

**EAST AYRSHIRE COUNCIL**

**DEVELOPMENT SERVICES COMMITTEE – 8 MARCH 2006**

**CAPITAL ROAD SAFETY PROJECTS  
A719 WATERSIDE TRAFFIC CALMING  
SOUTHCRAIG DRIVE, KILMARNOCK TRAFFIC CALMING  
OBJECTIONS TO PROPOSED ROAD HUMPS**

**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 objections that have been received to Road Humps Notices being promoted for proposals for traffic calming on the A719 through Waterside and on Southcraig Drive, Kilmarnock
- b) To seek the approval of the Committee for the traffic calming as proposed.

**2 BACKGROUND**

2.2 At the Development and Property Services Committee on 11 January 2006 it was agreed that the following projects would be funded from the current year's Capital Road Safety budget :-

Scheme	Type of Works	Budget Estimate
Inchmurrin Drive, Kilmarnock	Traffic Calming including speed cushions signing and road markings	£30,000
Southcraig Drive, Kilmarnock	Traffic Calming including speed cushions signing and road markings	£20,000
Vennel Street, Stewarton	Traffic Calming including speed tables signing and road markings	£30,000
A719 Waterside	Traffic Calming including speed tables, a raised junction ,signing and road markings	£30,000

2.3 Road Humps Notices were advertised on 22 December 2005, giving a period of four weeks for comment and objections. Objections have been received to the road hump proposals for A719 Waterside, Southcraig Drive, Kilmarnock and Inchmurrin Drive, Kilmarnock.

**3 PROPOSALS**

3.1 A719, Waterside Village – The works consist of a raised junction at Main Road / Fenwick Road and 2 speed tables. It is proposed that vehicle speed activated warning signs will be installed at either end of the village and associated static warning signs and road markings will be provided. A plan showing the layout of road safety proposals is also detailed in Appendix 1.

- 3.2** Southcraig Drive, Kilmarnock - The works consist of speed cushions located at intervals along Southcraig Drive with associated road markings and traffic signs. A plan showing the layout of road safety proposals is detailed in Appendix 1.
- 3.3** Inchmurrin Drive, Kilmarnock - The works consist of speed tables at intervals along Inchmurrin Drive with associated road markings and traffic signs. A plan showing the layout of road safety proposals is detailed in Appendix 1.

#### **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 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 and 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
- The Roads & Transportation Division, Holmquarry House, Holmquarry Road, Kilmarnock
- Galston Local Office, Cross Street, Galston (for road safety proposals A719 Waterside)

**4.4** **Formal Objections – A719 Waterside** Three maintained formal objections have been received regarding the proposals for Waterside. A fourth objector has not yet confirmed her intention to maintain her objection

Objection 1 - Objector 1, from Galston, has objected by letter and states that she does not want road humps in Waterside and wants all existing humps on the A 719 removed. She is of the view that humps make the road more dangerous because they give drivers road rage and they consequently speed and carry out dangerous overtaking manoeuvres because they have been slowed down by the humps. She also thinks that Strathclyde Police should carry out regular speed enforcement to deal with any speeding problem.

Objection 2 - Objector 2, from Waterside, has stated that he would prefer the use of modern technology and considers speed tables to be outdated and cumbersome. He is also concerned that speed tables contribute to increased wear on vehicle suspension, even at reduced speed and also to the road surface and adjacent buildings. He considers that 'the physical nature of the village would benefit from the continental method of traffic calming where

any vehicle exceeding the speed limit for a particular stretch of road is faced with a RED light and has to reduce speed or stop to activate a GREEN light to be able to continue their journey.' He considers speed activated traffic lights at each end of the village would be sufficient to safeguard the residents and traffic accessing the main road.

Objector 2 does not view the current proposals as the best use of resources.

Objection 3 - Objector 3, from Newton Mearns, believes that 'these EU funded 'improvements' projects ruin the landscape and do little for road safety. He refers to difficulties he has experienced in traversing speed tables installed on the A719 through Moscow. He states that he can only cross the speed tables diagonally without grounding his car and finds them a distraction which disrupts driving concentration.

**4.5 Initial Objections – A719 Waterside** From the publication of the proposals the following objection was received. To date it is still to be confirmed that the person wishes to maintain their objection. The grounds of this objection is detailed below.

Objection 4 - Objector 4, from Waterside, is concerned about the proposed placement of a speed table in the vicinity of her property where she considers the road to be quite steep. She states that there have been several accidents at this location when there is snow and ice on the road and she considers that a speed table at this location may make things worse.

