

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 23 OCTOBER 2001

RATIONALISATION OF 30MPH SPEED LIMITS GLASGOW ROAD & WESTERN ROAD, KILMARNOCK

Report by the Director of Development Services

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to seek approval for rationalisation of the 30mph speed limits on Glasgow Road and Western Road, Kilmarnock.

2. BACKGROUND

- 2.1 The existing speed limits in Glasgow Road and Western Road have been in force for many years and were introduced to meet the needs of the time. Over the intervening years circumstances have changed, with the increase in vehicular traffic and growth in housing and retail developments beyond the traditional Burgh boundary.
- 2.2 On entering Kilmarnock from the north, drivers are faced first with a 40mph speed limit on Glasgow Road commencing north of the Southcraigs roundabout, then sections of 30mph and 70mph limits on Western Road dual carriageway before a return to 30mph prior to Munro avenue.
- 2.3 The section of Glasgow Road extending from the roundabout at Western Road toward the town centre via Dean Street remains restricted to 40mph to the junction of Castle Drive where it becomes 30mph.
- 2.4 The existing speed limits are shown in Appendix A.
- 2.5 In the interests of road safety it is proposed that these various speed limits be rationalised into a continuous 30mph speed limit from the start of the speed limit north of the Southcraigs roundabout.
- 2.6 The proposed speed limit rationalisations are shown in Appendix B.
- 2.7 As part of the Council's commitment to improving facilities for cycling, the Roads and Transportation Division is preparing to introduce cycle lanes along Glasgow Road and Western Road. The cycle lanes form part of an approved package of measures that were the subject of a successful bid to the Scottish Executive's Public Transport Fund for an increased capital allocation in the current financial year. The proposed speed limit rationalisation is an integral part of the cycleways scheme.
- 2.8 The proposals are consistent with objectives set out in the Local Transport Strategy.

3. PROCEDURES

- 3.1 The draft Order has been prepared in accordance with the terms of the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999.
- 3.2 Consultations – the organisations, representative groups and individuals consulted during the preparation of the Order are set out in Appendix C. The Chief Constable had no objections to the draft Order and no objections or adverse comments were received from any of the other consultees.
- 3.3 Publication of Proposals – The proposals were published in the Kilmarnock Standard and the Edinburgh Gazette on 22 June 2001. The advertising period ran from 22 June to 13 July 2001.
- 3.4 Formal Objections – There was one formal objection to the draft Order. A detailed response to the objection was sent to the objector, who subsequently maintained his objection but elected not to be present at this Committee hearing.

4. CONSIDERATION OF OBJECTION

4.1 **Mr Allan J Murray**
26 Rumford Place
The Steadings
Kilmarnock
KA3 6FH

Grounds for objection:-

Mr Murray objects to the introduction of a 30 mph limit on (a) Western Road between the Glasgow Road roundabout and the roundabout at the A735 Kilmaurs Road, and on (b) Western Road between the roundabout at the A735 Kilmaurs Road and Munro Avenue.

With respect to (a) Mr Murray states that this section of Western Road should be subject to a 40 mph speed limit on the grounds that: -

- (i) the road is wide enough and has enough of a grass verge between the road and the pavement and also a central reservation to make a 30mph limit unrealistic
- (ii) it has been proved that drivers ignore speed limits when they are set too low and it is probable that 40mph will be the average speed on this stretch of

Response:-

At present, more than half of the section of Western Road between Glasgow Road and Kilmaurs Road is already covered by a 30 mph limit, the remainder being 40 mph.

The section of Western Road between Kilmaurs Road and Munro Avenue is subject to the national speed limit, ie 70 mph for a dual carriageway.

The proposed 30 mph speed limit will improve road safety by reducing vehicle speeds and providing consistency along the route for drivers.

The speed limit proposals are an essential feature of the proposal to introduce cycleways on Glasgow Road and Western Road.

The introduction of cycle lanes on the

road.

With respect to (b) Mr Murray states that this section of Western Road should be subject to a 40 mph speed limit on the grounds that: -

- (i) this stretch of road is currently subject to the national speed limit and reducing this to 30 mph is both unnecessary and unreasonable.

Following the statutory consultation period, Mr Murray, in a subsequent letter in which he maintained his objection to the proposed Order, raised the following additional points: -

- (a) Could evidence be provided to demonstrate that there has been an increase in the volume of traffic along the route?

- (b) if there has been an increase in the volume of traffic, then why is it proposed to reduce the available road space?

- (c) Could evidence be provided that there is a significant number of accidents along the route?

nearside of each carriageway will reduce Western Road to one lane in each direction. Hatching adjacent to the central reserve will improve safety for right turning traffic.

The narrowing of Western Road to one traffic lane in each direction will also reduce the community severance impact of the road and will make it easier for pedestrians to cross the road safely.

The Council has an automatic traffic counter on Glasgow Road, north of Western Road, where the traffic flow has increased by 23% from 8530 vehs/day in 1997 to 10471 vehs/day in 2000. This rate of growth is higher than in any other route monitored in Kilmarnock. It is reasonable to expect that Western Road has seen a proportionate increase in flow over the same period.

In built-up areas it is the layout of junctions that determine the capacity of a route. In the proposals, it is intended to provide sufficient laneage at the approaches and exits from the principal junctions to ensure that the capacity of the route is not compromised. Reducing the carriageway width to a single lane in each direction elsewhere, will improve safety by reducing vehicle speeds and providing more storage for vehicles turning right to and from the minor roads along Western Road and Glasgow Road.

Since 1994, there have been 45 accidents (1 fatal, 12 serious & 32 slight) resulting in personal injury on the affected sections of Western Rd and Glasgow Rd, 16 of which have involved pedestrians. The proposed Order should reduce this number of accidents.

5. FINANCIAL IMPLICATIONS

- 5.1** The cost of implementing the proposed Order will be met from approved budgets.

6. LEGAL IMPLICATIONS

6.1 The draft Order has been prepared in accordance with the terms of the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999. Members are advised that certain types of order require to be determined by a reporter appointed by the Scottish Executive if unresolved objections remain in respect of the proposed order. However, the order which is the subject of this report does not require to be referred to the Executive and may be determined by the Committee. As is indicated above, the objector has advised that he does not wish to speak in support of his objection therefore there is no requirement for a hearing.

7. RECOMMENDATIONS

7.1 It is recommended that the Committee: -

- (a) Considers representations in favour of the proposed Order and objections;
- (b) Determines the Order; and
- (c) Confirms the decisions of the Committee in writing to the objectors and officials.

Stephen Chorley
Director of Development Services

KC
10 October 2001

BACKGROUND PAPERS

Draft Order: "The East Ayrshire Council (Routes B7038 Glasgow Road and B7064 Western Road) (Restricted Roads and Amendment) Order_____"

For further information please contact Keith Orton on 01563 555714

Implementation Officer: Keith Orton

AGENDA