

Agenda Item	7
Report No	LA/25/21

HIGHLAND COUNCIL

Committee: Lochaber

Date: 8 November 2021

Report Title: Proposed Traffic Calming, Lundavra Road, Fort William

Report By: Executive Chief Officer Infrastructure, Environment & Economy

1 Purpose/Executive Summary

- 1.1 This report invites Members to approve the installation of 3 sets of speed cushions on Lundavra Road, Fort William, necessary to support the 20mph speed limit on this road. There is one unresolved objection to the proposed speed cushions.

2 Recommendations

- 2.1 Members are asked to note the background to the temporary 20mph speed limit order and associated traffic calming in Fort William.
- 2.2 Members are asked to note that, following review, the temporary traffic calming build outs on Lundavra Road have now been removed.
- 2.3 Members are asked to note the existing mean average speed data for Lundavra Road and note that the existing speeds dictate that some form of traffic calming is required on this road to enable the temporary 20mph speed limit to remain and a permanent 20mph limit to be promoted.
- 2.4 Members are asked to note the speed cushion traffic calming proposal and rationale behind the permanent form of traffic calming being promoted.
- 2.5 Members are asked to approve the installation of 3 sets of speed cushions on Lundavra Road, Fort William.

3 Implications

- 3.1 **Resource** – Scheme Costs are being met via the Councils successful bid to the Sustrans Spaces for People fund.

- 3.2 **Legal** - The construction of traffic calming requires statutory consultation under the Roads (Scotland) Act 1984 with details in The Road Humps (Scotland) Regulations 1998. This report sets out the one objection received and is seeking approval to construct the traffic calming.
- 3.3 **Community (Equality, Poverty and Rural)** - Lower vehicle speeds aim to reduce the risks for vulnerable road users and increase active travel choices.
- 3.4 **Climate Change / Carbon Clever** - Reduced vehicle speeds have the aim of increasing active travel choices and thus reducing the number of vehicles on the roads.
- 3.5 **Risk** - The Spaces for People funding awarded to the Council for implementation of this scheme is time limited and is required to be spent before the end of March 2022. The work on making the temporary 20mph speed limit into a permanent 20mph speed limit will therefore begin immediately following this committee.
- 3.6 **Gaelic** - There are no Gaelic implications.

4 Background

- 4.1 As 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 and as a response to the COVID 19, pandemic plans were drawn up to introduce a temporary 20mph speed limit on various residential streets and active travel routes throughout Fort William.
- 4.2 An application was made to the Scottish Government Spaces for People fund managed by Sustrans, to implement this temporary 20mph speed limit with associated traffic calming utilising a Temporary Traffic Regulation Order (TTRO) as highlighted in the COVID 19 legislation. These emergency measures were designed to encourage a modal shift to active travel for essential journeys and aid social distancing during the pandemic.
- 4.3 The temporary 20mph speed limit (The Highland Council (Coronavirus) (Fort William) (Temporary 20mph Speed Limit) Order 2021) scheme extents which can be seen in **Appendix 1**, came into effect on 12 March 2021. Associated traffic calming has been implemented throughout Fort William to support the implementation of this new temporary speed limit. This TTRO allows the speed limit to be in place for up to 18 months and thus it will expire on 19 August 2022.
- 4.4 When designing 20mph speed limit schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. This guidance states that when installing a 20mph limit, the existing mean average vehicle speeds should be below 24mph to allow the 20mph limit to be installed without traffic calming.

5 Lundavra Road

- 5.1 The existing mean average speed data recorded for Lundavra Road can be found in **Appendix 2**. It shows uphill vehicle speeds of both 29mph and 28.9mph and downhill vehicle speeds of 23.4mph and 28.7mph at the 2 respective count location sites.
- 5.2 Due to the existing mean average speed data, to allow Lundavra Road to be included within the temporary 20mph speed limit extents, 2 traffic calming features, in the form of build outs were installed. Once the scheme had been delivered the vehicle usage and appropriateness of traffic calming type was reviewed, the outcome being that it was felt that due to the gradient of the hill and close proximity of the new features to one another, that on review the 2 build outs were not the most appropriate type of traffic calming solution for Lundavra Road. As a result the 2 build outs have now been removed and a new traffic calming solution proposed, namely 3 sets of speed cushions, the plan of which can be seen in **Appendix 3**.
- 5.3 The installation of cushions on Lundavra Road will allow 2 way traffic flow and thus allowing continuous vehicle movement which is better for those vehicles travelling uphill at this location. The 3 sets of cushions are spaced out to ensure reduced speeds will be maintained over the entire length of Lundavra Road. As the introduction of some form of traffic calming is required on Lundavra Road to allow the temporary 20mph limit to be retained and to allow the implementation of any future permanent 20mph limit, cushions at this location are deemed the most sensible permanent solution.