She is also concerned that traffic noise would be increased due to large lorries having to accelerate hard after the speed table, to pull up the hill.

Objector 4 states that the lighting is poor in the vicinity of her house and she considers that it would be hard for drivers to see the speed tables.

**4.6 Formal Objections - Southcraig Drive** As of 13<sup>th</sup> February 2006 no maintained objections have been received regarding proposals for Southcraig Drive Traffic Calming. However, 6 initial objections were received to the proposals :-

Objection 1 - Objector 1, Southcraigs, has objected by letter. He states that speed cushions are dangerous, change the direction of the vehicle, cause excessive vehicle wear, are inadequately marked, motorists "tailgate" vehicles negotiating the cushions and is a waste of tax payers' money. He also suggests that Police enforcement should be increased to stop speeding instead of speed cushions.

- Objection 2 - Objection 2, Southcraigs, is from a couple who have objected by letter. They are of the opinion that cushions prevent drivers from maintaining a constant speed resulting in increase noise and air pollution with vehicles slowing to negotiate each cushion. Long term vehicle damage is another of their concerns. They are aware that speeding drivers are local people as it is not a through road.
- Objection 3 - Objector 3, Kilmarnock, not Southcraigs, has objected by letter. Although he is supportive of reducing speed in the community, he does not feel that speeding is an issue on Southcraig Drive and that speed cushions are not the most effective method of traffic calming. He suggests that cushions are hazardous to cyclists and motorists, increase traffic noise due to accelerating and braking, increase fuel consumption, cause passenger discomfort and distract drivers from the road ahead as they are trying to negotiate the speed cushion. He also suggests that speed activated signs would be more appropriate and that drivers will be more aware of their speed when the sign flashes.
- Objection 4 - Objector 4 , Kilmarnock, not Southcraigs, has objected by letter. He states that 10 sets of cushions proposed for Southcraig Drive is excessive and that speed cushions are not required, not wanted and that there is no justification for their use. He also indicates that cushions will increase noise pollution, car emissions and cause damage to vehicles. He also indicated that there was insufficient consultation and more people would object if they knew of the proposals.
- Objection 5 - Objector 5 , Fenwick, has objected by e-mail and states that the Police should do more to enforce speed limits and catch vehicles speeding. He is also concerned that speed cushions will cause discomfort and that people with back problems and other medical issues will have their condition exacerbated.
- Objection 6 - Objector 6, Kilmarnock, not southcraigs, has objected by letter. In his letter, he suggests that speed cushions will be inadequate in slowing vehicles down and that speed tables should be used instead. He does recognise that speeding is a problem on Southcraig Drive, especially at rush hour, and would prefer speed tables to be used.

#### **4.7 Formal Objections – Inchmurrin Drive**

- Objection 1 - Objector 1 has objected by letter. She believes that the proposed speed bumps will slow residents but not larger vans and lorries which can travel freely over 'these nuisances, frequently going faster than most cars and therefore liable to do most damage.

She is concerned that drivers require to concentrate significantly, in order to negotiate the bumps and therefore are in danger of being unaware of pedestrians.

She states that drivers will have difficulty on the brow of the hill in summer due to the need to overtake parked vehicles with the sun in their eyes.

Objector 1 considers that driving over speed bumps damages her exhaust even when driving at 5mph. Where cars or vans park beside them it is not possible to drive over the lowest part of the speed bump.

She considers that there must be a better alternative such as introducing a 20mph speed limit.

