

South Ayrshire Council**Report by Head of Roads, Regulatory Panel 6 February 2025**

Subject: 20 & 30 MPH Settlement Orders for the settlements of Symington, Dunure & Tarbolton

1. Purpose

- 1.1 The purpose of this report is to seek formal approval for 3 Traffic Regulation Orders (TRO's) - these orders will make speed limit changes under the Road Traffic Regulation Act 1984. This will include reducing the speed limit to 20mph in multiple residential roads with the addition of "buffer zones" with a limit of 30mph where deemed appropriate to do so.

2. Recommendation

- 2.1 It is recommended that Panel approve the TRO's imposing 20mph and 30mph limits which are described in 4.1 and shown in the plans in appendix 1, 2 & 3 respectively.

3. Background

- 3.1 Three Traffic Regulation Orders (TROs) have been proposed for the introduction of 20mph speed limits in three local communities (Symington, Dunure and Tarbolton). These proposals have come forward following requests from the communities, with the objective of improving road safety and enhancing the quality of life in residential and high-pedestrian areas.
- 3.2 Leadership Panel instructed Ayrshire Roads Alliance to begin the consultation process with local communities with respect to the introduction of new 20mph schemes in 2017. The TRO process provides the legal powers associated with a change to an existing speed limit.
- 3.3 The introduction of 20mph zones aligns with both national and local priorities to reduce road casualties, encourage more active travel, and create safer environments for all road users, particularly pedestrians and cyclists.
- 3.4 The shift towards 20mph limits in residential and urban areas is driven by both safety and environmental concerns. Studies undertaken by the Department for Transport (DfT) have been recognised by Transport Scotland, and used to inform the current Scottish Government position. The studies conducted by the DfT led the Scottish government to call for the introduction of more 20mph speed limits in Scotland. In October 2024 Transport Scotland published their guidance for the implementation of 20mph speed limits in Scotland. This guidance included the recommendation that many 30mph roads are suitable for reduction. Many local authorities in the UK have already implemented 20mph schemes to enhance road safety. Key reasons for introducing 20mph limits include:

- **Improved Safety:** Research shows that reducing speed limits from 30mph to 20mph can significantly reduce the risk of accidents, especially those involving vulnerable road users like children, the elderly, and cyclists.
- **Lower Severity of Collisions:** At 20mph, the risk of fatal or serious injuries in the event of a collision is much lower than at 30mph. Studies have shown that a pedestrian struck by a vehicle at 20mph has a 1.5% risk of being killed, compared to an 8% risk at 30mph and a 31% risk at 40mph.
- **Encouraging Active Travel:** Slower speeds promote walking and cycling, which contributes to healthier communities and reduces car dependency.
- **Improved Quality of Life:** Lower speed limits can reduce noise pollution and make streets more pleasant for residents and road users alike. **Safety Benefits of 20mph**

3.5 Studies have demonstrated that the introduction of 20mph zones leads to a significant reduction in the number of accidents and casualties. According to a study undertaken by Public Health England, referenced by Transport Scotland, areas that have adopted 20mph limits have seen a reduction in child pedestrian accidents of up to 67%.

4. Proposals

4.1 Details of the proposals for the settlements of Symington, Dunure and Tarbolton are included within Appendices 1 – 3. The TROs for each of these settlements have been progressed in line with the relevant legislation, and the ARA now require the approval of the Panel to make the orders and implement the reduced speed limits.

4.2 Appendix 4 of this report details all affected roads within each settlement. Whilst most affected roads will see a change to a new 20mph limit, the proposals also include the introduction of 30mph “buffer” zones to allow vehicles to safely transition to the proposed 20mph limits.

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 the ARA will be unable to implement 20mph schemes in the three villages concerned. The TRO provides the legal basis for enforcement of speed limits.

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 5.

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 has not been carried out in relation to the subject matter of this report.

12. Link to Council 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 Formal Consultation in line with the appropriate legislation has taken place with the general public as part of the TRO process. There were no maintained objections as a result of the public consultation stage of the TRO process.
- 13.2 Consultation has taken place with statutory stakeholders - there were no maintained objections from stakeholders within the legislative review process.
- 13.3 Consultation has taken place with Police Scotland who support the proposals.
- 13.4 Consultation has taken place with Councillor Bob Pollock, Portfolio Holder for Economic Development, and the contents of this report reflect any feedback provided.

Background Papers – None

South Ayrshire Council – Leadership Panel, 28 November 2017 – Agenda Item 5(b);
Transport Scotland – 20mph Speed Limits in Scotland – Implementation Guide.

