

## **EAST AYRSHIRE COUNCIL**

**DEVELOPMENT SERVICES COMMITTEE: 20 SEPTEMBER 2005**

**05/0804/RM: PROPOSED TRAFFIC SIGNALS AND TRAFFIC CALMING FOR  
PROPOSED NEW GRANGE ACADEMY, ANNANHILL PRIMARY AND  
PARK SCHOOL, BEECH AVENUE, GRANGE TERRACE, IRVINE ROAD,  
KILMARNOCK  
BY ATKINS CONSULTANTS LTD**

### **EXECUTIVE SUMMARY SHEET**

#### **1. DEVELOPMENT DESCRIPTION**

1.1 Reserved Matters permission is sought to install traffic signals and traffic calming measures. This application seeks to discharge Condition 3(k) of the outline planning consent No. 04/1238/OL regarding the design and exact siting of the traffic signalisation and signalised pedestrian crossing facilities and Condition No. 10 of the above outline permission regarding approval of details of the traffic calming measures to be provided along Beech Avenue and Grange Terrace. The principle of traffic signals at the junction of Beech Avenue and Irvine Road and traffic calming measures along Beech Avenue and Grange Terrace has previously been agreed by the approval of the outline planning permission.

1.2 The proposed traffic signalisation at the junction of Beech Avenue with Irvine Road will involve the installation of two signal poles at Beech Avenue and two signal poles at Irvine Road on a northerly direction and two signal poles on a southerly direction. The traffic signals would be linked to the town centre 'SCOOT' system (which will be implemented shortly) to ensure that the junction operates efficiently and the demand from traffic emerging from the minor road is catered for.

A right turn lane to Beech Avenue is proposed on Irvine Road for traffic coming from a northerly direction. The traffic signal poles are of standard design. Signalised pedestrian crossing facilities are provided with high visibility pedestrian guard rails of a height of 900 mm provided adjacent to public road and tactile paving provided to aid visually impaired pedestrians using the crossings.

1.3 Traffic Calming measures involve the installation of three speed cushions and two speed tables to Beech Avenue. The speed cushions are installed in pairs with a bollard on either side. The two speed tables are proposed on Beech Avenue after the proposed new roundabout at the entry to the school. The speed table and speed cushions are of standard design. Three speed tables are also proposed along Grange Terrace.

## **2. RECOMMENDATION**

**2.1 It is recommended that the application should be approved subject to the condition indicated on the enclosed sheet and that the issuing of the planning decision notice be withheld until the application has been referred to and cleared by the Scottish Ministers under the Town and Country Planning (Notification of Applications)(Scotland) Direction 1997.**

## **3. CONCLUSIONS**

3.1 As indicated at Section 5 of the report, the application is considered to accord with the policies of the development plan. Therefore given the terms of Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 the application should be approved unless material considerations indicate otherwise.

3.2 As indicated at Section 6 of the report there are material considerations relevant to this application. The concerns of the objectors are noted however they are not considered to be of sufficient weight to justify a recommendation of refusal. Their concerns regarding road safety have not been supported by the Roads Division. The proposed traffic signals at the junction of Beech Avenue with Irvine Road will minimise traffic delay, provide enhanced pedestrian facilities and improve road safety. It is considered that their design and exact siting are acceptable and will not have an adverse impact on the amenity and accessibility of residential properties in close proximity. The proposed traffic calming measures to be installed on Beech Avenue and Grange Terrace will help to improve road safety by reducing vehicle speeds.

**Alan Neish  
Head of Planning, Development and Building Standards**

**Note: This document combines key sections of the associated report for quick reference and should not in itself be considered as having been the basis for recommendation preparation or decision making by the Planning Authority.**

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**Report by Head of Planning, Development and Building Standards**

### 1. PURPOSE OF REPORT

1.1 The purpose of this report is to present for determination a Reserved Matters application which is to be considered by the Development Services Committee under the scheme of delegation as it is associated with a larger scale development which is located on land where the Council has an ownership interest and is subject to objection and requires to be notified to the Scottish Ministers.

