

The Highland Council
Ross, Skye and Cromarty Area Committee
28 Oct 2013

Agenda Item	12
Report No	SRC 08/13

20mph Speed Limit and Traffic Calming in Plockton

Report by Director of Transport, Environmental and Community Services

Summary

This report invites members to approve the Draft Road Traffic Order entitled The Highland Council (Plockton) (20MPH and 30MPH Speed Limit) Order 2013 and Traffic Calming measures on the C1221 Erbusaig-Plockton Road (Plockton Railway Bridge), to which there has been one objection.

1. Background

- 1.1 As part of part of the Council strategy to introduce 20mph speed limits as a measure to improve road safety and provide an environment on its residential streets where walking and cycling are encouraged, plans were drawn up to introduce a 20mph speed limit on various streets in Plockton.
- 1.2 A draft order entitled 'The Highland Council (Plockton) (20MPH and 30MPH Speed Limit) Order 2013' was prepared.
- 1.3 Details of the Draft Road Traffic Order are contained in:

Appendix 1 Schedule of roads

(Note: The 30mph speed limits mentioned in Plockton are included in this order to update previous legislation which has been revoked)

Appendix 2 Plan showing the proposed 20mph and 30mph speed limits.

Appendix 3 Schedule and Plan showing the proposed traffic calming at Plockton Railway Bridge.

2. Statement of Reasons

- 2.1 Following representation from the public and consideration by local Ward Members it was considered appropriate, in the interests of road safety, to promote 20mph speed limits on Plockton streets and traffic calming measures at the Railway Bridge.

3. Consultation

- 3.1 Plans for 20mph speed limits on streets in Plockton were sent to the Ward Members for comment along with the proposed traffic calming for Plockton Railway Bridge. Ward Members were supportive of the proposals.
- 3.2 The Emergency Services, Community Council, Freight Transport Association, Highland Cycle Campaign and Bus Companies were consulted. There were no objections from any of these bodies.
- 3.3 The proposals were then advertised in the West Highland Free Press, Kyle of Lochalsh Service Point, Plockton Post Office and Plockton Library.

4. Objection to the Draft Road Traffic Order

- 4.1 One objection was received for the proposed 20mph speed limit and one for the proposed traffic calming on Plockton Railway Bridge. Both objections are from the same objector.
- 4.2 The Committee has two options:
 - 1. Approve the proposed 20 mph speed limit and traffic calming schedule as advertised and instruct its implementation.
 - 2. Accept the objection is valid and instruct that the Draft Order and traffic calming schedule be withdrawn.

5. Objections – In Summary

- 5.1 The objection to the 20mph speed limit is that there is no need for a 20mph limit as roads in Plockton are self-regulating due to the narrowness of the roads and parked traffic. Also to the speed cushions which they state are dangerous to cyclists and cause damage to motor vehicles. Both proposals are also considered a waste of tax payer money by the objector. Details are contained in **Appendix 4**.

6. Response – in Summary

- 6.1 In response the Council policy in relation to 20 mph speed limits was outlined and the benefits to walking and cycling within a community from reduced speed represented. The Joint School Travel Plan to encourage 'Active Travel' (parents and pupils to walk and cycle) in the village was quoted to support this and reference to near misses between vehicles and pupils at the Primary School and Railway Bridge was made. Installation of traffic calming (speed cushions) and associated permanent 20mph speed limit were quoted as necessary to enhance proposed pedestrian safety improvements (painted footpath) on Plockton Railway Bridge. It was explained that signage, speed cushion design and speed limits are set to prevent damage to vehicles and cyclists. Additionally, long term cost savings were expected from removing temporary 20mph electronic sign posts at 2 schools. The response was to uphold their objection against the proposed 20mph speed limit and traffic

calming in Plockton. Details are contained in **Appendix 5**.

6.2 The objector has been informed that the proposal, including all correspondence, will be included on the agenda for the Ross, Skye and Cromarty Area Committee on 28 October 2013.

7. Implications

7.1 There are no resource implications attached to this report.

7.2 Formal speed limits require to be supported by a Road Traffic Order.

7.3 There are no equality implications arising from this report.

7.4 Reduced vehicle speeds through will help to reduce carbon emissions.

7.5 There are no risk implications arising from this report.

8. Recommendation

8.1 Members are invited to approve the Draft Road Traffic Order entitled 'The Highland Council (Plockton) (20MPH and 30MPH Speed Limit) Order 2013'.

