

EAST AYRSHIRE COUNCIL

CABINET – 12 OCTOBER 2011

SPEED LIMIT REVIEW

**Report by the Depute Chief Executive/ Executive Director of
Neighbourhood Services**

1. PURPOSE OF REPORT

1.1 The purpose of this report is to:

- (a) Inform Cabinet of the outcome of a review of speed limits on 'A' and 'B' Class roads within East Ayrshire; and
- (b) Seek Cabinet agreement for the Head of Roads and Transportation to begin the statutory process to promote the Orders needed to revise the speed limits listed in Table 1.

2. BACKGROUND

2.1 The setting of national speed limits for different road types is the responsibility of the UK Government. The three national speed limits are:

- 30 mph speed limit on urban roads with street lighting
- 60mph speed limit on rural single carriageway roads
- 70mph speed limit on rural dual carriageways and motorways.

2.2 These national limits are not, however, appropriate to all roads. The responsibility for determining local speed limits lies with Traffic Authorities having regard to guidance issued by the Scottish Government together with relevant advice from the Department for Transport. In 2006 the Scottish Government published new guidance on setting local speed limits and contained within Circular 1/2006 was a requirement that all Traffic Authorities formally review the speed limits on all 'A' and 'B' Class roads, in accordance with the revised guidance, by 2011.

3. REVIEW

3.1 A review has been carried out of all 'A' and 'B' class roads in East Ayrshire in accordance with Circular 1/2006. This included collating recorded injury accidents, measuring traffic volumes and monitoring traffic speeds at 157 locations.

3.2 The speed and accident data, along with the characteristics of the road including whether urban or rural, the speed limit and the number of

frontage properties, formed the basis of consultations with Strathclyde Police and neighbouring authorities and was used to identify recommended changes to speed limits.

- 3.3 Circular 1/2006 advises that speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as a bend, since speed limits are difficult to enforce over such a short length. In such cases, other measures such as warning signs, carriageway markings, junction improvements, and new or improved street lighting are likely to be more effective.
- 3.4 In East Ayrshire, safety on rural routes is being addressed through the implementation of Rural Route Action Plans (RAP) measures which are designed to assist drivers to be aware of potential hazards and help them adjust their speed to an appropriate level for the conditions ahead. RAP measures have been implemented on all 'A' class roads and significant progress has been made on the 'B' class routes.
- 3.5 South Ayrshire, North Ayrshire, Dumfries and Galloway and South Lanarkshire Councils have no proposals to change the speed limits on the roads which cross our mutual boundaries.
- 3.6 East Renfrewshire is proposing to reduce the speed limit on the B769 from the national speed limit to 50mph. The proposal is made in light of the forecast increase in flow on this road due to windfarm development and has provisional support from the Police. The Speed Limit Review shows no justification for reducing the speed limit on the B769 within East Ayrshire. This position will be reconsidered in line with cross-border consistency, should East Renfrewshire promote a speed limit order on the B769 in future.
- 3.7 Following the review it is not proposed to make any significant alterations to the existing urban speed limits. Over the years, many urban speed limits have been altered to ensure that they are consistent with the character of the road and levels of adjacent development.
- 3.8 Table 1 summarises the recommendations of the review, agreed in consultation with Strathclyde Police. Plans showing the proposed speed limit alterations are shown in Appendix 1.

Table 1

Road	Location	Action
A71	Bellfield Interchange to Hurlford	Replace national speed limit on Riccarton Road with 40mph speed limit.
A713	Polnessan	Extend 40mph speed limit northwards and southwards to include all built-up area and B730 junction.

A713	Hollybush	Replace national speed limit with 50mph speed limit through Hollybush, including the eastern end of the B7034.
A719	Crossroads	Replace 30mph speed limit and part-time 20mph speed limit with national speed limit.
B741	Dalmellington	Extend 30mph speed limit northwards beyond Lota Cottage.
B778 Fenwick	A77 to Glaister Farm	Extend 30mph speed limit westwards beyond Glaister Farm access.