APPENDICES

Appendix 1 – Symington Plan

Appendix 2 – Tarbolton Plan

Appendix 3 – Dunure Plan

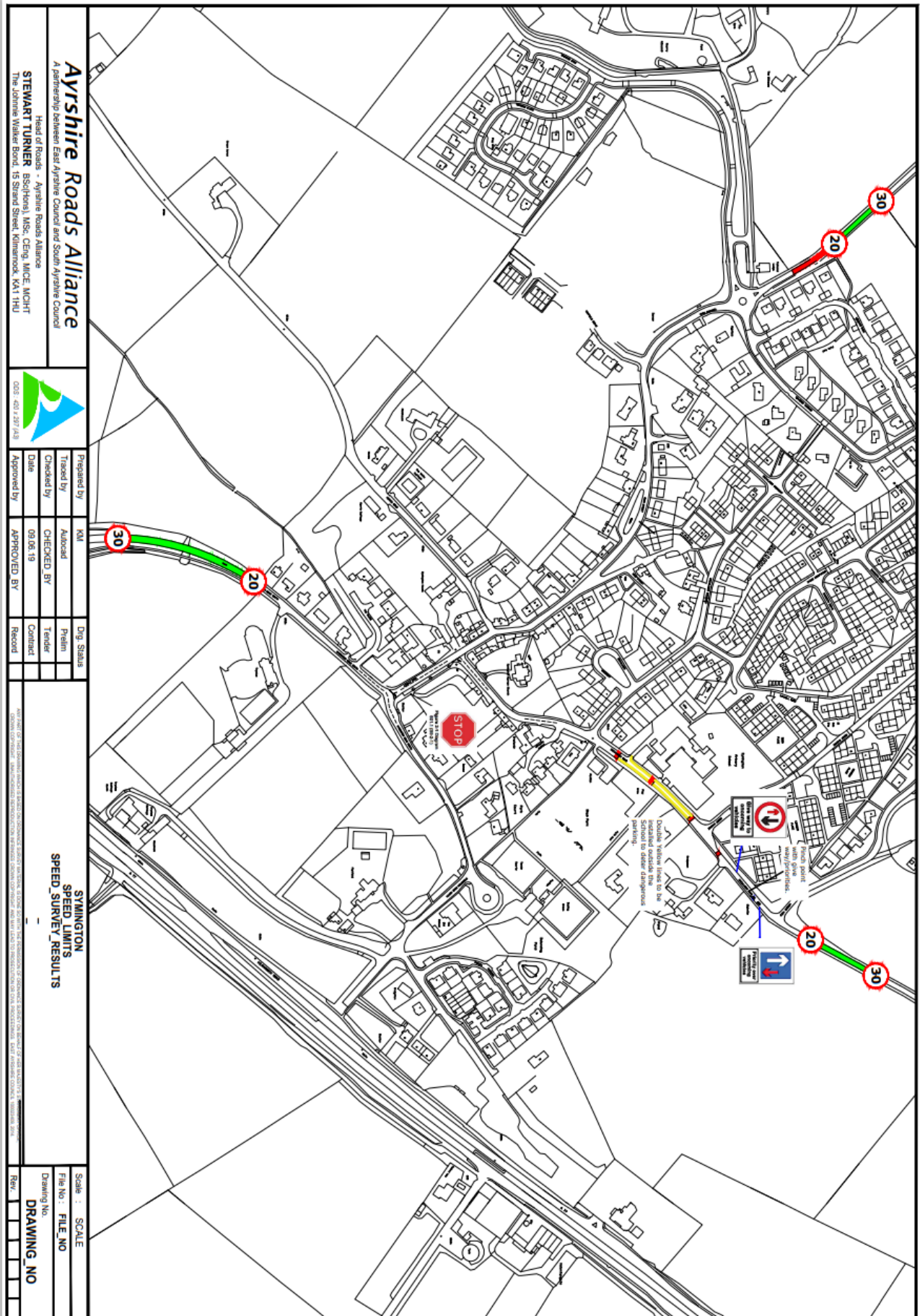
Appendix 4 – Affected Road Names

Appendix 5 - Equalities Scoping Assessment

Person to Contact

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Date: 04/02/2025



Ayrshire Roads Alliance

A partnership between East Ayrshire Council and South Ayrshire Council

