

## **EAST AYRSHIRE COUNCIL**

### **DEVELOPMENT SERVICES COMMITTEE – 11 OCTOBER 2006**

#### **TRAFFIC CALMING PROPOSALS FOR BEECH AVENUE, GRANGE TERRACE, KILMARNOCK AND CEDAR ROAD, CHERRY ROAD, LABURNUM ROAD, KILMARNOCK**

#### **OBJECTIONS TO PROPOSED ROAD HUMPS**

##### **Report by the 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 traffic calming proposals for the Beech Avenue, Grange Terrace, Kilmarnock and Cedar Road, Cherry Road and Laburnum Road, Kilmarnock.
- b) To seek the approval of the Committee for the traffic calming as proposed.

### **2. BACKGROUND**

2.1 Mandatory 20mph speed limits have been introduced at 53 schools throughout East Ayrshire. Due to the new school proposals at Grange Academy, the 20mph scheme for this vicinity was omitted from the initial programme but taken into account during the planning process for the new school. The planning application, and subsequent planning consent, included traffic calming proposals for Beech Avenue and Grange Terrace. The Neighbour Notification process informed residents on these streets about the traffic calming as well as the school proposals.

2.2 At the Development and Property Services Committee meeting on 20 June 2006 approval was given for a further programme of mandatory 20mph schemes. This included the implementation of 20mph speed limits on streets around Grange Academy and also the associated traffic calming proposals which had been granted planning consent.

It was reported to the Committee that some advisory 20's Plenty Zones are adjacent to mandatory 20mph limits. It was agreed that, where possible, these 20's Plenty Zones would be incorporated into the adjacent mandatory speed limit area. The Police have indicated support for this approach if traffic calming is provided on some streets where it is necessary to ensure compliance with the mandatory speed limit.

On this basis the Traffic Regulation Order promoting the 20mph speed limit in the Grange area has been extended to incorporate the streets in this vicinity which are currently within a 20's Plenty Zone (see plan at back of report). This includes Laburnum Road, Cherry Road and Cedar Road. Following discussions with the Police it was decided that these streets should be traffic calmed due to the potential for higher speeds.

**2.3** Road Humps Notices were advertised on 10 August 2006, giving a period of four weeks for comment and objections. Objections have been received to the road hump proposals and these are detailed in section 4 of the report.

### **3. PROPOSALS**

**3.1** Grange Terrace and Beech Avenue – The works consist of speed tables located at intervals along the streets with associated road markings and traffic signs. The spacings of speed tables are designed in accordance with current guidelines to ensure that drivers maintain speeds close to 20mph along these streets. These measures are included in the planning consent for the new school and therefore any change to the traffic calming proposals would require a new planning consent to be obtained. A plan showing the layout of road safety proposals is detailed in Appendix 1.

**3.2** Laburnum Road, Cherry Road and Cedar Road - The works consist of speed tables at intervals 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. 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

#### **4.4 Formal Objections**

Objection 1 - Objector 1, from Beech Avenue, has objected by letter and believes that road humps are an eyesore and cause a loss of amenity to the surrounding area and have a corresponding negative impact on property prices. The objector feels that the Council should consider other means of traffic calming.

The objector also questions the principal reason for the road humps as they have never been considered necessary for traffic calming of this type at the school in the past. Objector 1 also states that Beech Avenue is so busy with traffic that road humps will not have an effect on traffic speeds.

The objector is also concerned that the road humps will present particular problems for the emergency services as well as the disadvantaged members of the community. Reference is made to the Scottish Parliament Public Petitions Committee Official Report of 11<sup>th</sup> May 2005 which addressed the issue of road humps and alternative methods of traffic calming. The objector has suggested that the introduction of a mandatory 20mph speed limit should be considered instead of the road humps.

Objection 2 -

Objector 2, from Beech Avenue, has objected by letter and feels that the introduction of 7 road humps along with the proposed roundabout and new traffic signals at the junction of Beech Avenue/Irvine Road are overkill. The positioning of the road humps is also questioned.