## **5 CONCLUSIONS FOR A719 WATERSIDE**

- 5.1** Objector 1 claims that traffic calming on the A719, between Galston and the A77 has not improved safety. Speed tables were introduced on the A719, at Loudoun Academy, in February 2002, and at Moscow in November 2004. In the three year period before they were installed at Loudoun Academy 23 injury accidents occurred on the A719 between Galston and the A77. In the 3 year period since the humps were installed only 9 injury accidents occurred on the same length of road. There is therefore no evidence that the installation of speed tables has increased the frequency of accidents on the A719.
- 5.2** Discussions have been held with representatives of Moscow and Waterside Community Council and the community council has no objections to the scheme. In addition to this, 16 letters in support of the scheme have been received from residents of Waterside
- 5.3** The Emergency Services (including the fire service) have been consulted and have not objected to the proposals.
- 5.4** Strathclyde Police are presently undertaking regular speed enforcement on the A719 at Waterside and in spite of this, speed surveys are indicating that a large majority of drivers are still disregarding the 30 mph speed limit. The Police recently surveyed traffic speeds in Waterside (within the 30mph limit). The average speed was found to be 36mph, with 15% of drivers travelling through the village at speeds of 43mph or greater.
- 5.5** Objector 2 states he would prefer the use of modern technology and considers that the use of speed tables is outdated and cumbersome. In designing this traffic calming scheme, the Roads Division have considered all speed reduction options available to them and have incorporated electronic vehicle speed activated signs within the scheme. However vertical traffic calming features such as speed tables remain the most effective means of ensuring the vehicle speeds are reduced. Surveys have shown that vehicle activated signs typically reduce speeds by approximately 4mph. The type of traffic calming measures proposed are likely to ensure that the majority of traffic are reduce their speed to less than 30mph. The type of type of traffic signal system proposed by the objector does not accord with the Traffic Sign Regulations and General Directions, which governs the provision of traffic signs.

- 5.6** Objector 3 does not believe the proposals will improve road safety. As outline in paragraph 5.1, road accidents have significantly reduced on the A719, since the implementation of traffic calming measures in Moscow and Loudoun Academy.

He is also concerned that his car will have difficulty traversing the speed tables. The speed tables will be 75mm high which is the national standard for this type of feature. The ramps on the approaches have been extended at the other locations on the 719, Moscow and Loudoun Academy, to reduce the effect on the occupants of cars whilst still achieving a speed reduction. Similar measures are proposed for Waterside

- 5.7** Objector 4 expressed concern that traffic noise will increase due to large lorries having to accelerate hard after the speed table to pull up the hill. The speed tables will be designed to reduce vehicle speeds below 30mph and therefore, within the 30mph limits lorries should not be accelerating significantly. Noise levels should be decreased due to the reduced vehicle speeds. Drainage issues will be dealt with in the design.

Objector 4 also states that the street lighting is poor in the vicinity of the speed table proposed near her home. Improvements to street lighting are being incorporated within the proposals.

## **6 CONCLUSIONS FOR SOUTHCRAIG DRIVE, KILMARNOCK**

- 6.1** Some objectors consider that speeding is not a problem on Southcraig Drive. The most recent speed survey carried out by Strathclyde Police showed that the average vehicle speed was 34mph, with 15% of drivers travelling at speeds of 42mph or greater.
- 6.2** Speed cushions have been used in several traffic calming schemes in East Ayrshire and speed surveys have shown that they are effective in reducing vehicle speeds. Typically vehicle speeds at the speed cushions will reduce to approximately 23 mph
- 6.3** Objector 4 considers that are too many sets of speed cushions are proposed. However it is necessary to place the speed cushions at regular intervals to ensure that drivers maintain a uniform speed along the section of road and the spacing between the sets of cushions is in accordance with national guidelines.
- 6.4** Some concerns have been expressed regarding noise and vibration. There should be little change in noise and emission levels as the cushions are spaced at regular intervals to discourage harsh acceleration and braking between cushions.
- 6.5** The speed cushions should also not cause passenger discomfort or excessive vehicle wear if they are driven over at an appropriate speed.
- 6.6** Emergency Services (including the fire service) have been consulted and have not objected to the proposals.

## **7 CONCLUSIONS FOR INCHMURRIN DRIVE, KILMARNOCK**

- 7.1** There is sometimes a perception that speed cushions do not reduce the speed of lorries and vans. Speed surveys have shown that, with the speed of all vehicles are reduced. The one objector for Inchmurrin Drive is commenting as though speed cushions are proposed and this is not the case. Speed tables are proposed which have a similar effect for all types of vehicles.
- 7.2** Drivers should not have any difficulty negotiating speed tables provided they are driving at an appropriate speed and the reduced speed will significantly improve safety for pedestrians in this residential area.
- 7.3** The reduction in vehicle speeds will reduce accident risk for drivers who may be dazzled by sunlight in the summer.
- 7.4** Drivers who travel at appropriate speeds should not damage their vehicle.
- 7.5** Vertical deflection type traffic calming measures are the most effective means of reducing vehicle speeds within residential areas. The introduction of a 20mph speed limit would not be an option without being accompanied by the proposed traffic calming measures.

## **8. FINANCIAL IMPLICATIONS**

- 8.1** The costs of the works will be met from the 2005/2006 Capital Road Safety budget.