3.9 The review identified a number of locations on rural routes where further investigation of accidents is required and where a change to the speed limit is not considered appropriate. These locations will be investigated and appropriate accident remedial measures will be brought forward for inclusion in a future road safety programme.

3.10 Speed limit orders for changes to speed limits on A & B class roads in response to local requests received prior to the review are currently in progress and listed in Table 2.

Table 2

B730	Littlemill Road, south of Drongan	Extend 30mph speed limit southwards on Littlemill Road to include new development – TRO currently in progress
A70	Ochiltree	Extend 30mph speed limit westwards beyond Netherton Farm – TRO currently in progress

4. FINANCIAL IMPLICATIONS

4.1 Funding for the Speed Limit Review, promoting the necessary Traffic Regulation Orders, and erecting signs will be met from existing budgets.

5. LEGAL IMPLICATIONS

5.1 The promotion of any necessary Traffic Orders will be in accordance with the Road Traffic Regulation Act 1984, as amended and the Local Authorities' Traffic Orders (Procedure)(Scotland) Regulations 1999.

6. HUMAN RESOURCES IMPLICATIONS

6.1 None

7. POLICY IMPLICATIONS

7.1 The review directly meets the objectives of the Local Transport Strategy 2009-2014 policy LTS10 of continuing to meet the Government's national targets for road accident casualty reduction by fulfilling Action SAF09 of the LTS Action Plan.

8. COMMUNITY PLAN IMPLICATIONS

8.1 The review contributes to the improving Community Safety theme of the Community Plan.

9. RISK MANAGEMENT IMPLICATIONS

9.1 Keeping speed limits up to date with changes brought about by development is important in maintaining a safe rural road network.

10. RECOMMENDATIONS

10.1 It is recommended the Cabinet agrees:

- (i) That the Head of Roads & Transportation begins the statutory process to promote Traffic Regulation Orders to revise the speed limits listed in Table 1; and
- (ii) To otherwise note the contents of the report.

Elizabeth Morton
Depute Chief Executive/Executive Director of Neighbourhood Services
5 October 2011
MH/KC

BACKGROUND PAPERS

ETLLD Circular No 1/2006 – “Setting Local Speed Limits”

LIST OF APPENDICES

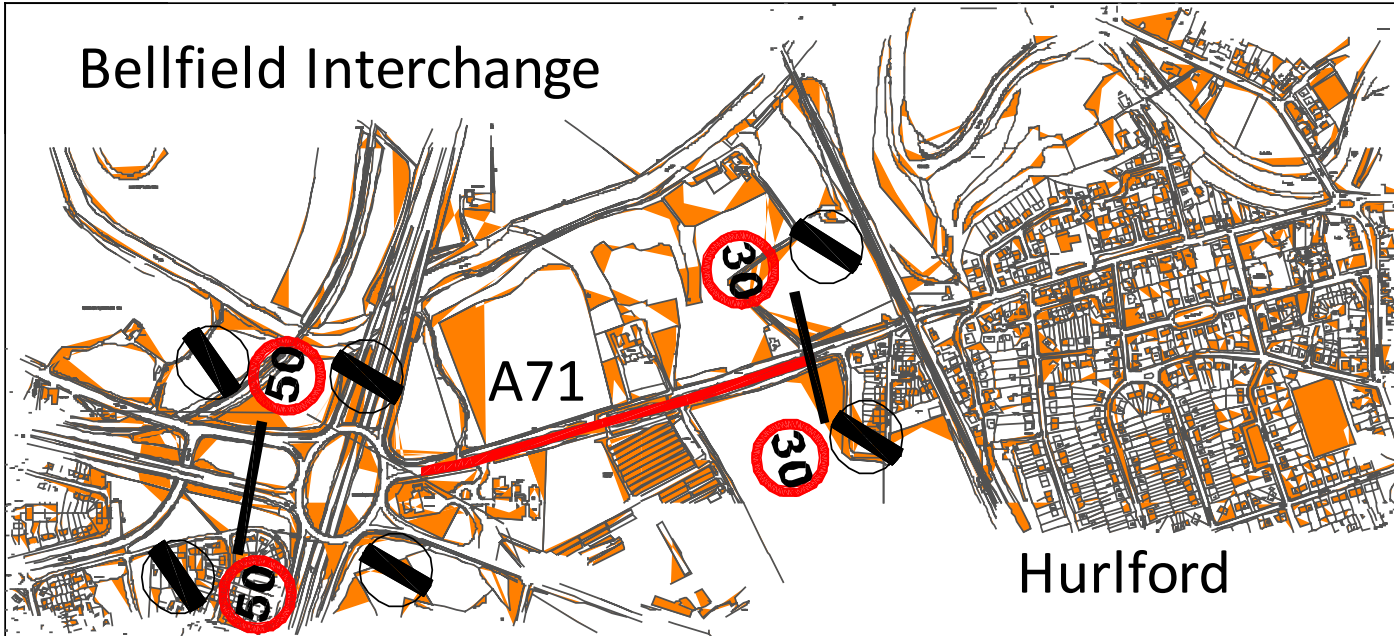
Appendix 1 – Plans of proposed speed limit alterations

