

**South Ayrshire Council**

**Report by the Director of Place to the Regulatory Panel of  
3<sup>rd</sup> February 2022**

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**Subject: South Ayrshire Council (Various Roads, Monkton)  
(20mph & 30mph Speed Limit)  
(Amendments & Revocations) Order 2021**

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**1. Purpose**

- 1.1 The purpose of this report is to seek formal approval to make a Speed Limit Traffic Regulation Order (TRO) under the Road Traffic Regulation Act 1984, namely; "South Ayrshire Council (Various Roads, Monkton) (20mph & 30mph Speed Limit) (Amendments & Revocations) Order 2021"

**2. Recommendation**

- 2.1 **That the Panel approves to make the Speed Limit Order imposing the 20mph and 30mph speed limits described in 4.1 and 4.2 and shown on the plan in Appendix 1;**

**3. Background**

- 3.1 The 20mph and 30mph proposals for Monkton follow Leadership Panel approval in November 2017 to progress the engagement process with local communities to prepare and advertise Traffic Regulation Orders (TRO's) for 20mph speed restrictions across a number of South Ayrshire villages as part of a Scottish Government commitment to improve the safety, health and the environment for the people of Scotland.

The Government considers 20mph restrictions can assist in achieving the objectives and targets set down in "Scotland's Road Safety Framework to 2020 – Go Safe on Scotland's Roads It's Everyone's Responsibility". Reducing speed on roads can also create spaces in towns and villages which are more equally shared between road users, thereby creating a safer environment, and encourage people to make alternative travel choices in terms of walking and cycling.

**4. Proposals**

- 4.1 The TRO would introduce new 20mph speed limits on the entire lengths of Manse Gardens and Whiteside Gardens, part of Baird Road and extend the existing 20mph limits to further sections of Main Street, Kilmarnock Road, Station Road and the B739 Tarbolton Road.
- 4.2 The TRO would also introduce new 30mph speed limits on parts of the Main Street, Station Road, Kilmarnock Road and the B739 Tarbolton Road.
- 4.3 A plan detailing the proposals is shown in Appendix 1

## **5. Legal and Procurement Implications**

- 5.1 The recommendations in this report are consistent with legal requirements and staff resources to implement this TRO can be accommodated using existing resources.
- 5.2 There are no procurement implications arising from this report.

## **6. Financial Implications**

- 6.1 This project is being funded wholly from the existing revenue budget.

## **7. Human Resources Implications**

- 7.1 Staff resources to implement this TRO can be accommodated using existing resources

## **8. Risk**

### **8.1 Risk Implications of Adopting the Recommendations**

- 8.1.1 No risk.

### **8.2 Risk Implications of Rejecting the Recommendations**

- 8.2.1 The risk associated with rejecting the recommendation is that there will be no power to enforce any speed limit without a valid TRO being in place.

## **9. Equalities**

- 9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping process. There are no significant positive or negative equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is attached as Appendix 2.

## **10. Sustainable Development Implications**

- 10.1 **Considering Strategic Environmental Assessment (SEA)** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

## **11. Options Appraisal**

- 11.1 An options appraisal was not included as part of the Traffic Regulation Order.

## **12. Link to Council's Plan**

- 12.1 The matters referred to in this report contribute to the Council strategic objective of 'Enhanced Environment through Social, Cultural and Economic Activities' and within that to the outcome 'Work with partners to improve roads and other infrastructure, to encourage house building and business investment that sustains local communities'.

## **13. Results of Consultation**

- 13.1 This proposal has been advertised in accordance with the statutory regulations resulting in representations from the Monkton Community Council and 3 members of the public which are summarised in Appendix 2. Police Scotland made comments in relation to the 20mph proposals and these are summarised below:-
- 13.2 **Main Street** - This is a road where enforceable speeds can be dictated in the current 30mph limit. Whilst proposals include an electronic vehicle activated sign, some road paint enhancements and road width adjustments at the junction with Coronation Street, Police Scotland consider that these features may not be sufficient to actively encourage a significant speed reduction from drivers. Police Scotland suggest an additional physical feature such as road width adjustments (similar to the planned adjustments Coronation Street) at the junction with Fairfield Park and some bold SLOW or 20 Roundel markings painted on the road would also assist in promoting driver compliance.
- 13.3 **Kilmarnock Road** – Another location where enforceable speeds have been dictated in the current 30mph limit. Whilst proposals include an electronic vehicle activated sign, some road paint enhancements and road width adjustment at the junction with Whiteside Drive, Police Scotland consider that these features - along with the current road width deflection features - may be enough to foster some speed reduction from drivers. However they request that (if possible) the planned road paint enhancements delineate the surface so as to give the carriageway a narrower appearance to drivers. This would hopefully adjust driver perception of the road in the desired way and assist in achieving our joint road safety objective.
- 13.4 The portfolio holder Ian Cochrane, has been consulted and he is content with the proposals

