

Agenda Item	<b>14</b>
Report No	<b>TEC 62/13</b>

**20mph Speed Limit on High Street and other roads in Fortrose**

**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 (Fortrose and Rosemarkie) (20mph 30mph & 40mph Speed Limit) Order 2013", and the traffic calming measures proposed for Deans Road, Fortrose, to which there has been one objection.

**1. Background**

- 1.1 As part of part of the Council's strategy to introduce 20mph speed limits as a measure to improve road safety, and provide an environment to encourage walking and cycling, plans were drawn up to introduce a 20mph speed limit on the High Street and various residential streets in the village of Fortrose.
- 1.2 A draft Road Traffic Order entitled "The Highland Council (Fortrose and Rosemarkie) (20mph 30mph & 40mph 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 and 40 mph speed limits mentioned in Fortrose and Rosemarkie are included in this Order to update previous legislation which has been revoked)

**Appendix 2** Plan showing the area of the proposed 20mph speed limit.

**Appendix 3** Plan showing the proposed traffic calming on Deans Road.

**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 a 20mph speed limit for the High Street and other streets in Fortrose.

### **3. Consultation**

- 3.1 Plans for a 20mph speed limit on the High Street and other streets in Fortrose were sent to the Ward Members for comment along with the proposed traffic calming for Deans Road. 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 local press and letters were sent to all premises on the affected streets.

### **4. Objection to the Draft Road Traffic Order**

- 4.1 One objection (signed by two people) was received for the proposed 20mph speed limit and one for the proposed traffic calming on Deans Road. Both of these were from the same objectors.
- 4.2 The Committee has three options:
  1. Approve the proposed 20mph speed limit as advertised and instruct its implementation.
  2. Order a formal local hearing in accordance with the Local Authorities Traffic Order (Procedures) (Scotland) Regulations 1999 to decide the matter.
  3. Accept the objection is valid and instruct that the Draft Order be withdrawn.

### **5. Objections - in Summary**

- 5.1 The objection to the 20mph speed limit is that there is no need for the 20mph speed limit as it is needless bureaucratic meddling on the part of the Council and is unnecessary. They also object to traffic calming measures on Deans Road as in their opinion they are unnecessary and intrusive.

### **6. Response – in Summary**

- 6.1 In response, the objectors were informed of the Council policy in relation to 20 mph speed limits in town and village centres and residential areas, including the benefits gained from the introduction of these measures. They were made aware that the desire for a 20mph speed limit in the village was initiated by the community through the Community Council and that these improvements were being funded by the developer at Ness Gap and therefore no cost was falling to the council. Their response was to uphold their complaint against the proposed speed limits and add an objection to the proposed traffic calming measures on Deans Road. Details are contained in **Appendix 4**.

6.2 The objectors have been informed that the proposal, including all correspondence, will be included on the agenda of a TECS Committee.

6.3 Correspondence from members of the public supporting the proposals is contained in **Appendix 5**.

## **7. Implications**

7.1 There are no resource implications to the Council, as these proposals are being funded by developer contributions.

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. Recommendations**

8.1 Members are invited to approve the Draft Road Traffic Order entitled "The Highland Council (Fortrose and Rosemarkie) (20mph 30mph & 40mph Speed Limit) Order 2013".

8.2 Members are invited to approve the traffic calming measures on Deans Road, Fortrose.

Designation: Director of Transport, Environmental and Community Services

Date: 2 August 2013

Report Author: Drew Anderson

**SCHEDULE One**  
**20 MPH ROUTES**

**Route U4635 – St Andrews Walk**

For its entire length.

**Route U 4634 – Harbour Road**

For its entire length.

**Route U4636 – Academy Street**

From its junction with the A832, High Street, generally in a south-easterly direction to a point 201 metres or thereby south-eastwards of its junction with Deans Road, a total distance of 490 metres or thereby.

**Route U4643 – Rose Street**

For its entire length.