### 2. APPLICATION DETAILS

2.1 **Site Description:** The site is the outline planning application site for the new Grange Academy, Annanhill Primary and Park School which was approved on 10 March 2005. This application relates specifically to the public roads of Beech Avenue and Grange Terrace and the junction between Irvine Road and Beech Avenue. The site is surrounded by residential properties.

2.2 **Proposed Development:** Reserved Matters permission is sought to install traffic signals and traffic calming measures. This application seeks to discharge Condition 3(k) of the outline planning consent No. 04/1238/OL regarding the design and exact siting of the traffic signalisation and signalised pedestrian crossing facilities and Condition No. 10 of the above outline permission regarding approval of details of the traffic calming measures to be provided along Beech Avenue and Grange Terrace. **The principle of traffic signals at the junction of Beech Avenue and Irvine Road and traffic calming measures along Beech Avenue and Grange Terrace has previously been agreed by the approval of the outline planning permission.**

2.3 The proposed traffic signalisation at the junction of Beech Avenue with Irvine Road will involve the installation of two signal poles at Beech Avenue and

two signal poles at Irvine Road on a northerly direction and two signal poles on a southerly direction. The traffic signals would be linked to the town centre 'SCOOT' system (which will be implemented shortly) to ensure that the junction operates efficiently and the demand from traffic emerging from the minor road is catered for.

A right turn lane to Beech Avenue is proposed on Irvine Road for traffic coming from a northerly direction. The traffic signal poles are of standard design. Signalised pedestrian crossing facilities are provided with high visibility pedestrian guard rails of a height of 900 mm provided adjacent to public road and tactile paving provided to aid visually impaired pedestrians using the crossings.

2.4 Traffic Calming measures involve the installation of three speed cushions and two speed tables to Beech Avenue. The speed cushions are installed in pairs with a bollard on either side. The two speed tables are proposed on Beech Avenue after the proposed new roundabout at the entry to the school. The speed table and speed cushions are of standard design. Three speed tables are also proposed along Grange Terrace.

### **3. CONSULTATIONS AND ISSUES RAISED**

3.1 East Ayrshire Council's Roads and Transportation Division have no adverse comments to make regarding the proposed development.

***Noted.***

3.2 Bonnyton Community Council object to the proposed traffic signals at the junction of Irvine Road and Beech Avenue as they are not necessary and would have an adverse effect on the Irvine Road traffic flow. There is only a very short rush "hour" of approximately 20 minutes in the morning and even less in the afternoon at the start and end of the school day. This rush "hour" totals only a few hours in a year and the installation of traffic lights is an excessive response. There is insufficient width on the north side of Irvine Road to accommodate a separate unnecessary lane for a right turn into Beech Avenue.

***The Community Council's concerns have been addressed in Section 4 of the report. The right turn lane can be accommodated within the design and will ensure that any vehicles waiting to turn right will not impede straight ahead traffic.***

3.3 Grange Howard Community Council take no exception to the proposals except for the suggested provision of speed cushions in the section of Beech Avenue from Irvine Road to the proposed roundabout at the school entry opposite Birch Place. Their preference is for the use of speed tables in their place since:

- (a) Speed cushions create vertical rotations and lateral movements of vehicles and their passengers which create great suffering from those with spinal arthritis and similar conditions;
- (b) The cushions do not seem to be effective in slowing vehicles with wider than average wheel bases such as commercial vehicles, buses and people carriers;
- (c) There would not seem to be any valid reason why buses should not be submitted to the same constraints as other vehicles. It is noted that the access to the present bus parking area has an existing speed table that does not appear to produce difficulties.

***Speed cushions are proposed on the section of Beech Avenue from Irvine Road to Birch Place as cushions are normally preferred where there are a significant number of buses to minimise potential impact on bus passengers.***

- (d) It is assumed that vehicle waiting restrictions will be put in place in Beech Avenue, Grange Terrace and Irvine Road where these are required to ensure that reasonable vehicle and pedestrians passage can be maintained at all times.