**Background Papers**      **None**

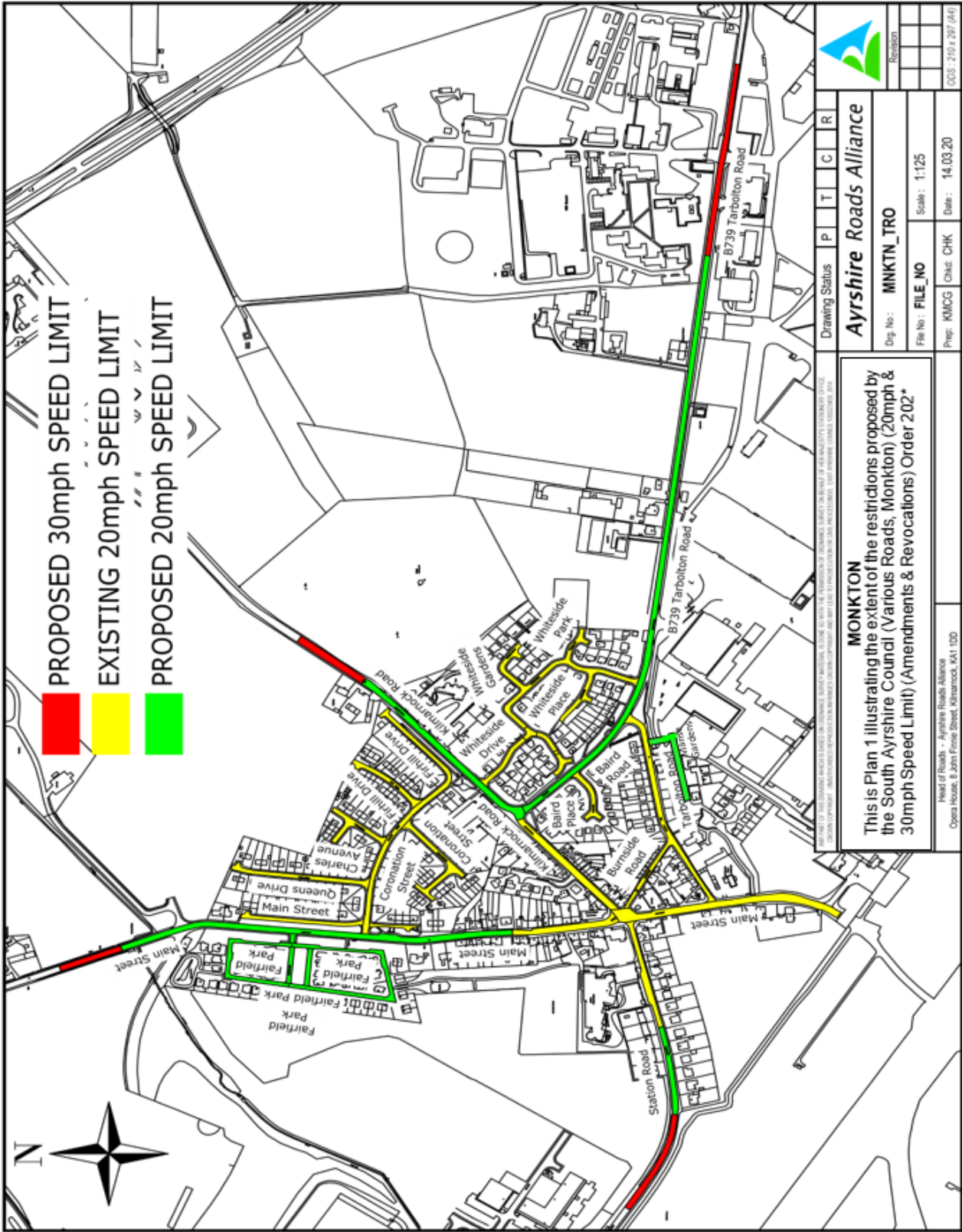
**APPENDICES**

**Appendix 1**                      Plans showing the proposed restrictions  
**Appendix 2**                      Summary of correspondence received  
**Appendix 3**                      Equalities Scoping Assessment