For further information on this report, please contact Kerr Chalmers@east-ayrshire.gov.uk, Traffic and Road Safety Manager, Roads and Transportation, Tel: 01563 503198

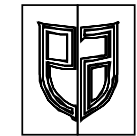
Implementation Officer: Mark Higginbotham@east-ayrshire.gov.uk, Roads and Transportation, Transportation Team Leader, Tel: 01563 503138

APPENDIX 1

Bellfield Interchange



Hurlford

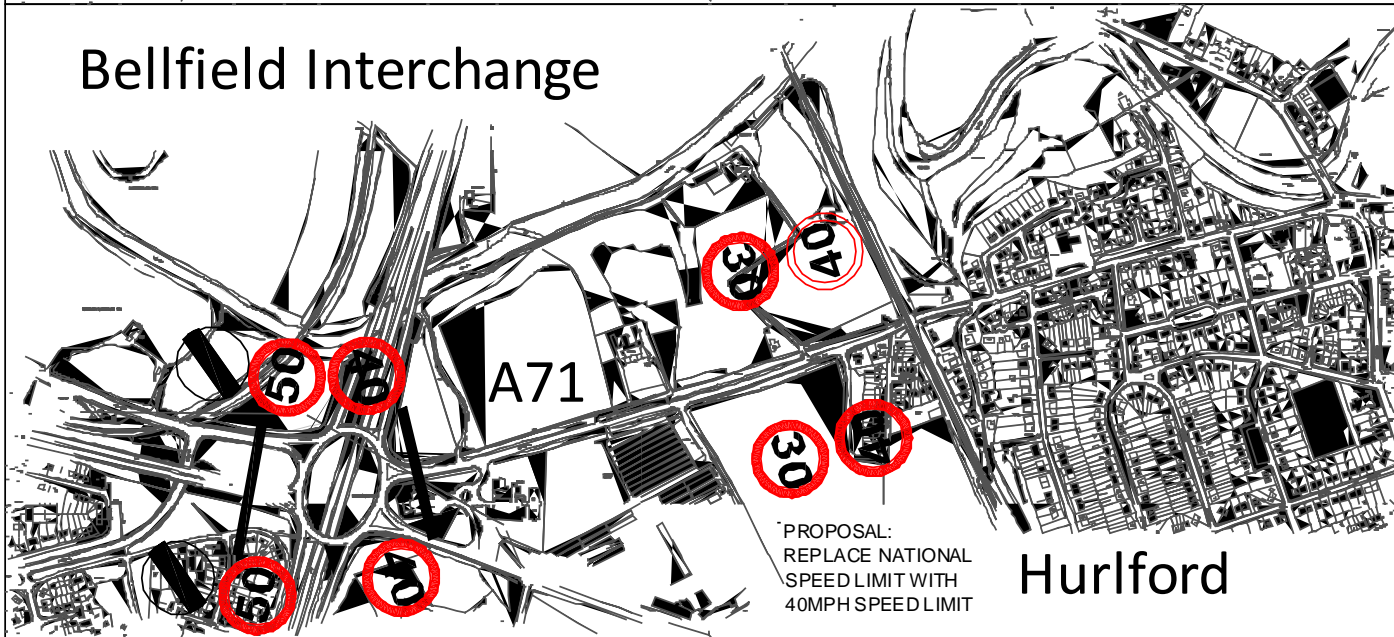


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ROADS & TRANSPORTATION DIVISION

KEY
50 National Speed limit
 40 mph Speed Limit

Bellfield Interchange



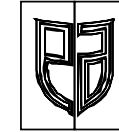
Hurlford

