
NORTH AYRSHIRE COUNCIL

19 March 2024

Cabinet

Title: Auchengate

Purpose: To update Cabinet on a motion passed at full Council on 13 December 2023 in respect of Auchengate.

Recommendation: That Cabinet notes the findings that:

- i) There is no formal process in respect of classification of a village and furthermore, it is not clear what additional benefits would be available to Auchengate if indeed there was a formal process.
- ii) Roads have held discussions with South Ayrshire Council and Police Scotland to consider a reduction in speed limit at Auchengate and that a reduction in speed limit is not supported by Police Scotland
- iii) that Police Scotland have agreed measures with North Ayrshire officers in order to address road safety concerns raised by residents of Dundonald Crescent.
- iv) amendments to signage and road markings are minor in nature and will be funded through the Roads revenue budget.
- v) any future review of the Scheme for the Establishment of Community Councils which may be approved by Council would cover all aspects of the scheme including, but not limited to, the number of Community Councils and boundaries.

1. Executive Summary

1.1 At its meeting on 13 December 2023, full Council agreed a motion that:

‘Council asks that a paper be brought to Cabinet to provide considered information on:

- whether the formal recognition of Auchengate as a village in its own right would result in positive benefit to the community which would make a tangible difference to community outcomes
- whether road safety at Auchengate where it falls within the boundary of North Ayrshire Council, and with due consideration of those other areas, could be improved through consideration of a reduction of the speed limit from 60mph to 40mph, taking into account the results of the previous investigation into this matter and
- the financial implications for the above proposals were it considered appropriate that they be implemented.
- in any future review of community council boundaries etc, taking into account community opinion and resourcing implications, the Council would consider if it were appropriate to put forward a case to recognise the settlement of Auchengate in its own right.

2. Background

Whether the formal recognition of Auchengate as a village in its own right would result in positive benefit to the community which would make a tangible difference to community outcomes.

- 2.1 In relation to this point, Planning has advised that there is no formal process (national or local) that can be drawn on or used that provides a definition of town or village. The only formal process that Planning can find reference to is the competitive bid process for new city designation which requires monarchy approval.
- 2.2 Furthermore, Connected Communities has confirmed they are unaware of any potential funding routes that would become available to Auchengate by being classified as a village. In terms of other support, Connected Communities has already been providing Auchengate with support through the Community Learning & Development team, working with their Tenants and Residents Association. Connected Communities cannot identify any further benefit to Auchengate from having village status in terms of support.

Whether road safety at Auchengate where it falls within the boundary of North Ayrshire Council, and with due consideration of those other areas, could be improved through consideration of a reduction of the speed limit from 60mph to 40mph, taking into account the results of the previous investigation into this matter and the financial implications for the above proposals were it considered appropriate that they be implemented.

- 2.3 In respect of road safety, concerns were raised by the residents of Auchengate with regard to traffic speeds on the U66 between Meadowhead roundabout and the North Ayrshire boundary.
- 2.4 Traffic surveys were undertaken to establish actual vehicle speeds and it was determined that the average speed of vehicles is 41mph with 85% of vehicles travelling at 47mph or less.