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**Date:**    **13<sup>th</sup> December 2021**

Appendix 1



## Appendix 2- Summary of correspondence

### Key Points

1. Monkton Community Council submitted two emails and whilst supporting the introduction of Traffic Calming are concerned at changes summarised in 1.1 to 1.4 below since the initial scheme was approved in 2017;
  - 1.1 The Persimmon development of over 1000 homes just off of Baird Road;
  - 1.2 The proposed new link road from the bottom of Station Road into Main Street;
  - 1.3 Given the increase in Spirit Aero and other airport traffic that an HGV ban should apply to Main Street;
  - 1.4 Concerns were also raised that only signage is proposed to calm traffic in Main Street and Kilmarnock Road rather than any hard engineering features.
  - 1.5 Officer discussions have been ongoing with the Community Council and a number of the above issues have been resolved.
2. Members of the public submitted three representations summarised at 2.1 to 2.3 below:-
  - 2.1 A request for an HGV restriction through Main Street citing vibration to properties and damage to the road surface;
  - 2.2 That the scheme will not reduce speeds on the bend across from the Monkton & Prestwick Cemetery without physical engineering measures and that the proposals be looked at again; and
  - 2.3 That Traffic Calming measures be sufficient to still allow 25 metre long HGV's to access Spirit Aero and other businesses,
  - 2.4 Members of the public have been advised that the parameters of the legislation prevent any proposals from be made more stringent, once advertised, without re-starting the entire process.



## **EQUALITY IMPACT ASSESSMENT**

**South Ayrshire Council  
(Various Roads, Monkton)  
(20mph & 30mph Speed Limit)  
(Amendments & Revocations) Order 2021**

**13<sup>th</sup> December 2021**

**1. Policy details**

Policy Title <b>South Ayrshire Council (Various Roads, Monkton) (20mph &amp; 30mph Speed Limit) (Amendments &amp; Revocations) Order 2021</b>	Lead Officer <b>Kevin Braidwood</b>
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**2. Which communities, groups of people, employees or thematic groups do you think will be, or potentially could be, impacted upon by the implementation of this policy? Please indicate whether these would be positive or negative impacts**

Community, Groups of People or Themes	Negative Impacts	Positive impacts
The whole community of South Ayrshire	No	Yes
People from different racial groups, ethnic or national origin.	No	Yes
Women and/or men (boys and girls)	No	Yes
People with disabilities	No	Yes
People from particular age groups for example Older people, children and young people	No	Yes
Lesbian, gay, bisexual and heterosexual people	No	Yes
People who are proposing to undergo, are undergoing or have undergone a process to change sex	No	Yes
Pregnant women and new mothers	No	Yes
People who are married or in a civil partnership	No	Yes
People who share a particular religion or belief	No	Yes
Thematic Groups: Health, Human Rights, Rurality and Deprivation.	No	Yes

**3. Do you have evidence or reason to believe that the policy will support the Council to:**

General Duty and other Equality Themes	Level of Negative and/or Positive Impact (high, medium or low)
Eliminate discrimination and harassment faced by particular communities or groups	No adverse impact identified. Low
Promote equality of opportunity between particular communities or groups	No adverse impact identified. Low
Foster good relations between particular communities or groups	No adverse impact identified. Low
Promote positive attitudes towards different communities or groups	No adverse impact identified. Low
Increase participation of particular communities or groups in public life	No adverse impact identified. Low
Improve the health and wellbeing of particular communities or groups	No adverse impact identified. Low
Promote the human rights of particular communities or groups	No adverse impact identified. Low
Tackle deprivation faced by particular communities or groups	No adverse impact identified. Low

**4. Summary Assessment**

<b>Is a full Equality Impact Assessment required?</b> (A full EIA must be carried out on all high and medium impact policies)		YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
<b>Rationale for decision:</b> This report is to introduce new speed limits to improve road safety.			
Signed : .....Kevin Braidwood.....Head of Service			
Date: 13 <sup>th</sup> December 2021	Copy to <a href="mailto:equalities@south-ayrshire.gov.uk">equalities@south-ayrshire.gov.uk</a>		