**Route U4645 – Cathedral Square**

For its entire length.

**Route U4644 – Union Street**

For its entire length.

**Route U4630 – The Orchard**

For its entire length.

**Route U4630 – Station Crescent**

For its entire length.

**Route U4631 – Station Road**

For its entire length.

**Route U4667 – Station Square**

For its entire length.

**Route U4642 – Castle Street**

For its entire length.

**Route U4640 – Deans Road**

From its junction with Academy Street generally north-eastwards to a point 52 metres or thereby, south-west of its junction with Ness Road, a total distance of 385 metres or thereby.

**Route U4641 – Waterfurrows**

For its entire length.

**Route U4646 – Alexander Court**

For its entire length.

**Route U4663 – Leisure Centre Access Road**

For its entire length.

**Route A832 – High Street**

From a point 14 metres or thereby south-west of the centre line of Academy street, generally north-eastwards to a point 3 metres or thereby north-east of the south – west gable of the house at 75 High Street, a total distance of 247metres or thereby.

**Route C1035 – Church Street**

From a point at its junction with the A832, High Street, generally north-westwards to a point 20 metres or thereby north-westwards of the north west wall of the premises known as the Town Hall, a total distance of 134 metres or thereby.

**SCHEDULE Two  
30 mph Routes**

**Route A832 – Canonbury Terrace / High Street, Fortrose**

From a point 497 metres or thereby southwest of the centre line of St. Andrews Walk, north- eastwards to a point 14 metres or thereby south- west of the centre line of Academy Street, a total distance of 835 metres or thereby.

**Route A832 – High Street/ Rosemarkie Road, Fortrose**

From a point 3 metres or thereby north-eastwards of the south-west gable of the house at 75 High Street to a point 128 metres or thereby northeast of the centre line of Ness Road, a total distance of 299 metres or thereby.

**Route U4639-Chanory Point Road**

For its entire length

**Route U4636 Academy Street/Wester Greengates/Golf Course Road**

From a point 201 metres or thereby south-east of its junction with Deans Road, generally in a south easterly and then a north easterly direction to its termination at the junction of Ness Road. A distance of 992 metres or thereby