***The need for waiting restrictions will be monitored once the signals are in place. Yellow lines would require the promotion of Traffic Regulation Order.***

- (e) It is assumed that the traffic signal arrangements to be installed will give priority to emergency and public vehicles and that synchronised phasings and priorities will be established to facilitate the flows of vehicular and pedestrian traffic on Irvine Road and to and from Beech Avenue, Grange Terrace, Stevenson Street and Munro Avenue.

***The traffic lights will be fully integrated with the SCOOT system to ensure maximum co-ordination with adjacent signalised junctions and to provide priority for buses.***

#### **4. REPRESENTATIONS**

4.1 There are 14 objectors to the proposed development (including one each from Bonnyton Community Council and Grange Howard Community Council which are detailed in Section 3.2 and 3.3 of the report).

The preference for the use of speed tables instead of speed bumps is also supported by the Access Panel. Although no formal objection has been submitted, the issue is dealt with in para 3.3 above.

The other grounds of objection are as follows: -

4.2 They remain unconvinced of the requirement for traffic lights, for in relation to the traffic assessment there will be no significant rise in traffic and the present situation allows traffic to flow well. The decision to have traffic lights at the junction of Irvine Road was made prior to the assessment as part of the Council's plans for the town and are not simply as a result of any perceived rise in traffic as a result of the schools.

***The proposal for traffic signals was first recommended in the Transport Assessment submitted in support of the outline planning application. The Transport Assessment was prepared by an independent transport consultant. The principle of traffic signals has been approved at the outline planning stage.***

4.3 If the lights are required, then these should be part-time. Schools are only open for a set period and traffic only accumulates first thing in the morning when the schools are going in and even less so when the schools are closing. The three schools will have different closing times and this splits the traffic. There are a large number of part time lights throughout the country. Other Councils feel that adequate signage deals with any potential issues. They have been advised that the SCOOT system will solve any problems but this is not operational and it does not switch off the lights so they will be little different from normal lights. For 12 weeks a year during school holidays there is no school traffic utilising the junction.

***Part-time traffic lights are generally used on roundabouts and on motorway slip roads. The applicant has submitted an appraisal of the part-time operation of traffic signals at Beech Avenue/Irvine Road. It is considered that part-time traffic signals would not be suitable at the junction and could be a serious safety risk for both pedestrians and drivers. This is considered fully in Sections 6.5 and 6.6.***

4.4 In the Traffic Assessment report it states that the lights will cause delays to the traffic in Irvine Road, but that the Council intend to reduce the speed limit in Irvine Road anyway so this would assist with the problem. The addition of a crossing further up the street was also recommended to assist so that the lights in Irvine Road would not snarl up traffic. It appears that this has now been omitted from the present application. They require confirmation of why this is as it appears to go against the traffic assessment. This causes safety concerns for

school children utilising the crossings as traffic coming towards the Irvine Road lights at speed which is what the second set of lights were supposed to prevent.

***The proposal for traffic lights at the Beech Avenue junction is unrelated to the proposal for the pedestrian crossing further up Irvine Road. The provision of a pedestrian crossing further up Irvine Road is the subject of a separate planning application. Incorporation of the traffic lights into the SCOOT system will automatically adjust the signal timings throughout the day to minimise delays on all approaches and achieve an efficient flow of traffic in the network. At a later date, the Roads Division will promote mandatory 20mph speed limits on the roads adjacent to the schools. This is in the interests of road safety and to encourage children to walk to school. It has no relationship to the form of control at the junction.***

4.5 Traffic signals will disrupt the existing free flow of traffic flow on Irvine Road. At busy times such an installation will cause the backing up of traffic to and beyond the traffic lights at the junction of Portland Road with North and South Hamilton Street. This will seriously affect the flow of traffic to and from Fullarton Street and Springhill Gardens with its elderly residents and nursing home.