The objector stated that Beech Avenue is only busy at 8:30 to 9am and 3:15 to 3:45pm when school pupils are dropped off or picked up at Grange Academy. At these times, traffic moves at 10mph and road humps will not be effective.

The objector is also concerned about the increase of noise generated by cars slowing down, bumping over and accelerating away from the speed humps and the loss in property value of his house.

He feels that turning Beech Avenue into an assault course will offer little additional safety to the pupils of the school.

The objector acknowledges that accidents have occurred on Beech Avenue, however these incidents have been as the result of reckless pedestrians and traffic congestion.

Reference is made to the Enterprise, Transport & Lifelong Department Circular No. 1/2004 and the Scottish Executive Home Zone Guidance consultation on alternative methods of traffic calming.

Objection 3 -

Objector 3, from Beech Avenue has objected by letter and is concerned that the proposed road hump at his house will take away the parking space available outside his house. The objector is also concerned that that road hump will make manoeuvring in and out of his driveway more difficult.

The objector has an elderly relative who lives with them and requires doctor visits on many occasions. The speed hump will cause the doctor to park further away and walk to the house. He asks for the road hump to be moved beyond his access where it will not restrict anybody.

Objector 4 - Objector 4 from Cedar Road has objected by letter and firstly objects to the road hump on Grange Terrace close to the junction of Olive Road. In his view this junction is a chicane and a speed hump at this location coupled with adverse wet or cold weather will contribute to an accident. He considers the steep gradient results in poor traction.

The objector is also concerned of the location of a speed hump at the footpath close to Almond Place. The objector states that pedestrians cross the road diagonally from the footpath. A speed table at this location will cause pedestrians to cross obliquely across a driver's line of vision.

Objector 5 - Objector 5 from Cedar Road has objected by letter and feels that there are enough hazards on the road for motorists. The humps cause damage to the suspension of vehicles and serve no useful purpose. The objector states that there is already a twenty's plenty restriction on the road.

## **5. CONCLUSIONS**

- 5.1** Objector 1 is concerned about loss of amenity in the vicinity of his home on Beech Avenue. However, the proposed speed tables are a common feature incorporated into modern housing areas and Roads Division do not consider them to have a significant visual impact. Regarding the effect on property prices, the Roads Division do not have information to be able to make advised comment.
- 5.2** The national targets for reducing road casualties include the achieving of a 50% reduction in the number of children killed or seriously injured by 2010. In addition, the Scottish Executive has provided funding over several years for the purpose of providing 20mph speed limits particularly at schools. There have been 5 injury accidents on Beech Avenue in the most recent 5 year period. 4 of these accidents involved injury to school children. This is a relatively high accident rate for this type of road and improving road safety is a prime objective at this location.
- 5.3** The traffic calming proposals are associated with the introduction of a 20mph speed limit. The Traffic Regulation Order for the new speed limit is currently being promoted. The new speed limit is required to be self enforcing and traffic calming is being provided on streets where excessive speeds are likely to arise.
- 5.4** The Emergency Services have been consulted and have not objected to the proposals.
- 5.5** Objector 2 considers that road humps in addition to a roundabout and new traffic lights are overkill. He states that due to queuing at the traffic lights speeds are down to 10mph. However the spacing of the road humps are designed in accordance with current guidelines to ensure that speeds are reduced to 20mph. Observations by the Roads Division at the new traffic lights indicate that queuing on Beech Avenue is not significant and does not have material impact on the general speeds on Beech Avenue.

- 5.6** Objector 2 is concerned about noise and vibration arising from the road humps. The type of road humps proposed for Beech Avenue are speed tables with extended ramps which will give greater comfort for passengers and drivers of vehicles including buses whilst deterring speeding. As the majority of vehicles on the street are cars which will be traveling at a consistently reduced speed, there should not be significant noise levels generated from traffic traveling over the road humps.
- 5.7** Objector 3 is concerned about visitors not being able to park outside his house and restrictions to his driveway. There are no restrictions to parking accompanying these proposals. It would be less desirable to park on the road hump but parking can take place either side of the hump. Manoeuvres in and out of his driveway should not be hindered by the road hump. In residential areas with driveways at each house it can be difficult to position the road humps to avoid effecting driveways and therefore some flexibility is required. Every effort is made to minimise any inconvenience to residents with respect to driveways and parking.
- 5.8** Objector 4 expressed concern about the road hump on Grange Terrace close to the junction of Olive Road during wet or frosty weather conditions.

