

EAST RENFREWSHIRE COUNCILCABINET24 March 2016Report by Director of EnvironmentTHE EAST RENFREWSHIRE COUNCIL - ROADS (SCOTLAND) ACT 1984 & ROAD HUMPS
(SCOTLAND) REGULATIONS 1998 - INTRODUCTION OF RAISED JUNCTION TABLES -
B764 MOOR ROAD, EAGLESHAM**PURPOSE OF REPORT**

1. The purpose of the report is for the Cabinet to approve the introduction of raised junction speed tables on the B764 Moor Road at its junctions with Kirktonmoor Road/ Alnwick Drive; Picketlaw Road and Polnoon Street/ B764 Montgomery Street/ Alnwick Drive in accordance with the associated statutory procedures.

RECOMMENDATION

2. It is recommended that the Cabinet approves the introduction of raised junction speed tables on the B764 Moor Road at its junctions with (1) Kirktonmoor Road/ Alnwick Drive; (2) Picketlaw Road and (3) Polnoon Street/ B764 Montgomery Street/ Alnwick Drive in accordance with the associated statutory procedures.

BACKGROUND AND REPORT

3. The Polnoon Housing Development, an exemplar project setting a new standard for residential developments across Scotland and supported by the Scottish Government, East Renfrewshire Council, Mactaggart & Mickel Ltd and others is currently being built out on land to the north/ northeast of the B764 Moor Road and Kirktonmoor Road, Eaglesham.

4. As part of the overall design concept it was agreed that, contrary to Council Policy, raised junction speed tables would be constructed on the B764 Moor Road at its junctions with (1) Kirktonmoor Road/ Alnwick Drive; (2) Picketlaw Road and (3) Polnoon Street/ B764 Montgomery Street/ Alnwick Drive. The proposed speed tables are contrary to Council Policy as the Moor Road is a classified B route. However, due to the changed circumstances on the B764 Moor Road since the opening of the A726 Glasgow Southern Orbital and the invitation for the Council to participate in this exemplar project, this design feature was agreed between the developer, the Council and the Scottish Government. The junction tables will also complement the extension of the 30mph speed limit on the B764 Moor Road, approved by Council on the 11 February 2016.

5. Full details of the proposed locations of the raised junction speed tables are shown within the Appendix to this report.

FINANCE AND EFFICIENCY

6. There will be no financial implications with the introduction and construction of the proposed of raised junction speed tables on the B764 Moor Road at its junctions with (1) Kirktonmoor Road/ Alnwick Drive; (2) Picketlaw Road and (3) Polnoon Street/ B764 Montgomery Street/ Alnwick Drive as all such works will be undertaken and funded by the developer of the Polnoon Housing Development.

CONSULTATION

7. The Roads (Scotland) Act 1984 Section 37 and the Road Humps (Scotland) Regulations 1998 sets out the statutory requirements for consultation. The Council has met the procedural requirements.

8. At the termination of the statutory consultation period, one general comment and one formal objection was received regarding this proposal.

9. Strathclyde Partnership for Transport (SPT) commented that they “resist the introduction of vertical displacement measures on bus routes, as they have a disproportionate effect on bus traffic and passengers”. Although the First Glasgow bus service no.4 travels westwards along Polnoon Street before turning left into Montgomery Street, SPT have not made a formal objection to the introduction of raised junction speed tables on the B764 Moor Road at its junctions with (1) Kirktonmoor Road/ Alnwick Drive; (2) Picketlaw Road and (3) Polnoon Street/ B764 Montgomery Street/ Alnwick Drive.

10. The formal objection was made by a householder residing immediately adjacent to the proposed ramped approach to the junction table on Polnoon Street, on the grounds of “additional traffic noise and inconvenience caused”.

11. As a consequence of the formal objection, this Service in conjunction with the Polnoon Housing Developers has amended the design of the raised junction speed table at the junction of the B764 Moor Road/ Polnoon Street, Montgomery Street/ Alnwick Drive. The requirement to traverse across a ramped feature specifically on Polnoon Street was removed and a more gradual tie-in is to be used.

12. The objector was informed of this amendment but further indicated that they still had concerns that there will be excessive traffic noise as vehicles cross the speed table on the B764 Montgomery Street. The ramp onto the speed table on Montgomery Street will be over 25m from the objector's property. It is this Service's opinion that the proposed speed table will lower traffic speeds on this route which will mean vehicle noise emissions will be subsequently reduced.

13. The junction speed table proposed at Moor Road/Montgomery Street/ Polnoon Street/Alnwick Drive is an integral element to influence the behaviour of drivers on the B764 Moor Road/ Montgomery Street. The introduction of a T junction (removal of the mini roundabout) between Polnoon Street and Moor Road/ Montgomery Street negates the previous issue of traffic travelling at inappropriate speeds from Moor Road directly into Polnoon Street. The introduction of three junction speed tables on Moor Road also gives a consistent approach with regards to traffic control on the B764 Moor Road/ Montgomery Street.

14. Although the objector did not formally retract their objection, discussions have been held with the Council's Legal Services and the advice is that under Section 37(4) of the Roads (Scotland) Act 1984, in this instance there is no requirement to hold a public local inquiry regarding the introduction of junction speed tables.

PARTNERSHIP WORKING

15. The Polnoon Housing Development was an exemplar project setting a new standard for residential developments across Scotland. It was developed and supported by the Scottish Government, East Renfrewshire Council, Mactaggart & Mickel Ltd.

