
A72 RUMBLE DEVICES

Report by Service Director Commercial Services

TWEEDDALE AREA FORUM

7 May 2014

1 PURPOSE AND SUMMARY

- 1.1 This report proposes the investigation of possible mitigation measures that may alleviate noise and vibration concerns raised following the recent installation of rumble strips on the A72 at Kingsland Primary School.**
- 1.2 As a result of an evaluation of Kingsland Primary School's Travel Plan in November 2013 the Tweeddale Area Forum decided that rumble strips be installed on the eastern approach to the Puffin Crossing on the A72 at Neidpath, with the aim of reducing speed and informing drivers of potential hazards ahead.
- 1.3 Following that action there have been a number of complaints received by the Council about noise disturbance within neighbouring houses, which are more than 200 metres away, with regard to vehicles traversing these strips and it is appropriate that the Council look in to this matter

2 RECOMMENDATIONS

- 2.1 I recommend that the Tweeddale Area Forum instructs the Services Director Commercial Services to:-**
 - (a) investigate the modification of the rumble devices on the A72 at Neidpath in Peebles to reduce noise and vibration;**

and

 - (b) if identified solutions are within budget then proceed with works.**

3 BACKGROUND

- 3.1 In August 2013, the Council received a petition calling for implementation of traffic calming around Peebles primary schools due to a near miss involving a small child at the Puffin Crossing on the A72 near Kingsland Primary School.
- 3.2 The Petitions Committee at the meeting held on 22 August 2013 accepted Environment and Infrastructure's departmental recommendation of non-acceptance of the petition as it was outside the terms of the petitioning procedure and agreed that an evaluation of Kingsland Primary School's Travel Plan would be taken forward in September 2013, with the agreement of the school.
- 3.3 On Monday 21 October 2013 a School Travel Plan meeting was convened at Kingsland Primary School to discuss evaluating the existing School Travel Plan and survey results from parents. This group, chaired by Councillor Bhatia, consisted of the head teacher, parent representatives, Environment and Infrastructure staff and police.
- 3.4 The group requested that a presentation be made to the Tweeddale Area Forum to gauge views on a variety of road safety improvements in the vicinity of Kingsland Primary School, such as constructing a build out on Rosetta Road, reducing the height of the wall at Haylodge Park and the possibility of forming a ramp from Neidpath car park to the Puffin Crossing.
- 3.5 A presentation was made to the Tweeddale Area Forum on 27 November 2013 outlining possible road safety improvements. Following debate a motion proposed by Councillor Bhatia to install a form of rumble device on the eastbound approach to the pedestrian crossing outside Kingsland Primary School was unanimously supported and accepted.
- 3.6 Generally and historically, in the Scottish Borders such rumble devices have been installed at rural accident cluster sites after a traffic study. In this instance no such study was carried out – why not?

4 DETAILS

- 4.1 In implementation of the decision of the Tweeddale Area Forum, a design was developed whereby three sets of 10 rumble strips would be placed on approach to the 30mph speed limit at Neidpath. These were placed over half of the carriageway at spacing where vehicles would cross each set at approximately 2.5 second intervals to raise awareness for drivers that they are entering an urban area.
- 4.2 Although no statutory guidance or regulation exists on the use and design of rumble strips the profile adopted for each strip was based on dimension suggested in the Department of Transport's Traffic Advisory Leaflet 11/93 Rumble strips. As no residencies were within 200m radius of the rumble devices consultation was not carried out.
- 4.3 The rumble devices were laid on 15 January 2014 and within 24 hours the Council had received a phone call from a resident of a nearby property but outwith the 200m radius referred to above stating that they were disturbed by the noise of vehicles crossing the rumble devices. On 17 February another resident complained about the noise and vibration from the rumble strips.

- 4.4 In response to these complaints, officers undertook that traffic monitoring would take place in March once the rumble strips had bedded in and when the weather had improved.
- 4.5 On the request of one of the residents officers visited their property to observe the noise nuisance as reported. On the day of the visit the weather was wet and windy and the resident informed the officers that the true perception of the noise nuisance related to the rumble strips was not apparent due to the inclement conditions.
- 4.6 The post-implementation traffic monitoring exercise was undertaken for the seven days between 17 March 2014 and 23 March 2014. Vehicle speeds and flows were collected for both directions at the west of the Puffin Crossing. Summarised results of the survey are tabulated in 4.7 below. At key school run times the majority of vehicles are travelling at less than 30mph as they approach the school. There are a percentage of vehicles travelling at above 34.6mph during this time.

4.7 24 hour summary (weekdays)

	Average speed (mph)	85 percentile speed (mph)	Average daily total
Eastbound	30.7	38.5	1,887
Westbound	33.4	38.5	1,832
Combined	32.0	38.5	3,719

8am – 9am weekday summary

	Average speed (mph)	85 percentile speed (mph)	Average daily total
Eastbound	27.5	34.6	183
Westbound	30.4	38.5	178

3pm – 4pm weekday summary

	Average speed (mph)	85 percentile speed (mph)	Average daily total
Eastbound	27.1	33.5	145
Westbound	29.7	38.6	148

- 4.8 It is impossible to determine what effect the installation of the rumble strips alone have had on vehicle speeds as the pre-installation information relates to March 2011 and there have been a number of changes to the electronic signs and road markings in the vicinity since then.
- 4.9 It would not be practical to burn off the rumble strips completely as it is likely that would result in the road surface being damaged to the extent of needing to be replaced and the rumble strips will wear down over time. In a bid to expedite this wear and tear with the anticipated result of reducing the noise nuisance it may be possible for officers to look at other methods of reducing the height of the layers of thermoplastic paint that make up the rumble strips and so reduce the likelihood of noise nuisance.

5 IMPLICATIONS

5.1 Financial

There are no costs attached to the recommendation contained in the report at this stage, and any costs to reduce the rumble strips would be from the cycling, walking safer streets budget.

5.2 Risk and Mitigations

There are no additional risks of proceeding with the proposed amendments, however if the Council do nothing, then it is likely that there will still be complaints over the noise associated with the rumble strips.

5.3 Equalities

An Equalities Impact Assessment has been carried out on this proposal and it is anticipated that there are no adverse equality implications.

5.4 Acting Sustainably

There are no significant impacts on the economy, community or environment arising from the proposals contained in this report.

5.5 Carbon Management

There are no significant effects on carbon emissions arising from the proposals contained in this report.

5.6 Rural Proofing

Not applicable.

5.7 Changes to Scheme of Administration or Scheme of Delegation

There are no changes to be made to either the Scheme of Administration or the Scheme of Delegation as a result of the proposals contained in this report.

6 CONSULTATION

- 6.1 The Chief Financial Officer, the Service Director Regulatory Services, the Service Director Strategy & Policy, the Chief Officer Audit and Risk, the Chief Officer Human Resources, the Interim Service Director Capital Projects and the Clerk to the Council have been consulted. Any comments received have been incorporated in this report.

Approved by

Service Director Commercial Services **Signature**

Author(s)

Name	Designation and Contact Number
Philippa Gilhooly	Engineer 01835 825089

Background Papers: None

Previous Minute Reference: Tweeddale Area Forum 27 November 2013 and Petitions Committee 23 August 2013

Note – You can get this document on tape, in Braille, large print and various computer formats by contacting the address below. Jacqueline Whitelaw can also give information on other language translations as well as providing additional copies.

Contact us at Jacqueline Whitelaw, Environment and Infrastructure, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 01835 825431, Fax 01835 825071, email eitranslationrequest@scotborders.gov.uk.