PROPOSAL:
REPLACE NATIONAL
SPEED LIMIT WITH
40MPH SPEED LIMIT

Designed By MS	Drawn By MS
Drawing Title Speed Limit Review A71 proposed	II Number T09058/SLR/A71/04P
Date January 2011	Scale NTS

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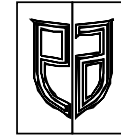
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Designed By MS	Drawn By MS
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Date January 2011	Scale NTS

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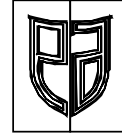
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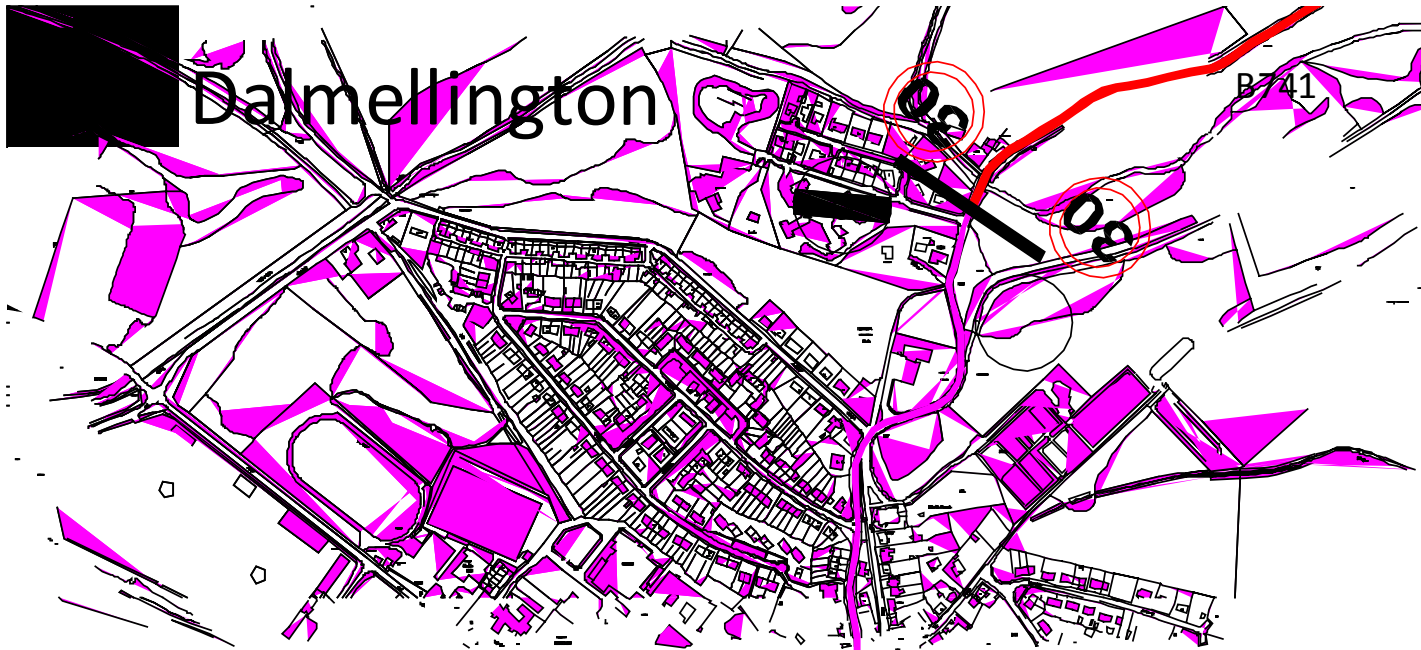
Dalmellington