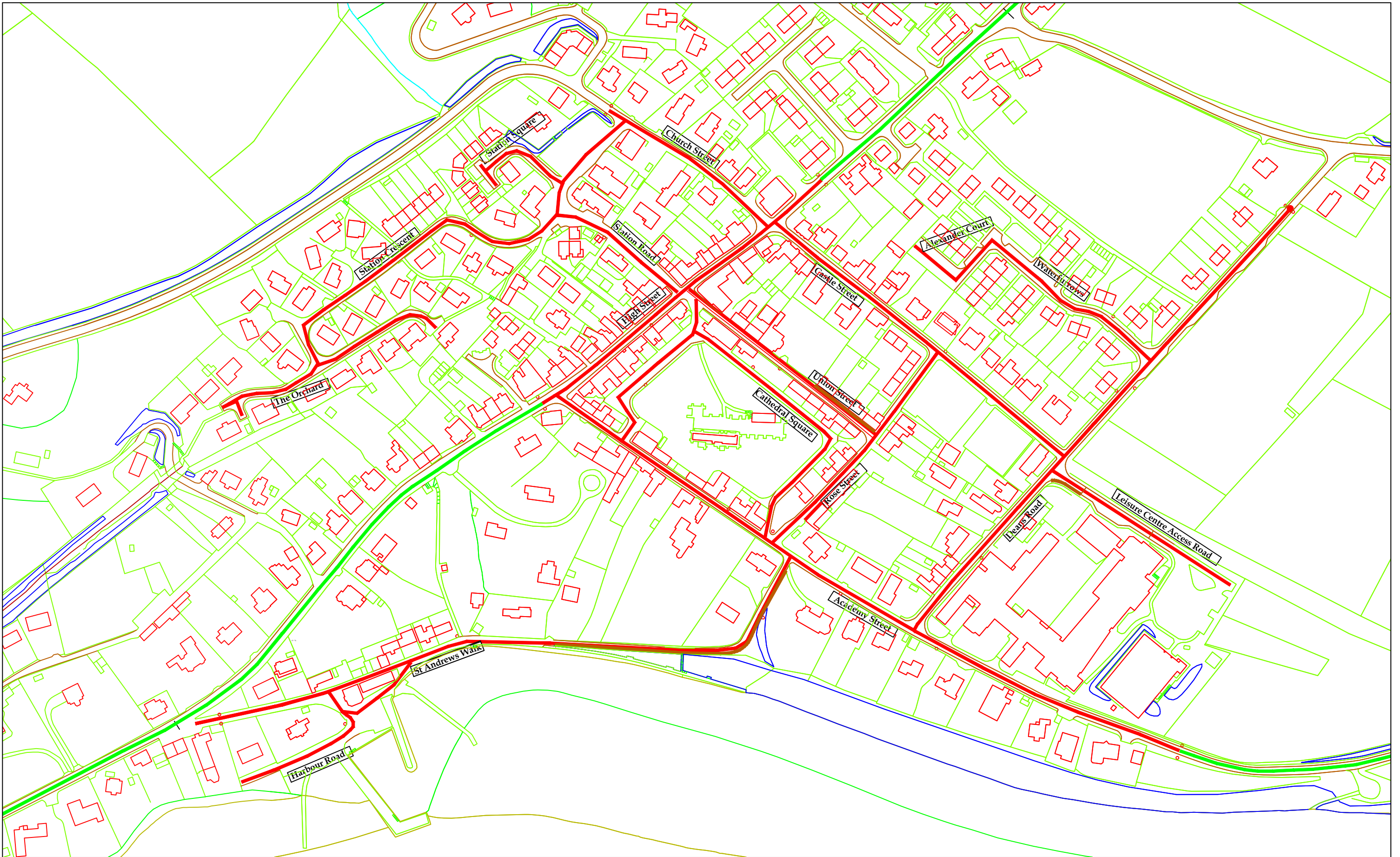
**Route A832 – Rosemarkie**



From a point 194 metres or thereby south-west of the centre line of Courthill Road, north-eastwards to a point 80 metres or thereby north and north-west the centre line of the bridge over Rosemarkie Burn.

**SCHEDULE Three  
40 mph Route**

**Route A832 – –Rosemarkie Road**

The length of the A832 Rosemarkie Road between Fortrose and Rosemarkie extending from a point 128 metres or thereby north-east of the centre line of Ness Road, Fortrose, north-eastwards to a point 194 metres or thereby south- west of the centre line of Courthill Road, Rosemarkie.