## **9. LEGAL IMPLICATIONS**

- 9.1** The promotion of the road humps has been in accordance with The Road Humps (Scotland) Regulations 1998 and The Roads (Scotland) Act 1984

## **10. COMMUNITY PLAN / POLICY IMPLICATIONS**

- 10.1** The road safety measures proposed for Inchmurrin Drive, Kilmarnock, Southcraig Drive, Kilmarnock and A719, Waterside are designed to improve community safety and the environment for the local community in each area. All three projects have significant community support and address the need to reduce speeds and improve road safety for vulnerable road users, including the elderly, the disabled, children, cyclists and pedestrians.

## **11. RECOMMENDATIONS**

- 11.1** It is recommended that the Committee:
- a) Considers the objections as detailed in paragraph 4.4 to 4.6 above; and
  - b) Approves the road humps proposals for the A719 through Waterside, Southcraig Drive, Kilmarnock and Inchmurrin Drive, Kilmarnock as advertised.

James Lavery  
**Executive Director of Development and Property Services**  
28 February 2006  
KO/NB

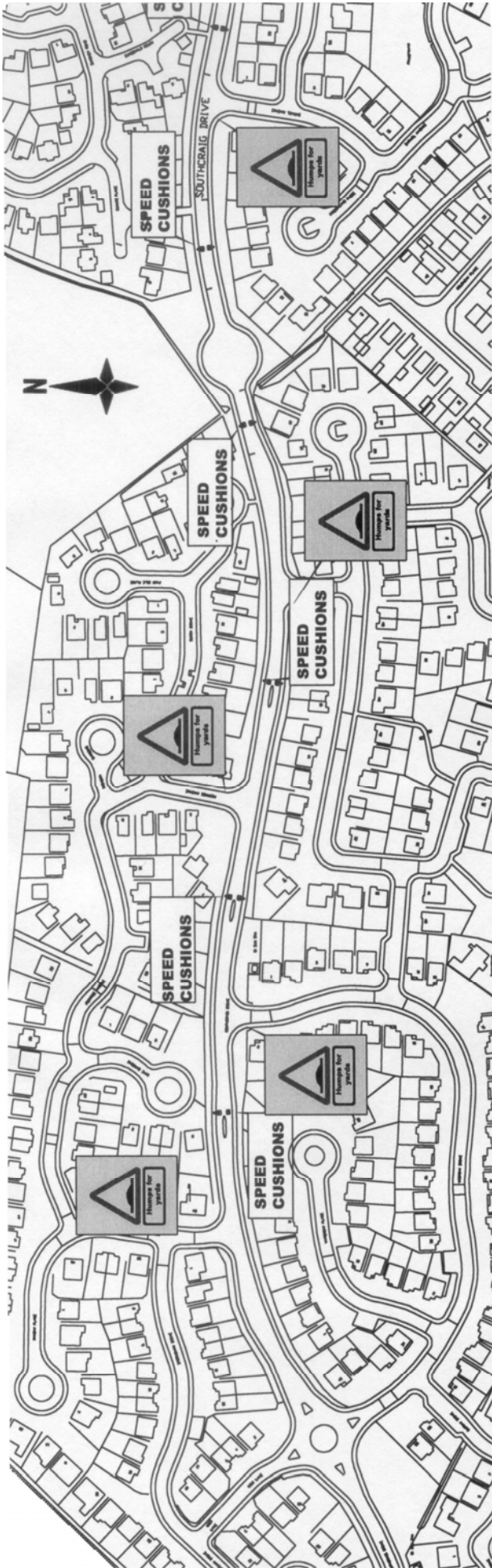
## **BACKGROUND PAPERS**

- 1 Notice of Proposals – Proposed installation of Road Humps, Waterside**
- 2 Notice of Proposals – Proposed installation of Road Humps, Southcraig Drive**