IMPLICATIONS OF THE PROPOSALS

16. There will be no property, IT, equalities or sustainability implications arising from the proposals.

CONCLUSIONS

17. It is concluded that the Cabinet should note the responses to the objection/ comments made (as shown in the Appendix to this Report) and confirm the introduction of raised junction speed tables on the B764 Moor Road at its junctions with Kirktonmoor Road/ Alnwick Drive; Picketlaw Road and Polnoon Street/ B764 Montgomery Street/ Alnwick Drive.

RECOMMENDATION

18. It is recommended that the Cabinet approves the introduction of raised junction speed tables on the B764 Moor Road at its junctions with (1) Kirktonmoor Road/ Alnwick Drive; (2) Picketlaw Road and (3) Polnoon Street/ B764 Montgomery Street/ Alnwick Drive in accordance with the associated statutory procedures.

Director of Environment

Further information can be obtained from - David Little Senior Engineer (Traffic) on 0141 577 3437 or david.little@eastrenfrewshire.gov.uk

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March 2016

KEY WORDS

Road Humps, Raised Junction Speed Tables, Eaglesham

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Appendix

Extract of initial formal objection

Proposed Road Humps at Junction of Polnoon Street / Montgomery Street

Please note our objection to the proposed raised speed table at the junction of Polnoon Street and Montgomery Street. We object on the grounds that there will be additional traffic noise and inconvenience caused to ourselves when we are residing at our home address.

Our property is grade C listed and it has single glazed windows to the front of the property where two bedrooms are also located. The proposed location of the speed table is right outside our property which like most of the older listed properties in the village is located close to the road (there is no front garden). The last 4A bus to Eaglesham arrives in the village at approximately 12:30am most nights and turns on to Montgomery Street from Polnoon Street around this time. We believe the current road traffic junction in place is sufficient to slow the speed of vehicles wishing to use it.

We trust you will consider our objection carefully and alter the proposed road changes accordingly.

Extract of East Renfrewshire Council Roads Service's initial response to objection

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The series of raised speed tables proposed is primarily to influence the behaviour of drivers (particularly with reference to their speed) travelling on the through route of the B764 Moor Road/ Montgomery Street. This Service receives regular complaints of speeding traffic in both directions on Montgomery Street/ Moor Road and the raised speed table at Polnoon Street/ Alnwick Drive is subsequently a key element to reducing both the speed of traffic "accelerating up the hill" on Montgomery Street (travelling westbound) and for those entering into Eaglesham (travelling westbound).¶

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I do appreciate that a ramped approach to the aforementioned raised speed table was originally positioned adjacent to your property which abuts directly onto the north footway at this location. I also now accept that there may be a potential noise inconvenience with vehicles traversing over this ramp feature directly adjacent to your bedroom windows. As a consequence this Service is currently considering removing the approach ramp adjacent to your property while still retaining the speed control at the junction. Effectively the carriageway on Polnoon Street on approach to the junction would be regraded over an appropriate distance without any change of material or having any specific ramped approach.¶

Extract of response by Objector to ERC Roads Service's proposed amendment.

Thank you for your letter and email in response to our objection letter concerning the introduction of a raised speed table at the junction of Polnoon Street and Montgomery Street.

The revised proposal of a smoothly graded approach on Polnoon Street is a definite improvement and should reduce the traffic noise immediately outside our property. However we are still concerned there will be excessive traffic noise as vehicles cross the speed table on Montgomery Street immediately opposite our property.

Therefore we wondered if moving the location of this speed table approximately 30 metres towards the village had been considered?

Extract of "closing" response by ERC Roads Service

This Service has considered your objection and has suggested mitigating measures to alleviate the potential of noise nuisance caused by the ramped approach to the proposed speed table directly adjacent to your property.

I note your email response of the 22 January 2016 which you have indicated your concerns that there will be excessive traffic noise as vehicles cross the speed table on Montgomery Street.

The ramp onto the speed table on Montgomery Street will be over 25m from your property. It is our opinion that the proposed speed table will lower traffic speeds on this route which will mean vehicle noise emissions are subsequently reduced.

The junction speed table proposed at Moor Road/Montgomery Street/ Polnoon Street/Alnwick Drive is an integral element of our proposals to influence the behaviour of drivers on the B764 Moor Road/ Montgomery Street. The introduction of a T junction (removal of the mini roundabout) between Polnoon Street and Moor Road/ Montgomery Street negates the previous issue of traffic travelling at inappropriate speeds from Moor Road directly into Polnoon Street. The introduction of three junction speed tables on Moor Road also gives a consistent approach with regards to traffic control on route. Therefore, having reconsidered the design, we propose to recommend that we proceed with our proposed amendments and not introduce any further measures.

This Service is now preparing a report to Council, highlighting the facts to this case and making a recommendation that the introduction of junction speed tables on the B764 Moor Road/ Montgomery Street is approved subject to the amendments adjacent to your property. It will also be recommended, under Section 37(4) of the Act that as your objection was the only one received there is no requirement to hold a public local inquiry.



Drawing title:
Revision A – ramped approach on Polnoon Street removed

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<p>Drawing Title B764 Moor Road, Eaglesham Consultation on the introduction of raised speed tables Road (Scotland) Act/ Road Humps (Scotland) Regs.</p>	<p>Date 11/12/15</p>	<p>Scale NTS</p>	<p>Logo </p>
<p>Drawn By MR/STC1</p>	<p>Checked By DAL</p>	<p>Drawn By DAL</p>	<p>Checked By CC/09/EN/003</p>
<p>Revision A</p>	<p>File Ref CC/09/EN/003</p>	<p>Revision A</p>	<p>File Ref CC/09/EN/003</p>

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