**Key**  
 20MPH   
 30MPH 



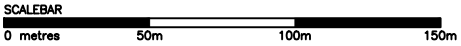
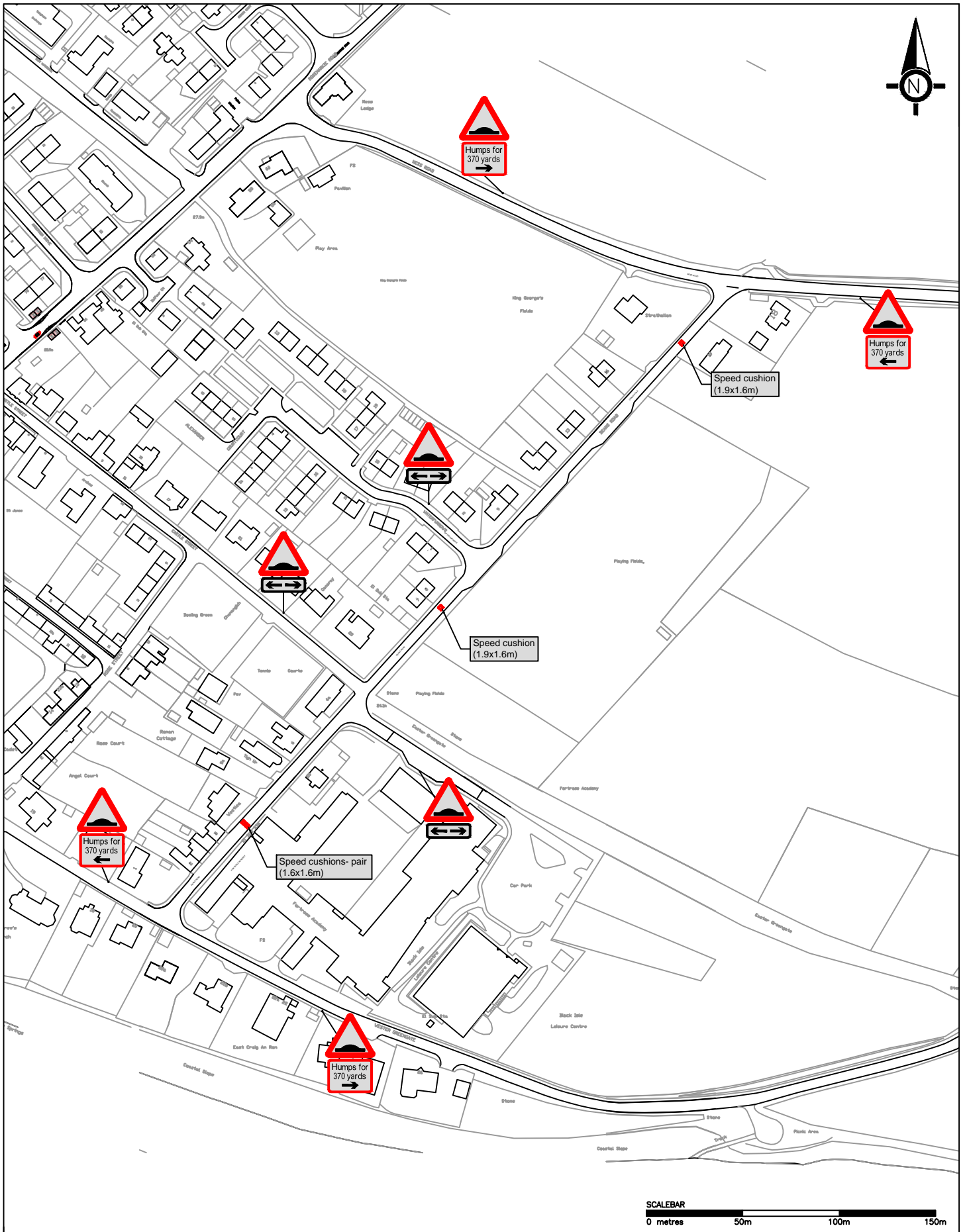
  
**The Highland Council**  
 Comhairle na Gàidhealtachd  
 SERVING The Highland Community  
 TEC SERVICES  
 Glenurquhart Road  
 Inverness  
 IV3 5NX

**FORTROSE, PROPOSED 20MPH SPEED LIMIT.**

SCALE: NTS

Plan No: 1

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 THE HIGHLAND COUNCIL, 1997



# Fortrose Traffic Calming Deans Road

SCALE 1/2,500

PLAN NO. RC/FTC/13/001

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**The Highland Council**  
Comhairle an Gàidhealtachd

*SERVING The Highland Community*

TEC SERVICES  
Glenurquhart Road  
Inverness  
IV3 5NX

The Highland Council

Council Offices

High Street

Dingwall, IV15 9QN

Foa A Pottinger, Solicitor

Your Ref: DA/DT

11 March 2013

Dear Sirs

We refer to a letter from Drew Anderson Transport & Environmental Services concerning the above and wish to put on record our absolute objection to the proposal to impose a blanket 20mph speed limit in the burgh of Fortrose.