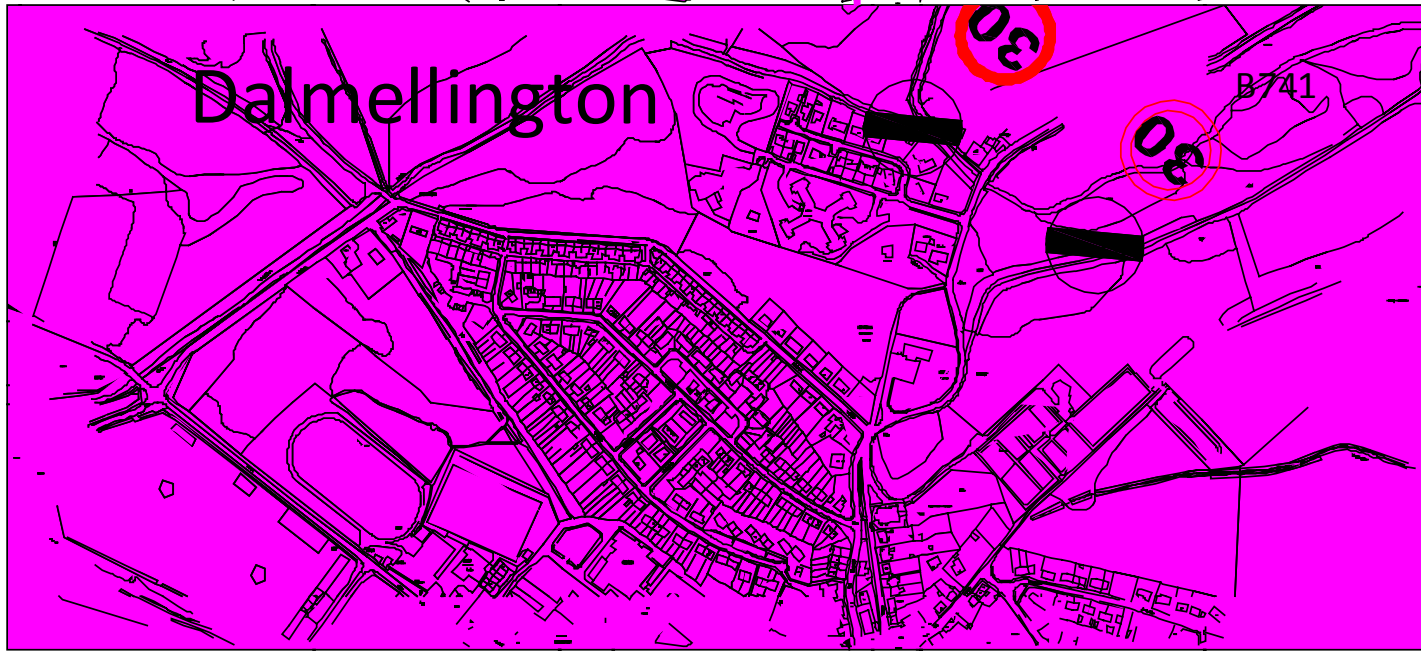
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KEY
 National Speed limit
 30 mph Speed Limit



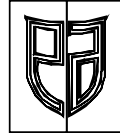
Dalmellington



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Drawn Speed Limit Review B741 proposal	Drawn T09058/SLR/B741/05P
Date January 2011	NTS