On Grange Terrace, the traffic calming is proposed in association with the new school development. The road humps were detailed within the planning application for the school which received planning consent and were included in the consultation which took place during the planning process. The road humps are spaced to ensure that speeds will be low in this area. Road safety at the sharp corner with restricted visibility will be improved by the reduced speeds. Therefore there should not be a skidding problem near the junction with Olive Road.

- 5.9** Objector 4 also states that the road hump located outside 31 Cedar Road is located on a desire line for child pedestrians travelling to and from school. He states that they cross the road diagonally at this point. The fact that school children cross in this area means that it is important to reduce vehicle speeds here. The situation would be monitored and consideration could be given to the installation of pedestrian guardrail to encourage children to cross at an appropriate point.
- 5.10** Objector 5 states that road humps damage the suspension on cars and the area is already a 20's Plenty Zone.

Drivers will not suffer damage to their cars if they drive at the appropriate speed.

The proposed mandatory speed limit accompanied by traffic calming measures on selected streets will be a more effective way of improving road safety. This length of road encompassed by Laburnum Road, Cherry Road and Cedar Road is a significant route for children walking to and from school. A footpath linking Dundonald Road to Laburnum Road through a woodland area has recently been upgraded, mainly due to it being a route for school children. Objector 4 highlighted the issue of children crossing Cedar Road from Almond Place.

**5.11** Objectors have referred to several documents as follows:-

Scottish Parliament Public Petitions Committee Official Report of 11<sup>th</sup> May 2005 – This document reports on a debate within the Scottish Petitions Committee of the Scottish Parliament regarding road humps and concerns about discomfort experienced by disabled and elderly people when travelling over speed humps. The report does not include conclusions but generally debates the issues.

The document is available as a background paper

Reference is made to the Enterprise, Transport & Lifelong Department Circular No. 1/2004 - The document is available as a background paper

Scottish Executive Home Zone Guidance – The document is available as a background paper

**5.12** Whilst the above documents highlight issues regarding road humps, they do not preclude their use. A recent circular issued by the Scottish Executive, ETLCD Circular no. 1/2006: Setting Local Speed Limits includes the statement that ‘Road Humps are the most effective traffic calming measure available for reducing speeds.’

**6. FINANCIAL IMPLICATIONS**

**6.1** The costs of the works will be met from the 2006/2007 20mph Speed Limits allocation.

**7. LEGAL IMPLICATIONS**

**7.1** 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.

**8. COMMUNITY PLAN / POLICY IMPLICATIONS**

**8.1** 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.

## **9. RECOMMENDATIONS**

**9.1** It is recommended that the Committee:

- i) consider, whether to cause a Local Inquiry to be held in accordance with paragraph 7.1;
- or ii) to consider whether to approve the proposed order, taking account of the objections detailed in paragraph 4.4, and having heard the Head of Roads and Transportation speak to the report; and
- iii) to thereafter, determine whether to approve the proposed order.

James Lavery  
**Executive Director of Development and Property Services**  
KO/NB - FV  
21 September 2006

### **BACKGROUND PAPERS**

- 1 Notice of Proposals – Proposed installation of Road Humps, Beech Avenue, Grange Terrace, Kilmarnock**
- 2 Notice of Proposals – Proposed installation of Road Humps, Cedar Road, Cherry Road, Laburnum Road, Kilmarnock**
- 3 Scottish Parliament Public Petitions Committee Official Report of 11<sup>th</sup> May 2005**
- 4 Scottish Executive Home Zone Guidance**

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

## Appendix 2

### Consultation List

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  
Grange/Howard Community Council  
Chair, Development Services Committee  
Councillor Iain Linton  
Chair Kilmarnock Central 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