

EAST AYRSHIRE COUNCIL

KILMARNOCK CENTRAL LOCAL COMMITTEE – 27 OCTOBER 2004

SPEED LIMITS AT NEW RESIDENTIAL DEVELOPMENTS

Report by the Executive Director of Development and Property Services

1. PURPOSE OF REPORT

- 1.1** The purpose of the report is to advise the committee of procedures relating to speed limits at new residential developments occurring outwith existing 30mph speed limits.

2. SPEED LIMIT PROCEDURES

- 2.1** Local Roads Authorities are empowered to make speed limit Orders by the Road Traffic Regulation Act 1984 following the successful promotion of a Traffic Regulation Order.
- 2.2** Traffic Regulation Orders (TRO's) are required for all speed limits on A & B class roads. On C class and unclassified roads 30mph speed limits will apply if the road is subject to a system of street lighting. If no such system of street lighting is present then a TRO will also be required on C class and unclassified roads.
- 2.3** The statutory TRO process can be lengthy as it requires formal consultation with Strathclyde Police and other statutory consultees as well as advertising periods where objections to the proposed order can be made. If there are maintained objections they must be considered by the Council before deciding whether or not to make the Order.

3. SPEED LIMITS AT NEW RESIDENTIAL DEVELOPMENTS

- 3.1** It is sometimes the case that new residential developments lie outwith existing town boundary speed limits. If there is a requirement to extend a speed limit on an A or B class road then it will be necessary to promote a TRO as outlined in paragraph 2.2.
- 3.2** Shortly after the formation of East Ayrshire Council in 1996, a review of edge of town speed limits was undertaken to assess where extensions to existing speed limits were required to ensure that boundary speed limits incorporated all residential development. This has led to an ongoing programme of speed limit Traffic Regulation Orders to be promoted by the Roads Division.
- 3.3** The number of new edge of town developments as well as the many requests to review other existing speed limits has meant that it has not always been possible to ensure that speed limit extensions have kept up with the pace of new development where such extensions are required. The Roads Division is currently working on an extensive programme of traffic Orders including extensions of speed limits at a number of locations.

4. TYPICAL EXAMPLE – RESIDENTIAL DEVELOPMENT, PORTER DRIVE, KILMARNOCK

- 4.1** It is understood that the new residential development at Porter Drive, off Dundonald Road in Kilmarnock prompted the request for this committee paper on speed limits.
- 4.2** The Porter Drive development was built outwith the existing 30 mph speed limit on Dundonald Road. The requirement to extend the existing speed limit was noted at the planning application stage; however, due to the extensive programme of traffic Orders, it was not possible to commence the promotion of the speed limit extension to coincide with the opening of the new development.
- 4.3** The TRO for Dundonald Road will see the existing 30mph speed limit on Dundonald Road being extended by a further 175 metres and is currently being incorporated into the TRO which will promote the 20mph speed limit on Dundonald Road at Gargieston Primary School. The objective is to make the Order by December 2004, subject to the satisfactory completion of the statutory process, and to implement the new speed limit by the end of the current financial year.
- 4.4** It should be noted that, as an unclassified road with a system of street lighting, a 30mph speed limit applies in Porter Drive. Although no 30mph signs are in place at the entrance to Porter Drive, the highway code states that in built-up areas where street lights are present, a 30mph speed limit will apply unless signs show other limits.

5. FINANCIAL IMPLICATIONS

- 5.1** Nil

6. LEGAL IMPLICATIONS

- 6.1** The Roads Authority is empowered to make speed limit Orders by the Road Traffic Regulation Act 1984. The procedures used when promoting a traffic Regulation Order under the Act are set out in the Local Roads Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1987.

7 RECOMMENDATIONS

- 7.1** It is recommended that the Committee notes the contents of the report in relation to 30mpg speed limits at new residential developments.

James Lavery
Executive Director of Development and Property Services
KC
11 October 2004

LIST OF BACKGROUND PAPERS - Nil

For further information contact Kerr Chalmers on 01563 555715

Implementation Officer: Kerr Chalmers