6 Consultation

- 6.1 Looking forward, in the event that the temporary 20mph speed limit in Fort William may, subject to statutory consultation, become permanent the decision was made to run full statutory consultation for the introduction of the speed cushions on Lundavra Road. Following feedback from other temporary speed cushion installations it was decided that, in order to support this road safety development, the community consultation would be used to gather opinions on the matter. This approach will be similar to what will be taken forward as part of the statutory consultation for consideration of permanent 20mph speed limits in Fort William.
- 6.2 Full legal consultation was carried out with proposals being sent to Police Scotland, Scottish Fire and Rescue Service, Scottish Ambulance Service, Bus Companies, Highland Council Public Transport, Highland Cycle Campaign, Road Haulage Association, Logistics UK, Local Elected Members and Community Council. The wider public were also consulted via a public notice that appeared on local lamp columns and in the Lochaber Times on 22 July 2021. Documentation, publicly available throughout the public consultation period and still available to view, pertaining to the scheme can be viewed at www.highland.gov.uk/roadsafety and select 'Road Safety Consultations'

7 Objection

- 7.1 The Highland Council has only received one piece of correspondence throughout the consultation period. A copy of the objectors letter along with the Council's response can be seen in **Appendix 4**. A response to the Council's letter of 26 August 2021 has not been received.

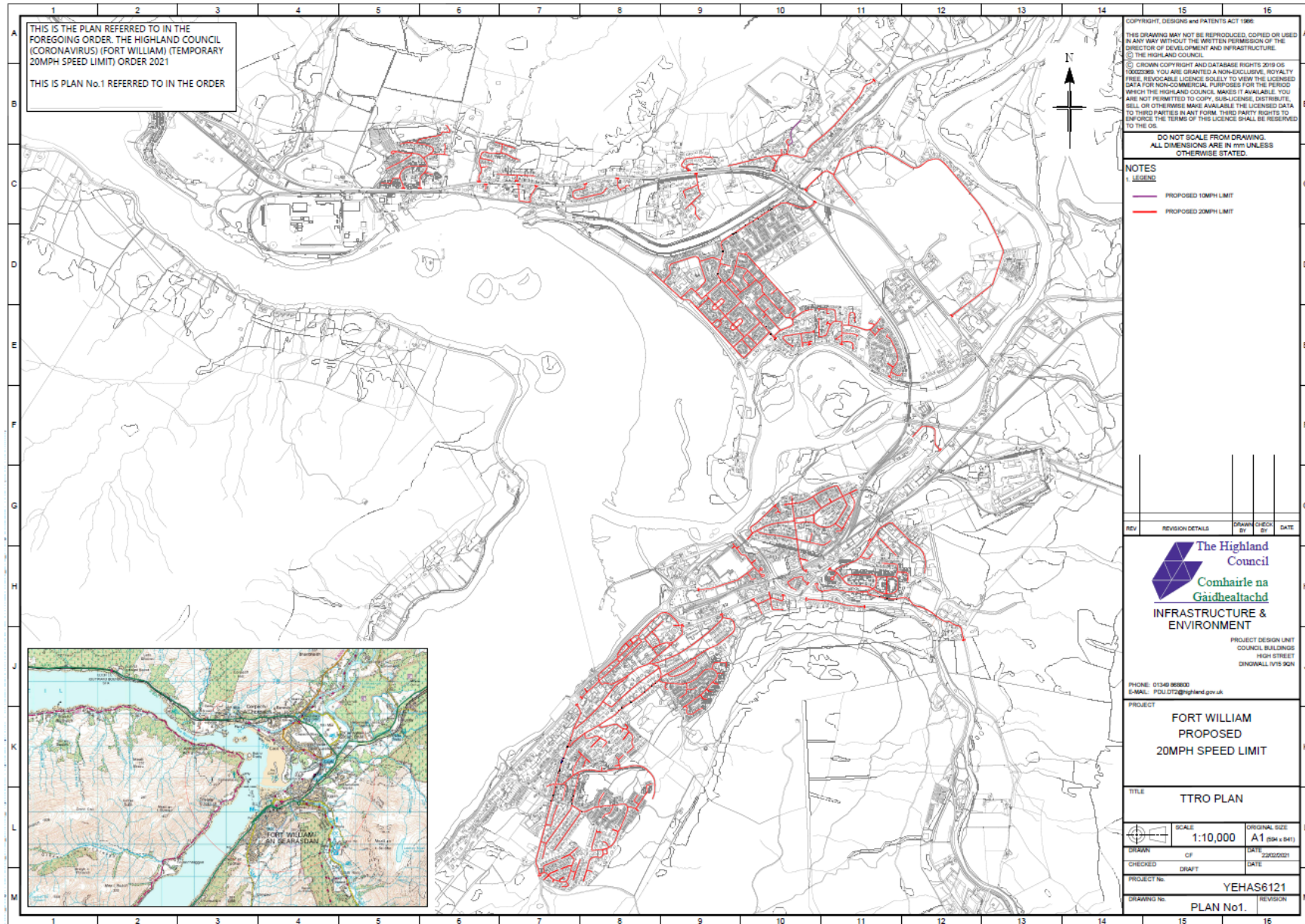
7.2 In view of the desire to maintain the temporary 20mph speed limit on Lundavra Road and make progress with making permanent the 20mph speed limit for Fort William this report is being brought to the Lochaber Area Committee to seek approval for the installation of speed cushions on Lundavra Road.