Head of Roads - Ayrshire Roads Alliance

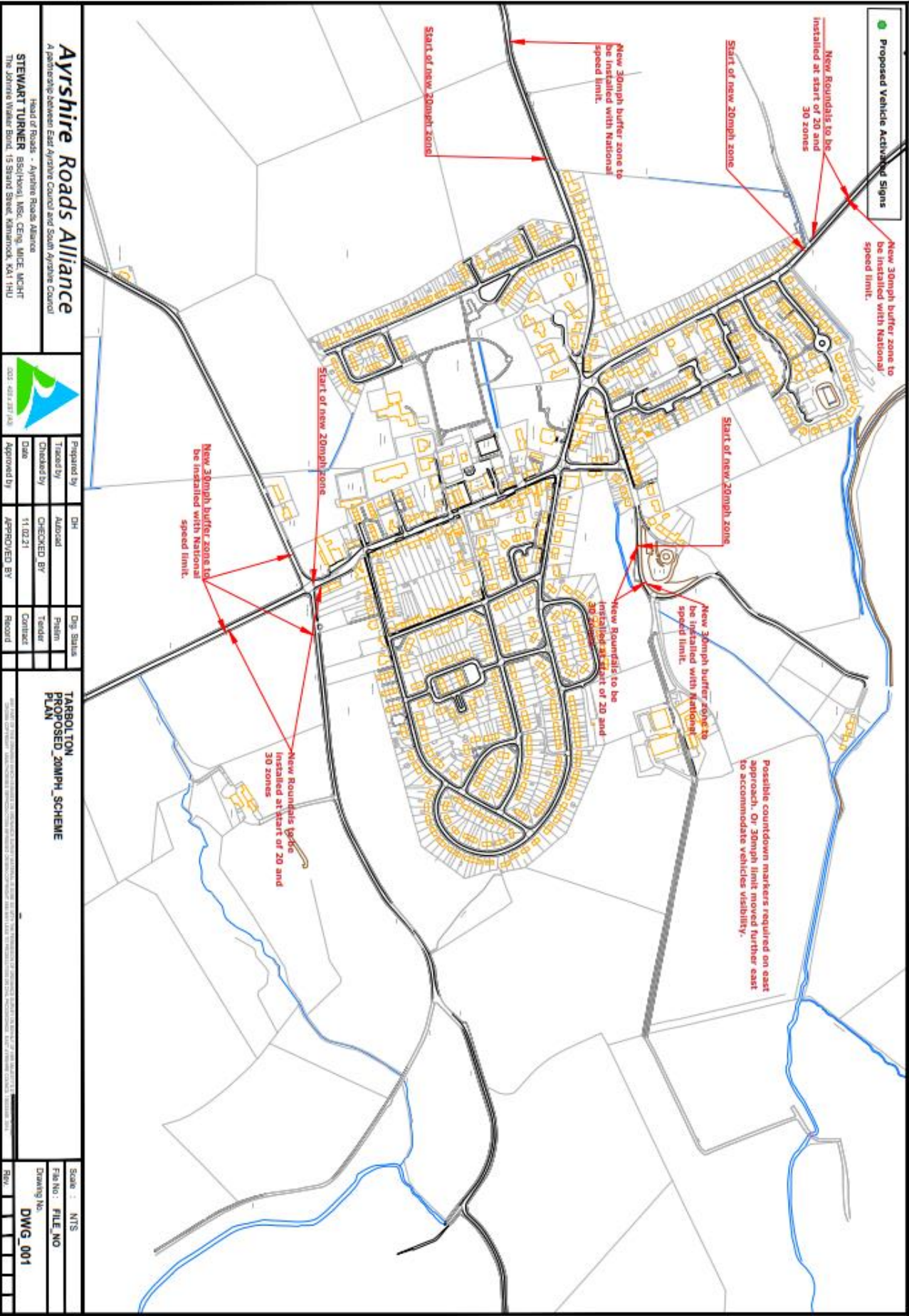
STEWART TURNER as/physn, lisc, ceng, msc, mchrt
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Prepared by	KM	DRG Status	Preplan
Traced by	AJ		
Checked by	CHECKED BY		Tender
Date	09.06.19		Contract
Approved by	APPROVED BY		Record

SYMINGTON SPEED LIMITS SPEED SURVEY RESULTS

Scale	: SCALE
File No.	FILE_NO
Drawing No.	DRAWING_NO
Rev.	



