

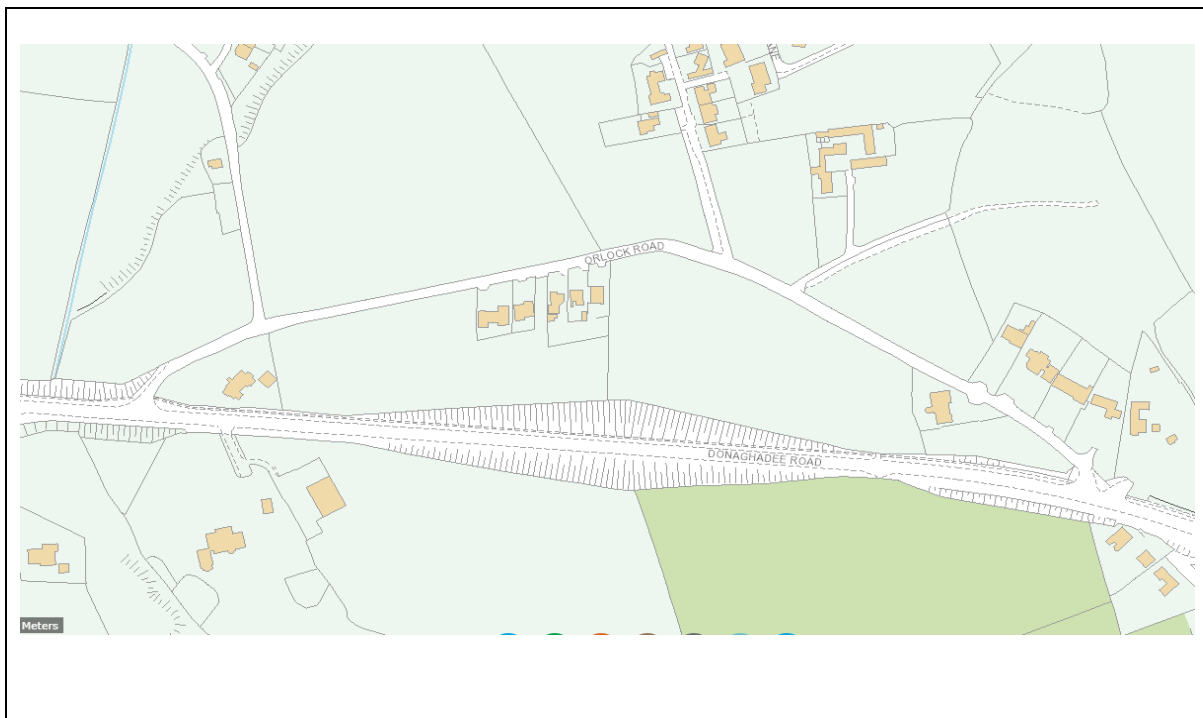
SPEED LIMIT ASSESSMENT

Location

Assessment date

Engineer

Location map / Collisions



Collision details

Year	Type/severity	Details
n/a	n/a	n/a

Following analysis of collision data provided by the PSNI, there are no injury collisions recorded along this road in the last 3 years.

SPEED LIMIT ASSESSMENT

A desktop study and site visit were undertaken on 8 February 2024 by traffic engineers which involved assessing evidence-based information in compliance with our policy document RSPPG E051 (Setting Local Speed Limits in Northern Ireland).

Background

- A recent request was received from Alan Chamber MLA regarding the current speed limit on the Orlock Road in Groomport.
- Recent analysis of collision data provided by the PSNI confirmed that there have been no recorded injury collisions in the last 3 years.
- The road is rural in nature with limited frontage development and there are no future plans for further development along the Orlock Road at this time.

RSPPG E051 - Setting Local Speed Limits in Northern Ireland

In compliance with our current policy document, the following will be important factors when considering what is an appropriate speed limit:

- road function (strategic, through traffic, local access etc.),
- road geometry (width, sightlines, bends, junctions and accesses etc.),
- road environment (rural, residential, shop frontages, schools etc.),
- density of adjacent development, and
- traffic composition (including existing and potential intensity of pedestrian and cycle usage).

Abstract taken from our current policy document.

- A **30mph speed limit (defined as a village)** is based on frontage development and distance such as 20 or more houses (on one or both sides of the road), and a minimum length of 600 metres.
- Roads suitable for **40 mph speed limits** are generally higher quality suburban roads or those on the outskirts of urban areas where there is little development and generally provide a through traffic or strategic function.
- In exceptional circumstances a **50 mph speed limit** may also be used on higher quality roads where there is little or no roadside development, and this can be done safely. These are suited to special roads or those such as primary distributors with segregated junctions and pedestrian facilities such as bypasses.

SPEED LIMIT ASSESSMENT

Assessment

In accordance with our current policy documents, the following environmental data and collision history were used for assessment purposes.

Environmental factors

- Orlock Road is an unclassified single carriageway road, approximately 730m in length and classed as lower tier road which passes through a local community with both junctions off the A2 Donaghadee Road. There are two private roads which join onto this road and lead to further development and a caravan site. The road has a centre line road marking, a low road gradient with a bend in the middle section and rural in nature with 2 small clusters of houses with direct access. Low density of adjacent development with no plans for further development in this area. There are low traffic flows and with no footways you would expect low pedestrian use along this route.

Collision history

- Following analysis of collision data provided by the PSNI, there have been no recorded collisions in the last 3 years.

Summary

While considering environmental factors and recent collision history, and the definition of a village (30mph), a 40mph and 50mph in accordance with RSPPG E051 - Setting Local Speed Limits in Northern Ireland, the current National Speed Limit (60mph) remains appropriate at this time.



10 February 2024