8.2 Members are invited to approve 'Traffic Calming on the C1221 Erbusaig-Plockton Road'.

Designation: Director of Transport, Environmental and Community Services

Date: 10 October 2013

Report Author: Allan Bryce

**Schedule One
20mph Route**

Camas and Arbhair

For its entire length.

Route U4897 - Frithard Road

For its entire length.

Route U4899 - Cooper Street

For its entire length.

Route U5020 – Rhu Plockton Road

For its entire length.

Route C1221 – Harbour Street

For its entire length.

Route U4952 – Bank Street

For its entire length.

Route U4954 – Rear Service Road (Bank Street, Plockton)

For its entire length.

Route C1221 – Innes Street

From its junction with Harbour Street in a southwesterly direction for a distance of 300 metres or thereby.

Route U5014 [formerly the U214(w)] – Plockton Airstrip Road

From its junction with the C1221, formerly the C23(a), Erbusaig – Plockton Road, in a southwesterly direction for a distance of 130 metres or thereby.

Station Road

For its entire length.

Route C1221 [formerly the U23(a)] – Erbusaig – Plockton Road

From a point 10 metres or thereby northeast of the centre line on Ceann an Uib in a southwesterly direction for a distance of 218 metres or thereby.

Ceann an Uib

From its junction with C1221, formerly the C23(a), Erbusaig – Plockton Road, in a northeasterly direction for a distance of 61 metres or thereby.

Burnside

For its entire length.

Schedule 2
30mph Route

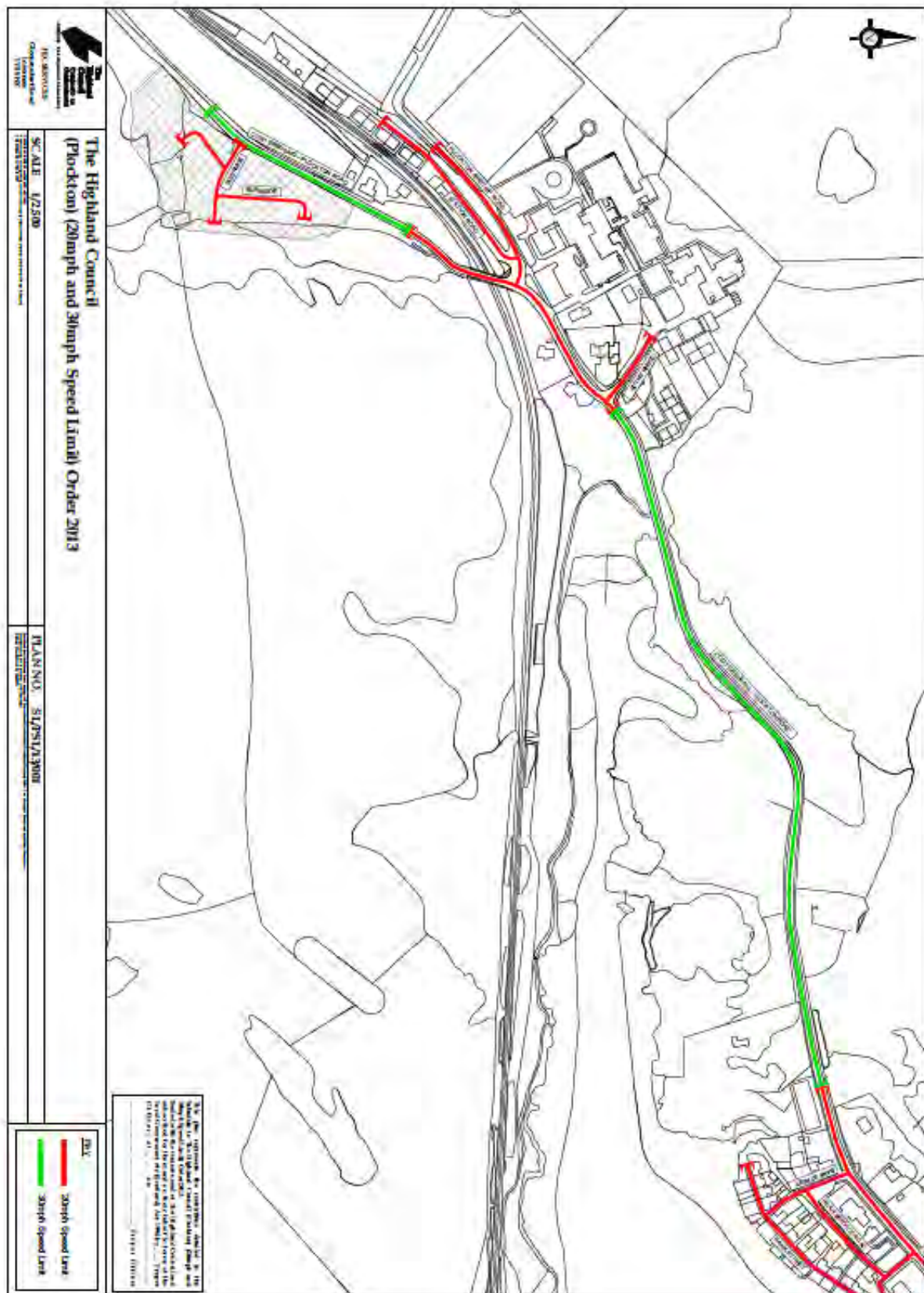
Route C1221 [formerly the U23(a)] – Erbusaig – Plockton Road