***The Transport Assessment indicates that predicted queues will not extend to the Portland Road/North Hamilton Street junction and there will be significant reserve capacity at the traffic signals in the future year for assessment (2017). The traffic signals will be incorporated within the SCOOT system and will be set up such that Irvine Road will receive a green signal unless there is a demand for either traffic from Beech Avenue or pedestrians. Beech Avenue will only receive the required green time to clear the traffic on that approach.***

4.6 Portland Road and Irvine Road are important routes for emergency vehicles especially those of the ambulance and fire services. It is easy to envisage such vehicles being delayed significantly by the congestion should the traffic lights be installed. Two or three minutes delay to such vehicles could place human lives in danger. This applies especially to ambulances being called to Springhill Gardens and Springhill House.

***It is not anticipated that the provision of traffic signals will have an undue impact on emergency vehicles.***

4.7 The proposed development seeks to deal with a flow of traffic which occurs only twice a day on weekdays when schools are in session. To their knowledge there have been no serious accidents in this area in recent times and the proposed lights are unnecessary and will cause more problems than they will

solve. The Grange, the school and the pupils have gone without a crossing for 40 years and there has never been a problem.

***The Transport Assessment recommends the provision of traffic signals to accommodate the presented future traffic levels. The traffic lights will make it easier and safer for traffic emerging from Beech Avenue, particularly right turning traffic. Traffic lights will also allow for safe pedestrian crossing movements at all times of the day. The signals will be linked to the town centre 'SCOOT' system which will be implemented shortly to ensure that the junction operates efficiently and the demand from traffic emerging/accessing the minor road is catered for.***

4.8 Until the new school is built there will be serious congestion in Irvine Road at the close of school when parents come by car to collect their children. This could cause accidents and would be exacerbated should both the traffic lights and the proposed crossing at No. 49 Irvine Road be installed.

***No one should park within 10 metres of a road junction whatever the form of control. The signalised junction has been designed to operate satisfactorily from the outset. The installation of the signals will be monitored and, if necessary, further measures will be brought forward to control indiscriminate parking.***

4.9 The expected roll for the combined school will be fewer than this year's total. The area in question is not an accident blackspot. The traffic signals will affect the residents permanently and on an ongoing basis, to provide traffic measures for 20 minutes in the morning and afternoon in term time only. What is wrong with crossing patrol at the appropriate times only?

***As indicated in the response to 4.7, the junction is being designed to accommodate future traffic demand.***

4.10 The necessity for 3 pelican crossings within a few yards of each other, thus enclosing several properties within the proposed traffic measures as well as an additional crossing further up Irvine Road.

***It is not proposed to provide 3 Pelican crossings at the Beech Avenue junction. The proposal is for a standard layout for the signalisation of the 'T'-junction. The signals will incorporate a pedestrian phase.***

4.11 The legal position of residents requiring access to driveways. Access to 5, 7 and 9 Irvine Road is gained by reversing into the driveways. When would this be possible and what would the legal position be if an accident were to be

caused by the traffic lights on Irvine Road or Beech Avenue being at green? Drivers especially those proceeding down Irvine Road will attempt to beat the lights and residents attempting to reverse into their driveways will be at risk, as will other drivers and pedestrians. They are extremely concerned about the safety of their children, be they drivers or passengers.

***It is proposed to provide separate detection facilities for vehicles leaving the driveways. This will provide a separate green signal for residential driveways when all other traffic/pedestrians at the junction will be on 'red'. This would provide residents with the option of leaving their driveways in either a forward or reverse gear without conflict with other vehicles.***

4.12 The proposals would blight and would cause loss of the amenity to No. 3 Irvine Road as this is the only house which does not have a front access. They have already requested permission to lower the pavement and create a driveway. Facilities which all their neighbours enjoy. They ask for the pelican crossing to be re-sited so that no loss of amenity is incurred by them or their neighbours. The fence in front of No. 3 Irvine Road seems unnecessary and unduly restrictive and prevents vehicular access to their property. The fencing on the opposite side of the street seems to perform this job adequately, leaving the fence adjacent to No. 3 Irvine Road redundant.