- 2.5 North Ayrshire Council officers considered that it may be appropriate to reduce the posted speed limit to 40 mph as a result of the concerns raised by the residents, and that it was possible that measured speeds may fall into compliance with a reduced speed. Due to the position of the cycle crossing near to the boundary in South Ayrshire Council (SAC), it was considered by officers to be appropriate to include a possible reduction in the speed limit from the roundabout in SAC to Meadowhead roundabout.
- 2.6 Police Scotland were consulted on a proposed change to the existing speed limits and a reduction in speed limit was not supported at this location. The reasons for this were:
- The lack of residential frontages on this section of road, with only one property directly adjacent to the road.
 - The area where cyclists cross is highlighted with road markings and advanced warning signs and there are streetlights which further enhance the safety of cyclist/pedestrians crossing the road at this point.
 - The existing vehicle speeds are more than acceptable for the current national speed limit and show good compliance.
 - Any reduction of the speed limit would take average speeds above the proposed limit and place an unnecessary additional enforcement burden on Police Scotland.
 - There have been no reported crashes on this section of road and this length is not considered a priority route by Police Scotland in relation to casualty reduction.
- 2.7 Police Scotland further met with officers to consider any improvements that may be made to the U66 Auchengate particularly for cyclists/pedestrians and to alleviate the concerns raised by the residents. It was agreed that improved signage warning of cyclists crossing and refreshed road markings, including the addition of SLOW markings on the road on the approach to the cycle crossing, and at either side of the junction at Dundonald Crescent, would further enhance road safety. It was also agreed there are good lines of sight in both directions when exiting the junction at Auchengate.
- 2.8 South Ayrshire Council (SAC) also did not support a reduction of the speed limit on the section of the U66 which lies within the SAC boundary as there are no accident/collision statistics to support a reduction and no requests for a reduction from the public, notwithstanding that any reduction was not supported by Police Scotland. They were further concerned that a reduction in speed limit with no supporting justification could inadvertently create a focal point for complaints where enforcement action is unlikely to be forthcoming.
- 2.9 SAC further advised that as part of a future active travel scheme they are considering a new signalised crossing point in the vicinity of the link path to Lochgreen Avenue, as part of this they would be looking at reducing the speed limit to 40mph on the approach to the lights as part of the detailed design. This scheme is only in the early stages and engagement and consultation would be undertaken as part of this process.
- 2.10 The North Ayrshire Council active travel team are also considering improved cycle/pedestrian links within the North Ayrshire boundary, however, this is currently at the feasibility stage.

In any future review of community council boundaries etc, taking into account community opinion and resourcing implications, the Council would consider if it were appropriate to put forward a case to recognise the settlement of Auchengate in its own right.

2.11 The formal process for reviewing the Scheme for the Establishment of Community Councils in North Ayrshire includes an initial consultation period during which every aspect of the Scheme is open to review, including the number of community councils and their boundaries. The report by officers to initiate a review of the Scheme would generally highlight any matters raised by Members, officers, the public and community councils themselves, including, for example, the potential for a dedicated community council for Auchengate.

3. Proposals

Cabinet is asked to note that:

- 3.1 There is no formal process in respect of classification of a village and furthermore, it is not clear what additional benefits would be available to Auchengate if indeed there was a formal process.
- 3.2 discussions have been undertaken with South Ayrshire Council and Police Scotland to consider a reduction in speed limit at Auchengate, Irvine in order to improve road safety and that a reduction in speed limit is not supported by Police Scotland.
- 3.3 Police Scotland have agreed measures with North Ayrshire Roads officers in order to address road safety concerns raised by residents of Dundonald Crescent.
- 3.4 amendments to signage and road markings are minor in nature and will be funded through the Roads revenue budget.
- 3.5 any future review of the Scheme for the Establishment of Community Councils which may be approved by Council would cover all aspects of the scheme including, but not limited to, the number of Community Councils and boundaries.

4. Implications/Socio-economic Duty

Financial

4.1 There are no financial implications from this report.

Human Resources

4.2 There are no human resource implications from this report.

Legal

4.3 There are no legal implications from this report.

Equality/Socio-economic

4.4 There are no equality/socio-economic implications from this report.

Climate Change and Carbon

4.5 There are no climate change and carbon implications from this report.

Key Priorities

4.6 None

Community Wealth Building

4.7 None

5. Consultation

5.1 Road safety concerns raised have been discussed with South Ayrshire Council and Police Scotland. Village status and any potential benefits from this were discussed with Planning and Connected Communities.

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For further information please contact **Thomas Reaney, Head of Service (Neighbourhood Services)**, on **01294 34570**.

Background Papers

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