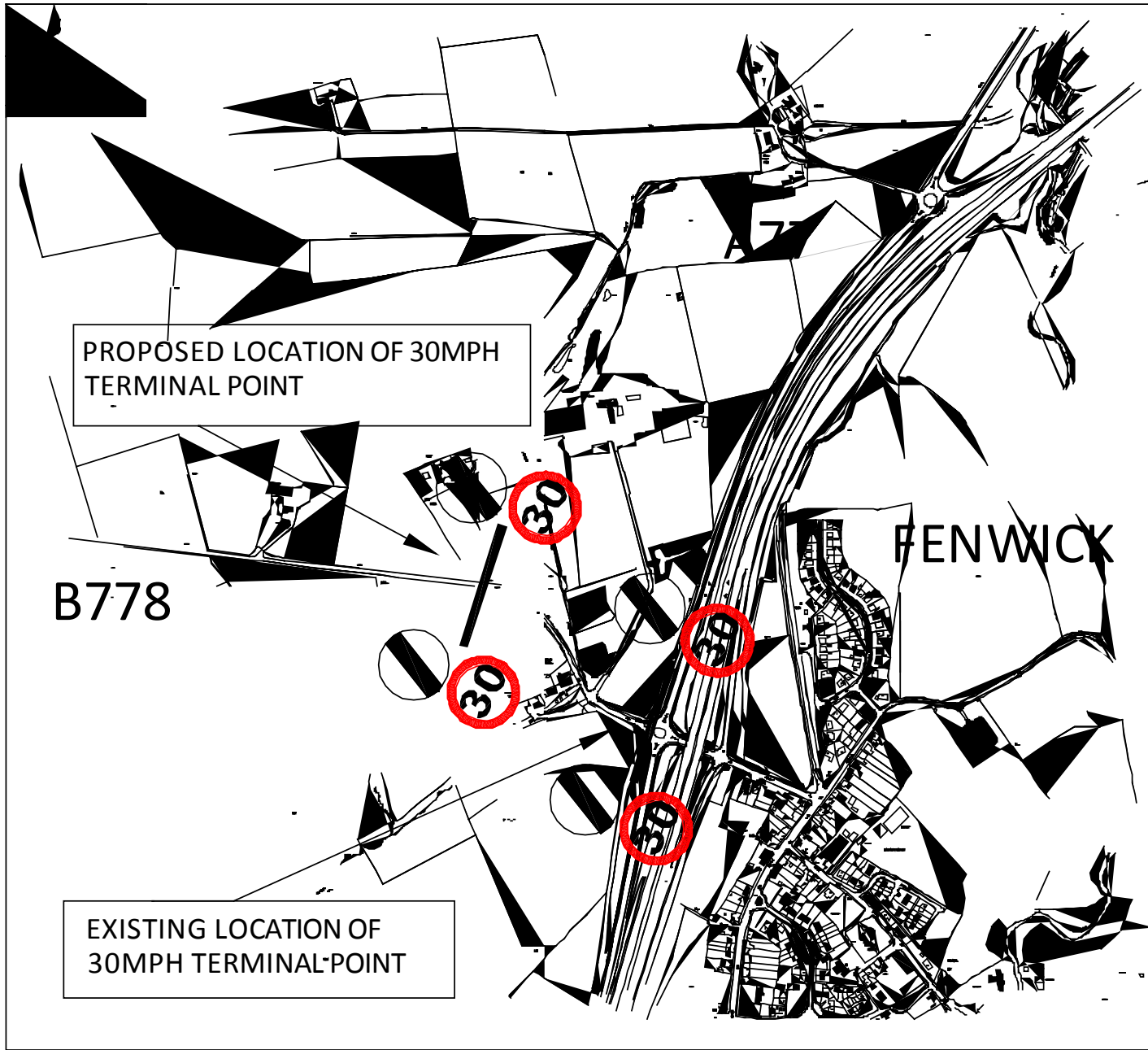
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