***It is proposed to make a minor alteration to the plan as submitted and move the position of the pedestrian crossing at this point to allow sufficient space for the householder at No. 3 Irvine Road to form a driveway entrance in the future. The footway kerbs can be lowered at the time of the signal works and pedestrian barrier removed to allow for a future driveway.***

4.13 The introduction of double yellow lines within the traffic measures and the concomitant issues which that would create. Ambulances, fire engines, delivery vans, visitors and building contractors will all cause problems within the delineated area.

***Double yellow lines are not proposed at present however this would require to be reconsidered should indiscriminate parking take place.***

4.14 The costs associated with the necessary widening of driveways and altering garden layouts to allow residents to drive into driveways and turn within garden spaces will be considerable. Who will compensate residents for this necessary expenditure? The gardens concerned are narrow and some residents will be unable to drive into driveways and turn within their own gardens.

***It is proposed to provide separate detection facilities for vehicles leaving driveways which will provide a separate green phase for***

***those vehicles leaving driveways therefore improving safety. This would allow vehicles to reverse out of their driveways in safety thus mitigating the requirement for any turning within the properties. The issue of compensation is not an issue to be addressed through the consideration of this application.***

4.15 There will be a definite reduction in value of the properties within the traffic measures and lead to their houses being totally unsellable.

***This is not a material planning consideration.***

4.16 The pelican crossings are so close to a bridge and a bend and one pelican crossing would suffice if placed in the correct strategic position.

***The proposed signals layout is standard practice. Forward visibility to the signals and pedestrian crossings is not compromised by the bridge.***

4.17 It would have been better if the residents of the Grange and all those affected by these proposals had been notified directly.

***Anyone with an interest within 4 metres of the application site have been neighbour notified in terms of the Town and Country Planning (General Development Procedure) (Scotland) Order 1992. The application has also been advertised in the local press.***

4.18 Nos. 7 and 9 Irvine Road will require their kerb lowered and also extended to the traffic lights to allow quick, easier forward vehicular access and egress to avoid blocking the junction for any period of time. There seems to be slight leeway to allow the lights to be moved up the hill by several feet which would assist in access and egress without hampering access at 11 Irvine Road.

***The dropped kerbs at Nos. 7 and 9 Irvine Road will be extended to allow easier access to these properties. It is proposed to make a minor adjustment to the position of the pedestrian crossing to give extra comfort for No. 9 Irvine Road. This would not hamper access for No. 11.***

4.19 There will be a complete loss of the existing facility to make a right turn from the drive of 8 Irvine Road towards the town centre since exit from the driveway will require to be completed in reverse. The proposed right turn filter lane will restrict the area of road available to stop and reverse into the driveway of No. 8. This will reduce the opportunity for safe egress from the driveway onto Irvine Road and lead to an increased risk of road traffic accident at this point.

***It is not envisaged that the signals will adversely affect the safety of reversing in or out of No. 8 Irvine Road. It is proposed to reduce the width of the right turn lane as currently submitted which will increase the width of the exit lane at this point.***

4.20 Less than 18 months ago an application to build several houses in ground off Irvine Road was rejected partially on grounds that a large number of objections were received to the proposed traffic calming measures. The previous application in relation to these traffic lights and subsidiary measures received a huge number of objections yet this was passed. There appears to be no consistency.

***Planning permission was sought for the erection of 5 detached dwellinghouses and traffic calming measures on Irvine Road, however this application was withdrawn by the applicant on 13 February 2002.***

***Outline planning permission was granted for the erection of new Grange Academy, Annanhill Primary School and Park School on 10 March 2005. The principle of traffic signals at the junction of Beech Avenue and Irvine Road was approved as part of the outline planning permission. This reserved matters application seeks to consider the design and exact siting of the traffic signals.***

4.21 There has been a recurrence overnight of the long-standing drainage problem at the bottom of Irvine Road. Half of the junction is coned off and the problem seems to be insoluble.

***This an existing problem and will not be increased by the present proposals under consideration.***

4.22 The proposed traffic signals will cause noise, nuisance and smell issues due to the idling of diesel and petrol vehicles whilst stationary at the proposed signals and on pulling away from a stationary position.