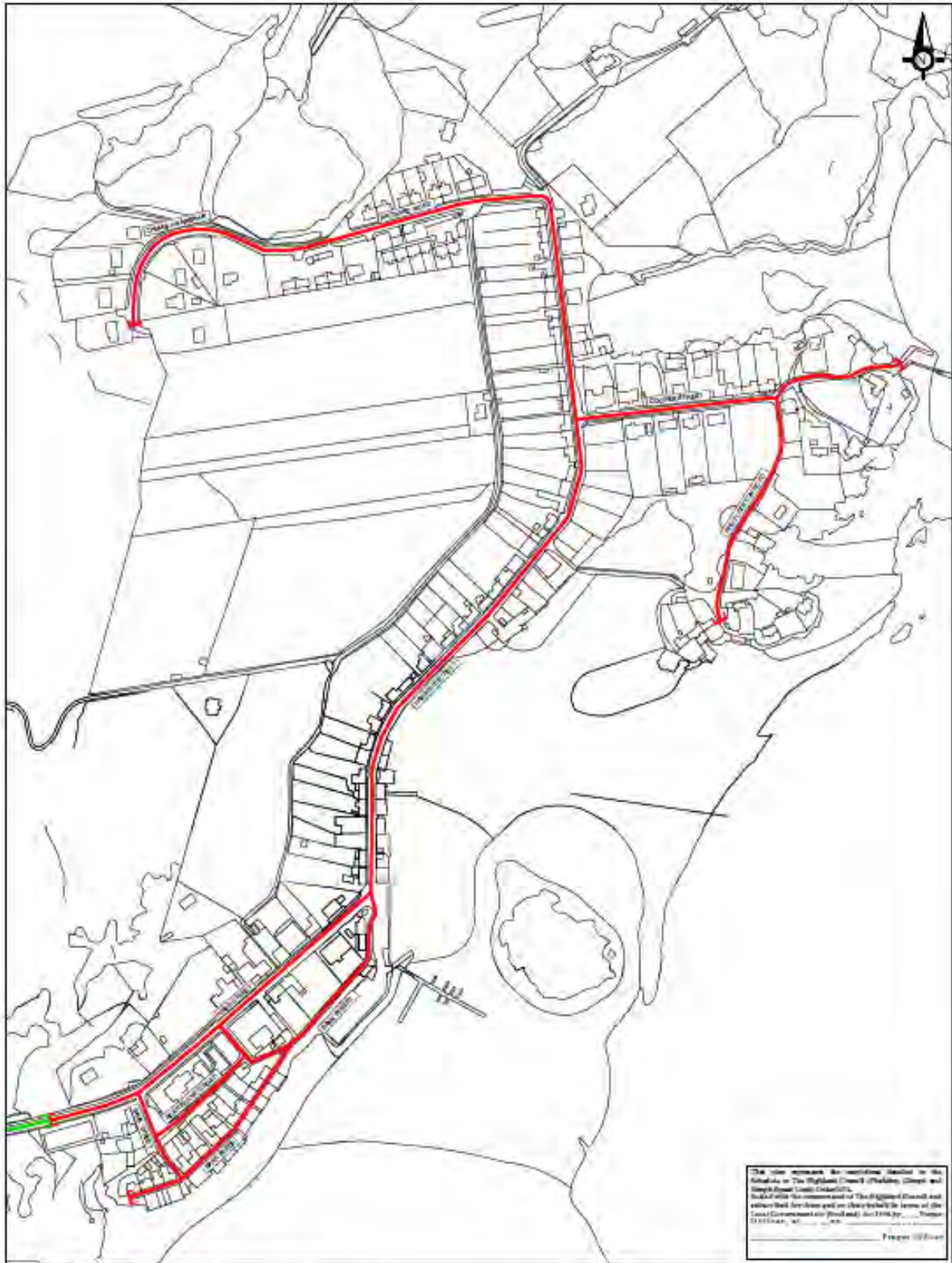
From a point 10 metres or thereby north east of the centre line on Ceann an Uib in a northeasterly direction for a distance of 563 metres or thereby.