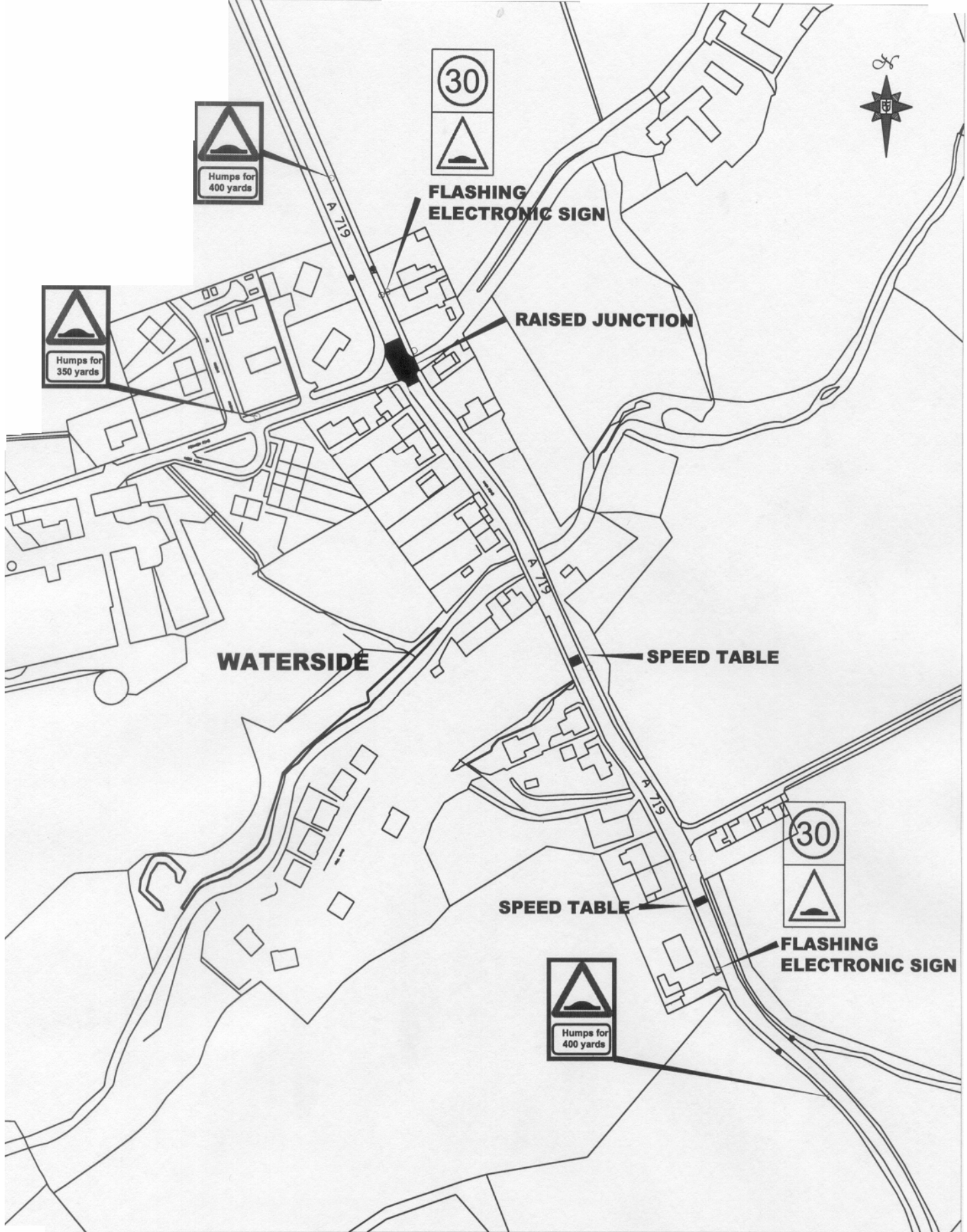
Copies of the above named road humps notice are available from the Head of Roads & Transportation.