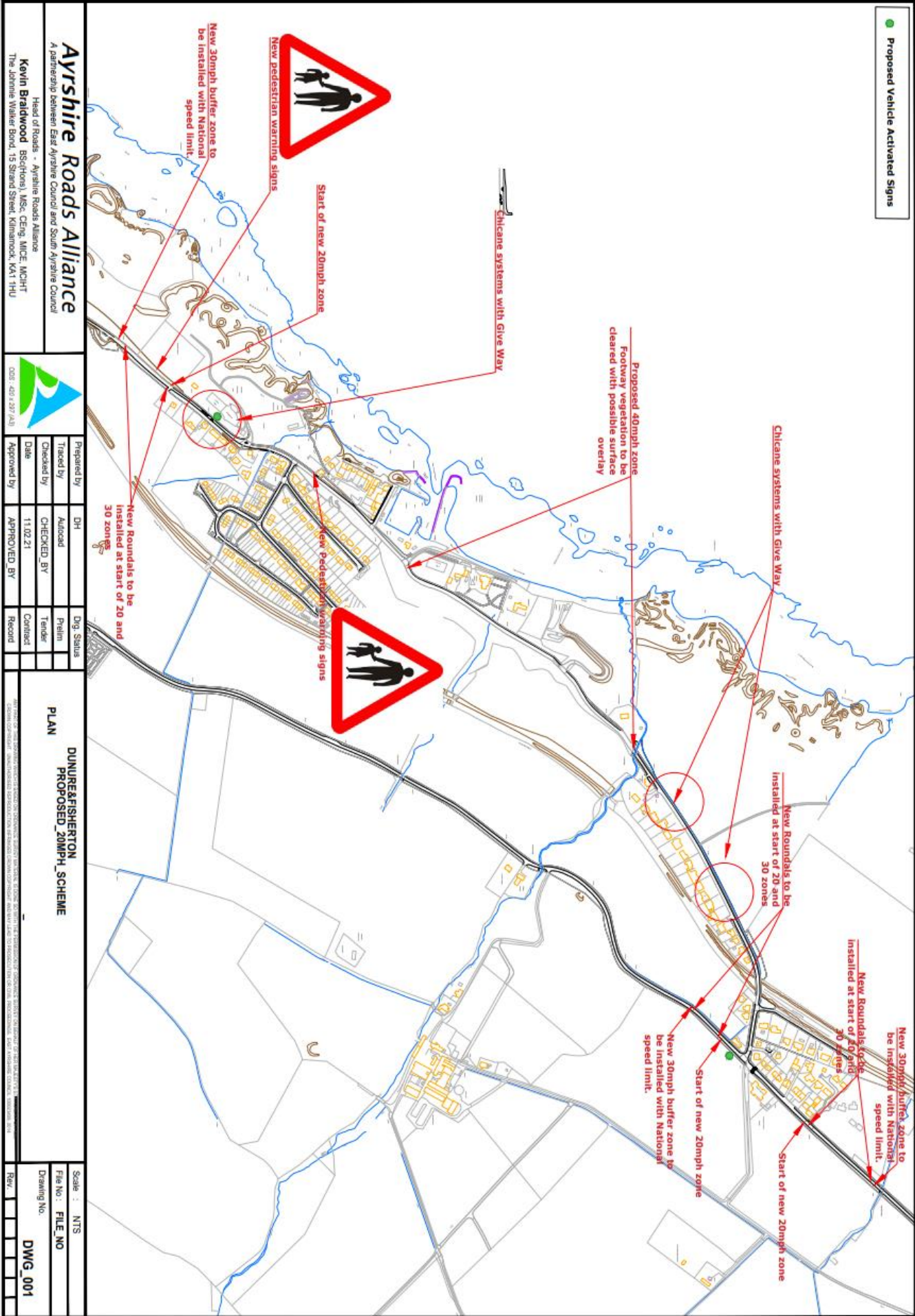
Ayrshire Roads Alliance
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Prepared by	DW	Dwg Status	
Traced by	Autocad	Plotting	
Checked by	CHECKED BY	Testing	
Date	11.02.21	Contract	
Approved by	APPROVED BY	Revised	

**TARBOLTON
 PROPOSED 20MPH
 PLAN
 SCHEME**

Scale	NTS
File No.	FILE NO
Drawing No.	DWG_001
Rev	



Ayrshire Roads Alliance
A partnership between East Ayrshire Council and South Ayrshire Council

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Kevin Bratwood (S(Options) MSc, CEng, MICE, MCHIT)
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Prepared by	DH	Dwg Status	
Traced by	Autocad	Prelim	
Checked by	CHECKED_BY	Tender	
Date	11.02.21	Confirmed	
Approved by	APPROVED_BY	Record	

**DUNURE & FISHERTON
PROPOSED 20MPH SCHEME
PLAN**

Scale	NTS
File No.	FILE_NO
Drawing No.	DWG_001
Rev.	