Route C1221 [formerly the U23(a)] – Erbusaig – Plockton Road

From a point 94 metres or thereby southwest of the centre line on U5014, formerly the U214(w), Plockton Airstrip Road, in a southwesterly direction for a distance of 180 metres or thereby.

Proposed 20mph and 30mph Speed Limit Plockton





This plan represents the restrictions specified in the Schedule to The Highland Council (Plockton) (Speed and Weight Limit) Order 2013.
 It is made by the Highland Council and is subject to the provisions of the Traffic Signs Regulations and General Directions 2002 and the Traffic Signs Regulations and General Directions 2004.
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**The Highland Council
 (Plockton) (20mph and 30mph Speed Limit) Order 2013**

SCALE 1"=500'

PLAN NO. SL/PGL/13/002

- KEY**
- 30mph Speed Limit
 - 20mph Speed Limit

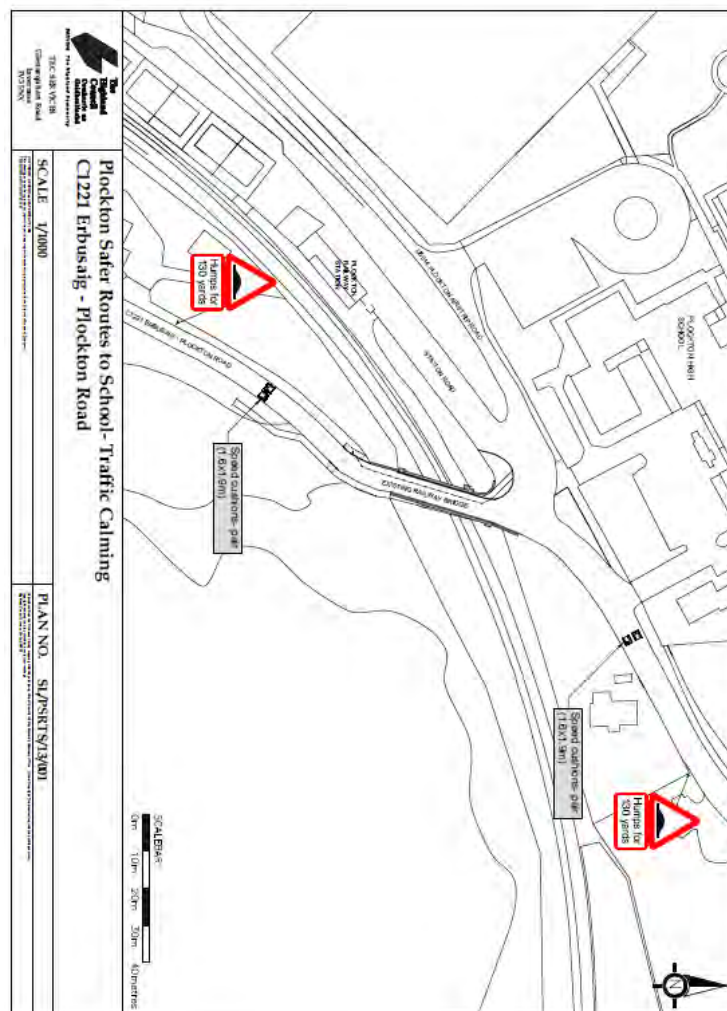
TRAFFIC CALMING ON C1221 ERBUSAIG – PLOCKTON ROAD

SCHEDULE

Descriptions of the proposed speed cushion locations on C1221 [formerly the C23(a)] Erbusaig- Plockton Road.