***Traffic signals are a widely used means of traffic control at junctions in built-up areas. Irvine Road is one of the main access roads into and out of the centre of Kilmarnock and presently used by substantial volume of traffic, it is not envisaged that the proposed traffic signals will cause undue noise, nuisance, pollution and smell to the detriment of adjoining residential properties.***

4.23 The addition of traffic signals will lead to further nuisance through the misuse of crossing requests associated with the proposed pedestrian crossing facilities.

***The pedestrian crossing will contain a detector mechanism where, if a pedestrian decides not to use the pedestrian crossing after pushing the request button, then the demand will be cancelled automatically should the pedestrian walk away.***

4.24 There will be a significant loss of privacy for occupiers of homes adjacent to the proposed signals due to the occupants of stationary vehicles and on buses being able to look directly into the adjacent homes. This loss of privacy will be increased through the proposal to include a right turn filter lane on Irvine Road. Vehicles wishing to make a right turn will be required to queue further up Irvine Road than at present, thereby reducing their opportunity to take advantage of gaps in oncoming traffic to make their manoeuvre.

***Right turning vehicles will still have the opportunity to accept gaps when Irvine Road receives a green light. Any left-over vehicles waiting to turn right at the end of that green period will receive an indicative right turn arrow to facilitate this movement. Priority will be given to main road traffic flow and it is not expected that there will be continuous significant queuing of right turning vehicles.***

4.25 Traffic signals and associated fencing will have an adverse impact upon the visual appearance of the residential area at the junction of Irvine Road with Beech Avenue.

***Traffic signals and associated pedestrian guard rails are common features found in built-up areas as a means of facilitating the movement of traffic, improving pedestrian crossing facility and to deter speeding. It is not considered that they will have an adverse effect on this built up area. It is proposed to use black street furniture (traffic signal poles and pedestrian barrier) to minimise the visual impact of the signals.***

4.26 There will be increased local pollution due to idling diesel and petrol vehicles whilst sitting at the proposed signals and on pulling away from a stationary position.

***This is addressed in the response to 4.22.***

4.27 The traffic signals will provide drivers with a false sense of security that they have unrestricted access to Irvine Road on a green light in Beech Avenue. The current traffic check situation associated with the existing give-way junction will be removed. This will increase the risk of accident at this point particularly as vehicles will be required to reverse from No. 8 to obtain access to Irvine Road.

***Traffic lights would make it easier and safer for traffic emerging from Beech Avenue, particularly right turning traffic. As at present, traffic***

***turning in to Irvine Road will require to be aware of the potential presence of other vehicles.***

4.28 There will be a loss of existing parking facilities in the immediate vicinity of the junction. Disabled visitors will be required to park in Beech Avenue, Portland Road or further uphill on Irvine Road.

***In accordance with the Highway Code, parking should not take place within 10 metres of a junction; therefore parking should not currently be taking place within the area of the junction. The Roads Division advise that it may be necessary to promote waiting restrictions on the approaches to the junction regardless of whether traffic lights are to be provided.***

4.29 The loss of amenity to residents with traffic lights constantly changing outside their windows, pelican crossings beeping and the deterioration in air quality due to traffic sitting outside their homes.

***This is addressed in the response to 4.22. In addition, the audible pedestrian 'bleepers' will be switched off in the evenings and night time.***

4.30 There are 4 letters of support. Their grounds of support are on the basis that the Irvine Road over the years has been plagued by speeding vehicles and approval of this proposed development should resolve it.

## **5. ASSESSMENT AGAINST DEVELOPMENT PLAN**

5.1 Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of this application the development plan comprises the Approved Ayrshire Joint Structure Plan (1999) and the Adopted East Ayrshire Local Plan (EALP).

### Ayrshire Joint Structure Plan

5.2 The proposed development does not raise any issues of a strategic nature.

### Adopted East Ayrshire Local Plan

5.3 Policies T1 and T2 are relevant. Policy T1 actively seeks to integrate and achieve improvements to the local and strategic road, cycle and footpath infrastructure. Policy T2 seeks to ensure that the travel demands of all

significant new development proposals can be met by the provision of an integrated and safe transport infrastructure by being capable of being served by regular and frequent transport services, incorporating all necessary measures to minimise pedestrian and vehicular conflict and incorporating appropriate traffic calming measures where considered necessary.