All roads contained within Appendix 3 will have 20mph limits unless otherwise denoted:

Symington

- Ayr Road
- Brewlands Road (This road includes a 30mph buffer zone)
- Coodham Estate
- Coodham House
- Craigie Road
- Dundonald Road
- Glebe Avenue
- Glebe Crescent
- Glebe Road
- Kirkhill
- Main Street
- Manse Gardens
- Manse Road
- Moorfield
- Symington Road North
- Symington Road South (This road includes a 30mph buffer zone)
- The Beeches
- Townend Road (This road includes a 30mph buffer zone)
- Westfield

Dunure & Fisherton

- Ayr Road
- Station Road (This road includes a 30mph buffer zone)
- Castle Road (This road includes a 30mph buffer zone)

Tarbolton

- Afton Wynd
- Annbank Road
- Back Street
- Burns Street
- Cameron Crescent
- Cameron Place
- Cameron Way
- Cessnock Place
- Cessnock Road
- Croft Street
- Cunningham Street
- Garden Street
- Gateside Street
- Hannah Wynd
- Hillcrest
- Jean Armour Avenue
- Ladeside Gardens
- Mauchline Road
- Montgomery Street
- Mossblown Road
- Mosside Road
- Muirhead
- Ramsay Wynd
- Sandhill Road
- Smithy Court
- Stark Avenue

- Stark Crescent
- Stark Terrace
- The Beeches
- Wallace Wynd
- Westport (This road includes a 30mph buffer zone)
- B744 (This road includes a 30mph buffer zone)
- B730 (This road includes a 30mph buffer zone)

South Ayrshire Council Equality Impact Assessment Scoping Template

Equality Impact Assessment is a legal requirement under the Public Sector Duty to promote equality of the Equality Act 2010. Separate guidance has been developed on Equality Impact Assessment's which will guide you through the process and is available to view here: [Equality Impact Assessment including Fairer Scotland Duty](#)

Further guidance is available here: [Assessing impact and the Public Sector Equality Duty: a guide for public authorities \(Scotland\)](#)

The Fairer Scotland Duty ('the Duty'), Part 1 of the Equality Act 2010, came into force in Scotland from 1 April 2018. It places a legal responsibility on Councils to actively consider ('pay due regard to') how we can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. See information here: [Interim Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018.

1. Policy details

Policy Title	Ayrshire Roads Alliance – 20 & 30 MPH Settlement Orders for the settlements of Symington, Dunure & Tarbolton
Lead Officer (Name/Position/Email)	Jane Corrie, Head of Roads – Jane.corrie@ayrshireroadsalliance.org

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 or Groups of People	Negative Impacts	Positive impacts
Age – men and women, girls & boys	No	Yes
Disability	No	Yes
Gender Reassignment (Trans/Transgender Identity)	No	Yes
Marriage or Civil Partnership	No	Yes
Pregnancy and Maternity	No	Yes
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	No	Yes
Religion or Belief (including lack of belief)	No	Yes
Sex – gender identity (issues specific to women & men or girls & boys)	No	Yes
Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	No	Yes
Thematic Groups: Health, Human Rights & Children's Rights	No	Yes

3. What likely impact will this policy have on people experiencing different kinds of social disadvantage? (Fairer Scotland Duty). Consideration must be given particularly to children and families.

Socio-Economic Disadvantage	Negative Impacts	Positive impacts
Low Income/Income Poverty – cannot afford to maintain regular payments such as bills, food, clothing	-	-
Low and/or no wealth – enough money to meet Basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future	-	-
Material Deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies	-	-
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	-	-
Socio-economic Background – social class i.e. parent’s education, employment and income	-	-

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

General Duty and other Equality Themes Consider the ‘Three Key Needs’ of the Equality Duty	Level of Negative and/or Positive Impact (High, Medium or Low)
Eliminate unlawful discrimination, harassment and victimisation	No adverse impact identified. Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	No adverse impact identified. Low
Foster good relations between people who share a protected characteristic and those who do not. (Does it tackle prejudice and promote a better understanding of equality issues?)	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

5. Summary Assessment

Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)	NO
Rationale for decision:	
There are no negative implications associated with this paper – this paper is provided for the purposes of scrutiny. All objectives shall be applied to ensure equality in approach and inclusion.	

Signed : Jane Corrie

Head of Roads

Date: 04 February 2025