Blair Avenue will be dealt with in the next financial year.

Subsequent to the exhibition, a petition was received with 157 signatures expressing support for the provision of 'speed bumps' on Mauchline Road. Of the 157 signatures, 143 were from residents of Hurlford. 7 were from households which look out onto Mauchline Road 4 of which are on Craigie Road.

In view of the significant local support for vertical traffic calming measures, it was decided to proceed with the statutory Road Humps Notice which would enable the community as a whole to comment on the proposals and allow any objections to be determined by the Committee, in accordance with the statutory process.

4. PROPOSALS

- 4.1** A plan of the proposals for speed cushions is attached (appendix 1). The works consist of the provision of speed cushions and associated road hump signs and road markings. The speed cushions are placed to complement the traffic calming works already implemented.

5. PROCEDURES

- 5.1** 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.
- 5.2** **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.
- 5.3** **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,
 - The Roads & Transportation Division offices, Greenholm Street
 - East Ayrshire Council Local Office, Academy Street, Hurlford.
- 5.4** **Objections** – 5 objections have been received as follows :-

Objection 1 – This objector lists his objections under several headings as follows:-

Noise

The objector considers that :-

- (a) there will be excessive 24 hour noise pollution and that the type of vehicles using Mauchline Road will create noise levels over 100 decibels.
- (b) the Council 'are willing to promote excessive noise pollution due to a petition from people who will not be impacted in any way by the noise created day and night'.

- (c) 'Mauchline Road is pretty unique with the type of vehicles using this road day and night. It cannot be compared to other areas where speed bumps have been installed'.
- (d) the Head of Roads is ignoring the design advice on the Department of transport document Traffic Calming : Traffic and Vehicle Noise (See paragraph 6.3)

Vibration

The objector accepts that the current proposals will have little vibration effect on properties.

Bus Passengers

The objector is contends that :-

- (a) Mauchline Road is the only street where road humps are proposed as part of the bus corridor measures within the Irvine Valley and Kilmarnock to Cumnock corridors and questions if this is the only part of the route where speed is of concern.
- (b) recently a bus passenger broke his back when the bus he was traveling in bounced over a speed bump and asks if the Council can guarantee that this type of injury won't be sustained by bus passengers in Hurlford.

Residents of Mauchline Road and Craigie Road

The objector is concerned that the people who live adjacent to Mauchline Road, who are most affected by the proposals, are being ignored in favour of others outwith the affected area.

Improvements to date – traffic calming

The objector considers that the chicanes which have been installed are so shallow that a car can drive through without needing to alter the steering wheel or slow down.

Consultation

The objector considers that the consultation was not satisfactory and is concerned that the implementation of these proposals will split the community.

Objection 2 - This objector is concerned about noise generated by HGV vehicles and considers this will have a detrimental effect on the value of his property.

Objection 3 –. The objector states that :-

- (a) He is concerned about noise levels from HGV vehicles, particularly through the night, and presumes that the petition received, which was in support of road humps, was not signed by people who would be directly affected by the measures.
- (b) a government paper advises 'that a factory being supplied through a built up area speed bumps are not recommended due to noise and damage to property'. (See paragraph 6.3)

- (c) he understands that if traffic calming works produce unacceptable levels of noise, then the council will be required to upgrade double glazing and air conditioning fitted.
- (d) the simple solution is to divert locally generated HGV movements via the A76 through the railway bridge to Bowhouse Roundabout.

Objection 4 — The objectors state :-

- (a) they are concerned about noise and vibration. They state that they have already suffer from noise pollution and have had mirror tiles fall off their bathroom wall due to the vibration caused by lorries and buses hitting patches and indentations in the road. They consider that noise levels will increase if speed cushions are installed.
- (b) that a large number of lorries use this road during the night and are also concerned that the effect speed cushions will have on emergency vehicles travelling on the route.
- (c) They both suffer from lower back problems and have experienced pain when they have driven over speed cushions in other areas.
- (d) They consider that a better option would be the provision of a puffin crossing at the play park and a 20mph zone.

Objection 5 – The objector states :-

- (a) He is objecting on the grounds of noise generated from heavy goods vehicles travelling over the speed cushions both during the day and night.
- (b) The objector is concerned about the petition received which supports the speed cushions since some of the signatories do not live in Hurlford.
- (c) Since traffic calming measures have already been provided, further works are not required.
- (d) He estimates that his residence is in the region of 30 metres from the nearest speed cushions.

5.6 A national drinks company has a local distribution centre on Mauchline Road outside the 30mph speed limit. They have not objected, but have written expressing concern about the increase of noise to residents, given the movement of vehicles on this road required for their operation.

5.7 Correspondence in support of speed bumps on Mauchline has been received from the Hurlford and Crookedholm Community Council

Since advertising the Road Humps Notice, a petition containing 200 signatures has been received entitled 'Petition for speed bumps on Mauchline road and surrounding areas including Hurlford Primary School'

1 signatory resides on Mauchline Road
11 signatories reside on Craigie Road
119 live in other areas in Hurlford
69 live outside Hurlford

6. SUMMARY

- 6.1 Mauchline Road has a significant history of road accidents. Within a recent 5 year period there were 7 accidents involving personal injury of which 5 involved a child pedestrian/cyclist.