In twenty five years of residence in this community, we are not aware of any significant traffic incident leading to personal injury. The speed of traffic is already naturally restricted through the road layout and the necessary existence of residential on street parking. These are factors already and naturally taken into consideration by mature and responsible drivers. The present intermittent 20mph limit around the school is being carefully observed and works well.

The mandatory imposition of further restriction is a piece of needless bureaucratic meddling which is irritating and offensive in its implication of irresponsibility on the part of the local driving community. It also serves, unfortunately to further stretch the credibility of an administration which is perceived as being increasingly dictatorial and out of touch.

We would suggest with regard to the street layout that what we have is what we have. An improvement might be the enhanced policing of High Street parking restrictions and the possible provision of perhaps two restricted stay parking bays for the use of residents with mobility issues.

We trust that any letters of representation on this subject will receive the careful consideration of elected local representative (not officials) and is not, as we suspect already a fait accompli.

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**Drew Anderson**

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**From:**  
**Sent:**  
**To:**  
**Subject:**

Dear Mr Anderson

I refer to your letter 20th June and apologise for not having replied to your earlier letter 5th June. Reason was a recent article in the Press & Journal which gave the impression that the issue was a "done deal" which was our impression in anycase. Mention was also made of the introduction of traffic calming measures. These in the form of speed bumps have already been removed from Deans Road, presumably because they had themselves because of proximity to parked vehicles become hazardous and were a source of some irritation.

I would add with all due respect that to claim that these measures will "help to promote sustainable travel" is meaningless bureauspeak.

Our concerns and reasons for opposing these unnecessary and intrusive measures have in no way been alleviated and our objections stand as already stated.

Yours sincerely

Please ask for: Drew Anderson  
Direct Dial: 01463 252902  
E-mail: Drew.Anderson@highland.gov  
Your Ref: .uk  
Our Ref:  
Date: 28 June 2013

**TRAFFIC ORDER: The Highland Council (Fortrose and Rosemarkie)(20mph 30mph and 40mph Speed Limit) Order 2013**

I refer to your letter dated 11<sup>th</sup> March, relating to the introduction of a 20mph speed limit in Fortrose.

The plans to introduce the new speed limit and traffic calming measures have been drawn up in consultation with the Community council and the elected members for the Black Isle Ward. Highland Council has been working with the Community Council for some time now and as a result a package of measures has been produced that we feel if implemented throughout Fortrose will reduce traffic speeds and mitigate increased traffic movements generated by the new development on Ness Gap. These measures will also help to promote the councils strategy to promote sustainable travel.

The cost of all of these measures is being funded by the developer, with no costs falling to The Highland Council.

In light of the foregoing information I hope that you feel able to withdraw your objection to the proposed speed limit in Fortrose.

Yours sincerely,

Drew Anderson  
Traffic Technician  
Transport, Environmental and Community Services

Please ask for: Drew Anderson  
Direct Dial: 01463 252902  
E-mail: Drew.Anderson@highland.gov  
Your Ref: .uk  
Our Ref:  
Date: 28 June 2013

**TRAFFIC ORDER: The Highland Council (Fortrose and Rosemarkie)(20mph 30mph and 40mph Speed Limit) Order 2013**

I refer to your letter dated 11<sup>th</sup> March, relating to the introduction of a 20mph speed limit in Fortrose.

Since writing to you on 5th June I have received no response to my letter. I must therefore assume that you are not willing to remove your objection to the proposed 20mph speed limit in Fortrose.

As the matter has not resolved I must now submit a report for consideration at the TEC Services Committee Meeting which is due to take place on 15<sup>th</sup> August. The report will outline the council's proposals and your objections to these proposals and will include all correspondence that has passed between the council and yourselves. I have to inform you that the report including all correspondence will be published on the council web site on Friday 9<sup>th</sup> August.