***The proposed development accords with Policies T1 and T2 of EALP as the installation of traffic signals at the Irvine Road/Beech Avenue junction and traffic calming measures on Beech Avenue and Grange Terrace.***

## **6. ASSESSMENT AGAINST MATERIAL CONSIDERATIONS**

6.1 The principal material considerations relevant to the determination of this application are the consultations and representations received which are detailed in Sections 3 and 4 of the report, the planning history of the site and the appraisal of the Part-Time operation of Beech Avenue/Irvine Road traffic signals submitted by the applicant.

### Consultations and Representations

6.2 The consultations and representations received are addressed in Sections 3 and 4 of the report, neither of which indicate that the application should be refused. It is considered that the objectors' concerns regarding the proposed traffic signals have not been echoed by the Roads Division. The principle of traffic signals has already been agreed by the approval of the outline application and this application is considering the design and exact siting of the traffic signals. With regard to residents' concerns adjacent to the signalised junction in gaining access to and from the driveway it is considered that a control mechanism could be added to the signalisation to give them priority when leaving their driveway. It is considered that the traffic signals will improve traffic movement during peak times and the pedestrian crossing facilities will improve the safety for pupils and other pedestrians crossing in this location.

### Planning History

6.3 04/1238/OL: Outline planning consent was approved on 10 March 2005 for a proposed secondary school, primary school and special school with community facilities, traffic calming, signalling and pedestrian crossing at Grange Academy and Annanhill Primary School, Beech Avenue, Grange Terrace, Irvine Road, Kilmarnock. Therefore the principle of traffic signalisation and traffic calming measures has been approved at the outline planning stage.

6.4 05/0805/FL: Proposed Puffin Pedestrian Crossing For Proposed New Grange Academy, Annanhill Primary And Park School Public Road At 46, 52,49 Irvine Road . This application is presently under consideration.

Appraisal of Part Time Operation of Beech Avenue/Irvine Road Traffic Signals Submitted by the Applicant

6.5 The appraisal, undertaken by an independent transport consultant, states that the implementation of traffic signals at junctions throughout the UK is used as a means of safely controlling the movement of traffic and pedestrians alike. Traffic control enables a safe junction design and can facilitate the co-ordination of adjacent traffic signal junctions thus minimising delay. The incorporation of pedestrian facilities within junctions facilities a safe passage across the carriageway for pedestrians. This is especially helpful for children, elderly and for people with disabilities where they can be guaranteed a safe route to crossing.

6.6 The signalisation of junctions on a part-time basis is not a commonly adopted practice in the UK with the exception of signalised roundabouts or motorway ramps where there are no pedestrian facilities. The incorporation of part-time operation of the signals within SCOOT-based UTC System within Kilmarnock town centre is technically feasible but may result in a drop in junction performance. It is considered by the traffic consultants that the Beech Avenue/Irvine Road junction would not be suitable for part-time control and would be considered a serious safety risk for the following reasons.

- There would be inconsistency in the road makings on each approach as stop-lines are required for traffic signals design. However these would be ignored during periods when the junction would operate under priority control. It is perceived that this would adversely affect the drivers' behaviour of vehicles approaching the traffic signals, resulting in driver confusion (are signals on/off?) with an associated increase in the accident risk.
- If the signals only operate on a part-time basis the safe, controlled facility for pedestrians would be removed and pedestrians would have to find a safe gap in traffic to cross the road. For the visually impaired there would be the added confusion of whether the signals are operational. This will inherently increase the safety risk for pedestrians trying to cross the carriageway with a greater likelihood of pedestrian injury.

## **7. FINANCIAL AND LEGAL IMPLICATIONS**

7.1 There are no financial implications for the Council in the determination of this application.

7.2 Legal implications arise as the application requires to be notified to the Scottish Ministers under the provisions of the Town and Country Planning (Notification of Applications) (Scotland) Direction 1997 because the Council has an ownership interest in the site and the application has been the subject of a substantial body of objection.