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

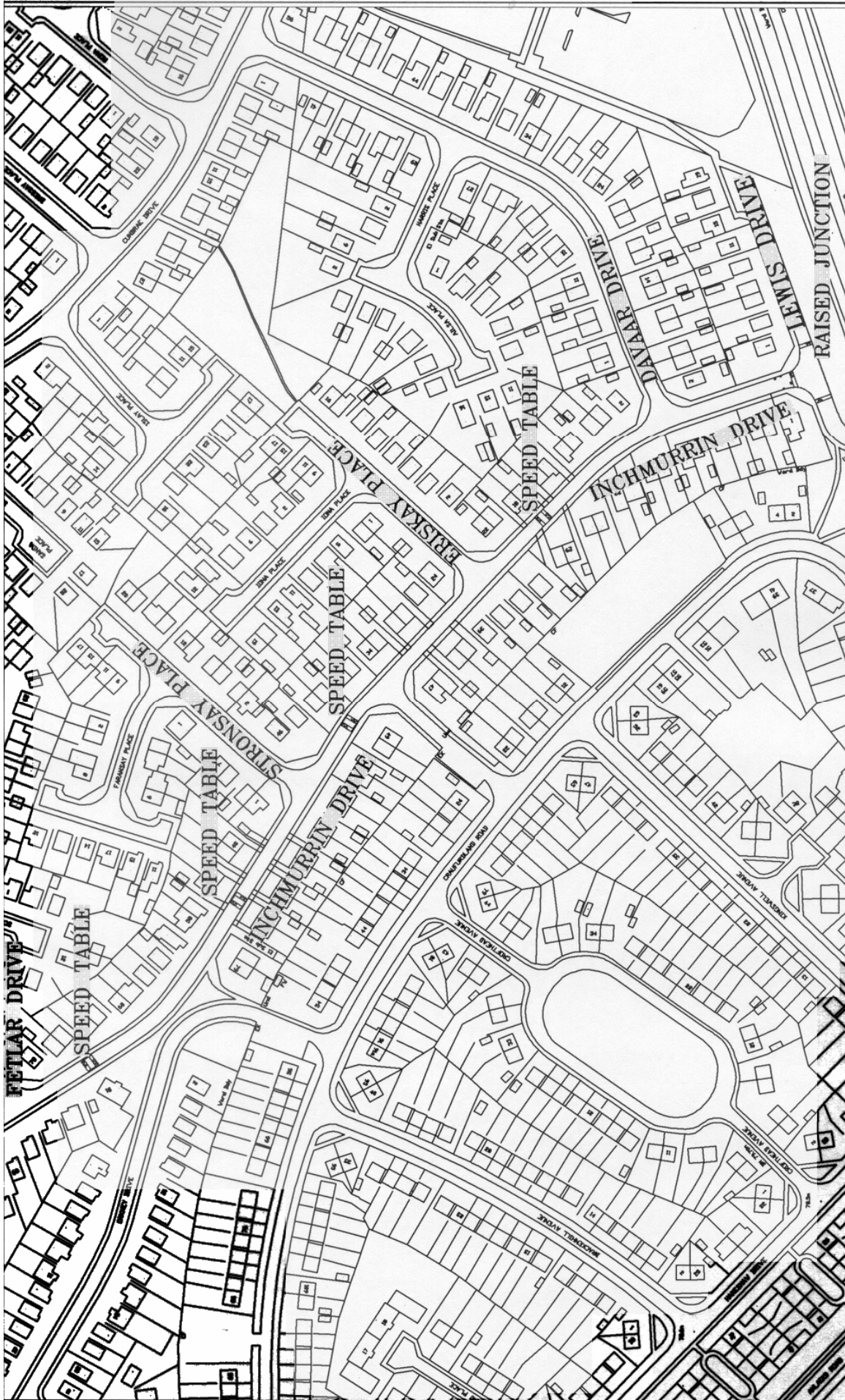
Implementation Officer: Neil Bell



**SOUTHCRAIG DRIVE KILMARNOCK**



# **WATERSIDE VILLAGE TRAFFIC CALMING PROPOSALS**



PROPOSED\_SPEED\_HUMPS  
 INCHMURRIN\_DRIVE  
 KILMARNOCK

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



East Ayrshire  
 Council  
 DDS:210x297

Drawing No. : T05091/01/03/06

File No. : T05091/01/03 Scale : NTS

Prep: PREP. Chkd : Date : JAN'06

FILE DIRECTORY/NAME : FILE\_OR\_NAME

Greenholm Street, Kilmarnock, KA1 4DJ

## Appendix 2

### Consultation List (Waterside)

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  
Royal Automobile Club  
The Automobile Association Ltd  
C.T.C  
Cycling Scotland  
North East Ayrshire Access Panel  
Scottish Taxi Federation  
Moscow and Waterside Community Council  
Chair, Development Services Committee  
Councillor S.Young  
Chair Northern Area Local Committee  
Chief Executive, East Ayrshire Council  
Executive Director of Development and Property Services  
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

## **Consultation List (Southcraig Drive)**

The following organisations, representative groups and individuals were consulted during the preparation of the speed hump notice –

Strathclyde Police  
Strathclyde Fire Brigade  
NHS Ayrshire & Arran  
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  
Kilmarnock Forum on Disability  
Scottish Taxi Federation  
Southcraigs Dean Community Council  
Chair, Development Services Committee  
Councillor S.Young  
Chair Northern Area Local Committee  
Chief Executive, East Ayrshire Council  
Executive Director of Development and Property Services  
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