- 70m or thereby southwest of the centreline of Ceann an Uib / C1221 Erbusaig- Plockton Road junction.
- 80m or thereby south west of the centreline of the U5014 Plockton Air Strip Road C1221 Erbusaig- Plockton Road junction.

The cushions are one piece precast concrete units (coloured and textured) with plateau profile. Speed cushions measure 1.9mx1.6mx65mm high and are set in pairs on either side of the road centreline.



Allan Bryce Esq.,
Road Safety Routes to School Officer,
Highland Council,
Glenurquhart Road,
INVENEISS,
IV53 5NX

Thursday, 03 October 2013

Dear Sirs,

I wish to object in the strongest terms to the proposal to set a 20 mph limit on more roads in Plockton and of Road Humps as these are in my opinion as a former racing cyclist's dangerous for bike riders as it is quite possible for riders to be thrown of their bike and possibly into the path of traffic.

Also, these humps cause damage to motor vehicles and could leave the Highland Council open to being sued. E.g. Pot Holes.

I visit Plockton often and the roads are self-regulating as the narrowness of the roads and parked traffic make it virtually impossible to exceed 20 m.p.h.

How many accidents have there been because of speeding Plockton? I think very little.

If this proposal is given the go ahead it is my opinion a criminal waste of tax payers' money and I think that questions should be asked as to who will profit by this scheme.

Yours sincerely,
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Please ask for: Allan Bryce
Direct Dial: 01463 252923
Our Ref:
Your Ref:
Date: 8th October 13

OBJECTION TO PLOCKTON 20 MPH LIMIT

Thank you for your letter dated 3rd October 2013 objecting to the 20 mph speed limit being proposed in Plockton. This work was raised in response to concerns about pupil safety both at the Railway Bridge and in the main part of the village. A Joint School Travel Plan (STP) was produced by the schools, which highlights the Railway Bridge and roads at Plockton Primary School as road safety concerns. We are addressing the concerns in stages from Safer Routes to School funding:

It is proposed to improve the Railway Bridge by reducing the speed limit to 20 mph, installing speed cushions and a painted footpath to enhance safety for pedestrians walking on the bridge. The cushions are of concrete construction and one piece and are designed not to cause damage to vehicles being driven within the speed limit. Additionally, they should not pose a danger to cyclists as they are installed into the road surface to ensure smooth fit unlike the older rubber surface mounted cushions and warning signs positioned to alert road users.

Installing a 20 mph limit in the main area of the village to promote 'Active Travel' (walking and cycling). Active travel is a key priority of the schools.

It is Highland Council's strategy to introduce 20mph speed limits as a measure to improve road safety, and provide an environment to encourage walking and cycling. Research shows that reduced speed limits benefit both walking and cycling participation.

Removal of the temporary flashing 20 mph electronic signs and replacement with a 20 mph limit (metal signs) will be more cost efficient over the longer term; no electricity cost, maintenance, part replacement, monitoring, etc.

The school travel group have reported several near misses between pupils and vehicles at the Railway Bridge and on the road outside the Primary School. Future measures may be considered to address speed outside the Primary School.

I enclose location and sign plans for your information. Should you wish to continue with your objection I will raise a committee paper and submit this to the forthcoming Skye, Ross & Cromarty Area Committee on 28th October 2013 for their comment/decision.

Transport, Environmental and Community Services
The Highland Council HQ, Glenurquhart Road, Inverness, IV3 5NX
Tel: 01463 252923 E-mail: allan.bryce@highland.gov.uk

I look forward to your response and can be contacted by telephone or E-mail as below should you have any questions or would just like to discuss further.

Yours sincerely,

Allan Bryce
Road Safety Officer.

Enclosures. Safer Routes to School Plan and Traffic Order.