A speed survey carried out earlier this year showed that the average speed in the vicinity of Kerrmuir Avenue was 34 mph with a higher average speed of 36mph being recorded for traffic travelling in a southerly direction. During the 60 minute periods at school opening and closing times the number of cars exceeding 30mph range from 234 to 357 and the number of cars exceeding 40mph range from 39 to 48.

Concern has been expressed about children crossing Mauchline Road in the vicinity of the new play park, south of Blair Avenue. 3 of the above child pedestrian accidents, 2 of which were serious, were in this area. This section of Mauchline Road would be protected by the proposed road humps.

- 6.2 All objectors were concern was noise generated by articulated and multi-axled vehicles and most of the objectors were particularly concerned about these vehicles travelling through the night.

In May /June 2004 Faber Maunsell carried out a classified traffic count over a period of 14 days which separately identified the different classes of vehicles.

Over the 14 day period, between midnight and 6.00am, there were 45 articulated and multi-axled vehicle movements; an average of 3 movements per night. The maximum movement of articulated and multi axled vehicles in any single overnight period was 12.

- 6.3 A research document on noise levels from HGV vehicles has been issued by the Scottish Executive, Traffic Advisory Leaflet 6/96 'Traffic calming – traffic and vehicle noise'. It is likely that this is the 'government paper' that objectors 1 and 3 are referring to.

It states in the Design Advice section "where in residential areas or other sensitive locations, the large commercial vehicle content of traffic flows outside normal working hours is high, then even if the overall traffic volume is low, careful consideration needs to be given to the measures used. Particular problems occur, for example where a residential road serves a depot, and large commercial vehicles require access early in the morning or late at night. **wide** cushions are not appropriate options for these conditions".

Wide cushions are not being proposed on Mauchline Road. The Traffic Advisory leaflet defines narrow cushions as being up to 1600mm wide. Those proposed for Mauchline Road are 1600mm wide.

6.4 The Roads Division has taken into account the concerns of the main proportion of objectors to the proposals. The earlier proposals included speed cushions in the section of Mauchline Road between Blair Avenue and Cessnock Road. In this section the houses are closer to the road and the residents were concerned about noise and vibration generated by vehicles travelling over the cushions, particularly heavy goods vehicles travelling through the night. These speed cushions are omitted from the proposals. The speed cushions are located in the section where there are houses on one side only and these houses are set back since they are serviced by Craigie Road.

6.5 Concern has been expressed that those supporting the proposals for speed bumps do not live in close proximity to the measures. However 11 signatories to the recent petition in support of speed bumps live on Craigie Road which are the closest houses to the length of road being treated.

1 objector lives on Craigie Road (approximately 25 metres from the nearest speed cushion) and the next nearest objector lives approximately 40 metres from the nearest speed cushion. Objector 5's home is approximately 55 metres from the nearest point of the building.

6.6 The traffic calming which already has been installed consists of chicanes which includes traffic islands and build-outs. This type of feature is expected to reduce average speeds to 28 – 30 mph. Speed cushions will typically reduce speeds to an average of 22 mph.

6.7 Two objectors make reference to back problems occurring due to road humps.

One objector refers to someone in a bus breaking their back when traveling in a bus which went over a speed bump. The details of this incident are not known. However, speed cushions are used on bus routes specifically to address this type of concern on the recommendation of Strathclyde Passenger Transport and the bus operators.

The other objector is concerned about injury resulting from driving over speed cushions. It is considered that when cushions are designed and located properly to allow drivers to align the vehicle centrally over them, there should not be undue discomfort, providing the vehicle is being driven at an appropriate speed.

6.8 Concerns about noise have been related to heavy goods vehicles travelling along the route. However lorries will be required to slow down and HGV operators should be instructing their drivers to drive according to speed limits and also local conditions, particularly through urban areas. Lower vehicle speeds help reduce traffic noise.

Diverting locally generated heavy goods vehicles along to the A76 is not an option in some cases, because the low rail-bridge near the Bowhouse junction will not accommodate the highest vehicles

In terms of road safety, the proposals relate to all types of vehicle on the road.

7 FINANCIAL IMPLICATIONS

7.1 The costs of the works will be met from the Public Transport Fund settlement received from the Scottish Executive.

8. LEGAL IMPLICATIONS

8.1 The promotion of the road humps is 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.

9. RECOMMENDATIONS

9.1 It is recommended that the Committee:

- a) Considers the objections and expressions of support as detailed in section 4; and
- b) Determines whether or not the road humps as advertised are to be implemented.

James Lavery
Executive Director of Development and Property Services
10 December 2005
KO/NB

LIST OF APPENDICES

Appendix 1 – Plan showing the speed cushion locations
Appendix 2 – Consultation list.