Yours sincerely,

Drew Anderson  
Traffic Technician  
Transport, Environmental and Community Services

Drew Anderson  
Transport, Environmental and Community Services  
Highland Council  
Glenurquhart Road  
Inverness IV3 5NX

Your Ref : DA/DT

Dear Mr Anderson

**Re: Traffic Order: the Highland Council (Fortrose and Rosemarkie) (20mph, 30mph and 40mph speed limit) order 2013**

We welcome your letter dated 8<sup>th</sup> March 2013 concerning the 20mph speed limit in the roads around the centre of Fortrose. This is so important for a village with increasing numbers of vehicles with the additional housing, especially as we do have an extraordinary number of pedestrians owing to the presence of the school.

We notice though that the traffic calming measures in Dean's Road which Mr MacNaughton, Head of Transport and Infrastructure, Highland Council, said would be implemented during last year's consultations with the community, are not included in the recent Traffic Order. We have seen lately a great increase in the number of vehicles using the Dean's Road, Academy Street and St Andrew's Walk route as 'rat-runs' which we trusted the proposed traffic calming measures would discourage. Long stretches of Academy Street and all of St Andrew's Walk have either no pavement or inadequate pavement. This, combined with impatient drivers starting or completing their journeys as quickly as they can, make the many pedestrians very vulnerable.

To improve this unsafe environment we think it would be a good idea if St Andrew's Walk were bollarded in such a way that it cannot be used as a through route for vehicles. Bollards could be placed so that all houses on St Andrew's Walk would have vehicular access.

Yours sincerely

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**ATTENTION – ANDREW ANDERSON,  
The Highland Council,  
Transport, Environment and Community Services.**

**Re- Traffic Order: The Highland Council (Fortrose and Rosemarkie)  
(20MPH, 30MPH & 40MPH Speed Limit)  
ORDER 2013.**

**Dear Drew Anderson,**

**Your Ref. DA/DT.**

**Thank you for your notification letter referring to the above. We appreciate your concern. I know this reply is overdue.**

**We appreciate your concern about the lower Church Street Fortrose and back the 20MPH recommended fully. From the above address you will note that we reside at number 1 Church Street and it has been of great concern to us that over the past 10 years with more and more homes being built and occupied on the hill above Fortrose and at Feddon Hill the residents thereof are rushing down the road past the old Fortrose cemetery and not keeping to the urban speed limit of 30MPH. They either rush down and only slow to stop where they join the High Street or come round from the High Street and immediately accelerate to gain speed in order to ascend the up hill. There is also the normal farm and riding school traffic which use the Killen Road.**

**This has created a danger to the pedestrians/school children/ and normal traffic who are either on their way to the Fortrose Medical Centre, Academy, to catch the school bus to Avoch or to do their shopping. There is only one pavement for walkers on this section of Church Street and those using mobility scooters cannot fit on the pavement. We too, have had to be extra careful when reversing our car out of our gate as cars are either rushing around the corner from the High Street or down Church Street. We are sure that other residents find the same problem with reversing out of their gates.**

**WE, THEREFORE, APPRECIATE YOUR INTENTION TO MAKE CHURCH STREET FROM THE HIGH STREET TO THE BOTTOM OF THE HILL A 20MPH ZONE – THANK YOU IN ANTICIPATION OF THIS HAPPENING.**

REF. DA/DT

FORTROSE / ROSEMARKIE  
TRAFFIC ORDER

15<sup>th</sup> JANUARY 2013

Dear Mr Anderson,

With reference to the above proposed road traffic order one immediately is reminded of the quotation "Who guards the Guardians?"

This is a very welcome addition to the current (v. often exceeded) speed limits

It would certainly become safer for pedestrians if speed limits were reduced but there is generally no official presence to enforce them.

We can count, on almost one hand, the times that such officials are present annually.

Due to the lack of suitable pavements (several marked by fading white lines, particularly in Station Road) being a pedestrian in Fortrose can be potentially very dangerous especially in the village centre.

We can only wish this proposal every success in its implementation.

Yours faithfully