## **8. CONCLUSIONS**

8.1 As indicated at Section 5 of the report, the application is considered to accord with the policies of the development plan. Therefore given the terms of Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 the application should be approved unless material considerations indicate otherwise.

8.2 As indicated at Section 6 of the report there are material considerations relevant to this application. The concerns of the objectors are noted however they are not considered to be of sufficient weight to justify a recommendation of refusal. Their concerns regarding road safety have not been supported by the Roads Division. The proposed traffic signals at the junction of Beech Avenue with Irvine Road will minimise traffic delay, provide enhanced pedestrian facilities and improve road safety. It is considered that their design and exact siting are acceptable and will not have an adverse impact on the amenity and accessibility of residential properties in close proximity. The proposed traffic calming measures to be installed on Beech Avenue and Grange Terrace will help to improve road safety by reducing vehicle speeds.

## **9. RECOMMENDATION**

**9.1 It is recommended that the application should be approved subject to the condition indicated on the enclosed sheet and that the issuing of the planning decision notice be withheld until the application has been referred to and cleared by the Scottish Ministers under the Town and Country Planning (Notification of Applications)(Scotland) Direction 1997.**

**James Lavery**  
**Executive Director of Development and Property Services**

08 September 2005  
(PC/MMM/SA)  
FV-AN

**LIST OF BACKGROUND PAPERS**

1. Application Form and Plans.
2. Statutory Notices/Certificates.
3. Consultation Responses.
4. Letters of Representation.
5. Approved Ayrshire Joint Structure Plan.
6. Adopted East Ayrshire Local Plan.
7. Planning Application Nos: 04/1238/OL and 05/0805/FL.

Anyone wishing to inspect the above papers please contact Pamela Clifford on 01563 576798.

***Implementation Officer: Alan Neish***

EAST AYRSHIRE COUNCIL

TOWN & COUNTRY PLANNING (SCOTLAND) ACT 1997

05/0804/RM

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Site of Proposal: Grange Academy and Annanhill Primary School  
Beech Avenue, Grange Terrace, Irvine Road  
KILMARNOCK  
KA1 2EN

Nature of Proposal: Proposed Traffic Signals of Traffic Calming Measures for Proposed New Grange Academy, Annanhill Primary and Park School

Name & Address of Applicant: Atkins Consultants Ltd  
Clifton House  
Clifton Place  
GLASGOW  
G3 7YY

Name & Address of Agent:

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DPOs Reference: PC/MMM

The above RESERVED MATTERS application should be granted subject to the following conditions:-

1. Notwithstanding the approved plans, details of the design of the proposed bollard shall be submitted to and approved by the Planning Authority prior to the commencement of development of site and shall be implemented thereafter as approved.

REASON In the interests of visual and residential amenity.

2. The traffic calming measures to be provided along Beech Avenue and Grange Terrace shall be operational prior to use of the school campus.

REASON To slow down traffic in the interests of road and pedestrian safety.

3. No development shall commence on site until the traffic signals shall be operational at the junction between Irvine Road and Beech Avenue. The traffic signals shall contain all necessary infrastructure required for connection to the 'SCOOT' traffic signal system.

REASON To prevent queuing of traffic during school peak periods and to accommodate the safe movement of construction traffic during the development phase.

4. The proposed speed cushions and speed tables shall be sited to allow unrestricted access to adjacent driveways.

REASON In the interest of road safety and residential amenity.

5. All traffic signal poles and pedestrian guards shall be coloured black.

REASON In the interest of visual amenity.

6. Notwithstanding the submitted plans the pedestrian crossing adjacent to No.3 Irvine Road shall be sited to allow the formation of a driveway for No 3 Irvine Road in the future.

REASON To allow front access to No. 3 Irvine Road.

8. Notwithstanding the submitted plans the footway kerb adjacent to No 3 Irvine Road shall be lowered and the footway kerbs adjacent to No 9 and 11 shall be extended to allow easier front access to these properties.

REASON To allow easier access to adjacent residential properties.

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