BACKGROUND PAPERS

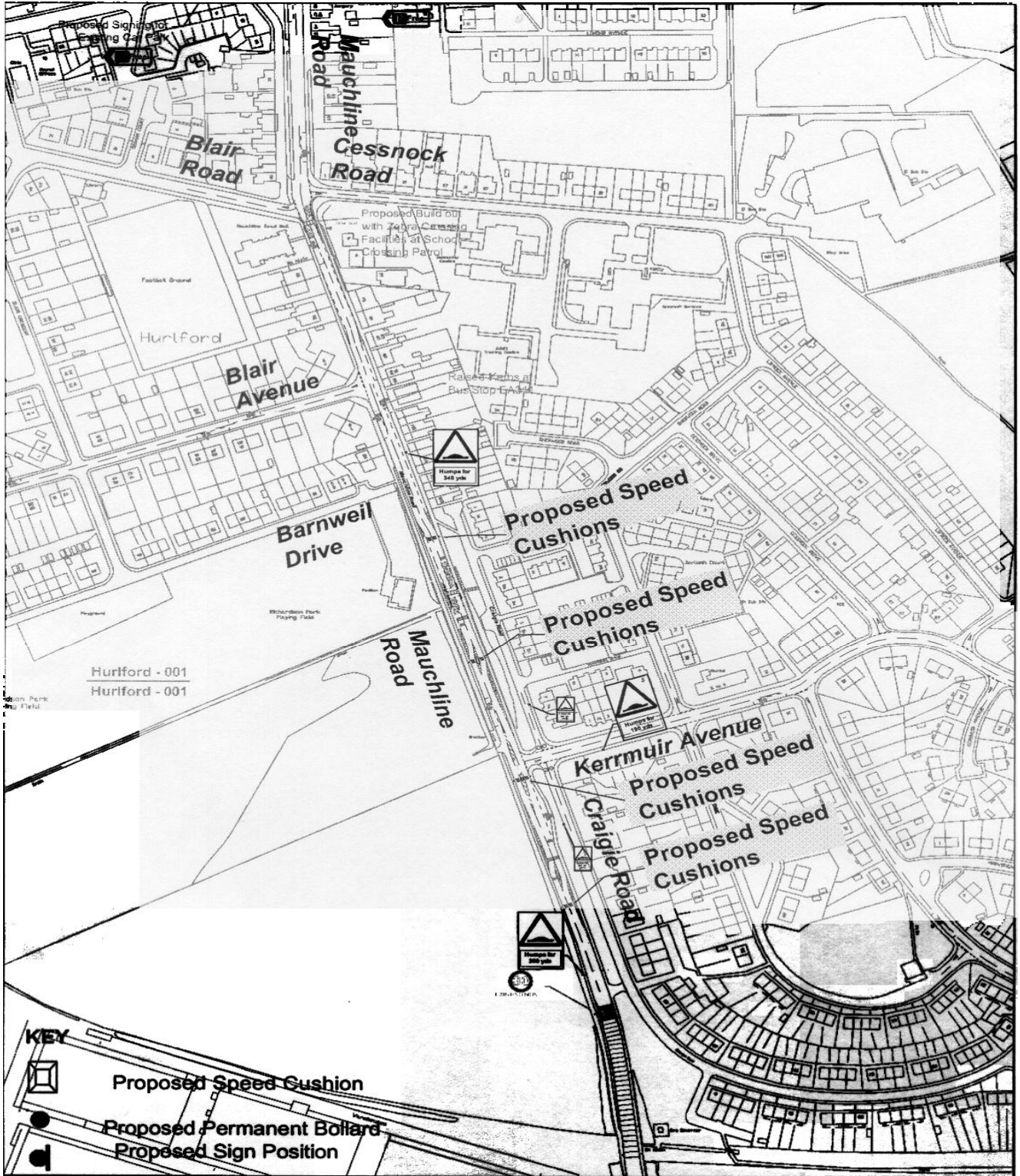
1 Notice of Proposals – Proposed installation of Road Humps, Mauchline Road, Hurlford
Objections
Petitions objecting and supporting proposals and letter of support.

Copies of the above named road humps notice and the letters of objection are available from the Head of Roads & Transportation.

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

Implementing Officer: Neil Bell

Appendix 1

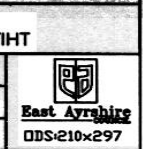


East Ayrshire Council
 Roads & Transportation
 Proposed Speed Cushions
 Mauchline Road
 Hurlford

Head of Roads and Transportation :
 James T. Kane BSc., CEng., FICE, FIHT

Drawing No. :
 File No. :
 Scale : NTS

Prep: AA Chkd : Date : October 2005



Greenholm Street, Kilmarnock, KA1 4DJ

Appendix 2

Consultation List

The following organisations, representative groups and individuals were consulted during the preparation of the draft Orders –

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

East Ayrshire Taxi Trades Council

Hurlford Community Council

Chair, Development Services Committee

Councillor J Raymond

Chair, Irvine Valley Local Committee

Chief Executive, East Ayrshire Council

Executive Director of Development and Property Services

Chief Engineer (Operations)

Executive Director of Education and Social Services

Executive Director of Corporate Support

Executive Director of Neighbourhood Services