Designation: Executive Chief Officer Infrastructure, Environment & Economy

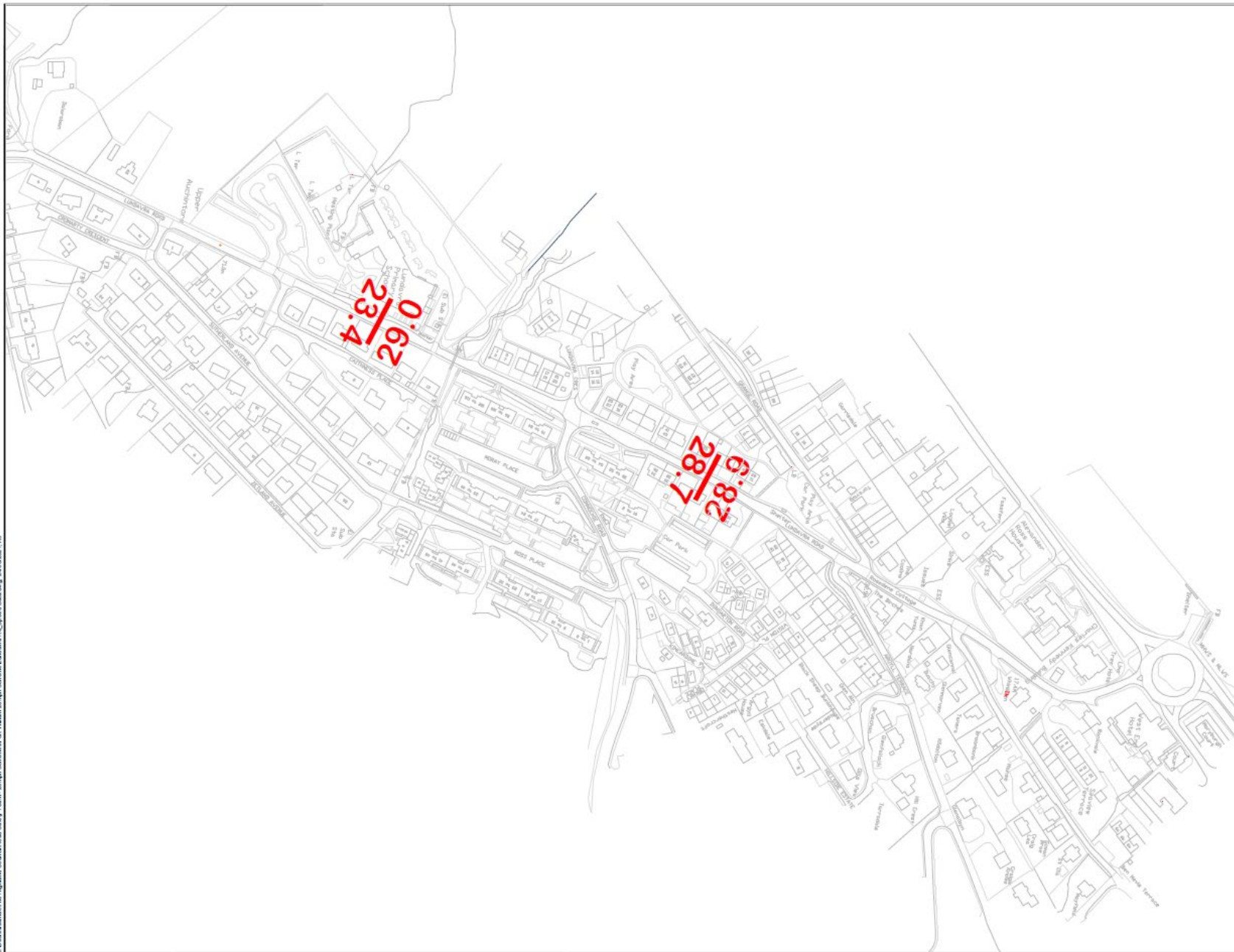
Date: 20 October 2021

Author: Lisa MacKellaich, Road Safety Officer

Appendix 1 – Temporary 20mph Speed Limit Extents



Appendix 2 – Existing Mean Average Speed Data Lundavra Road



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Revision Details			
No.	Date	By	For

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**Lundavra Road
Fort William**

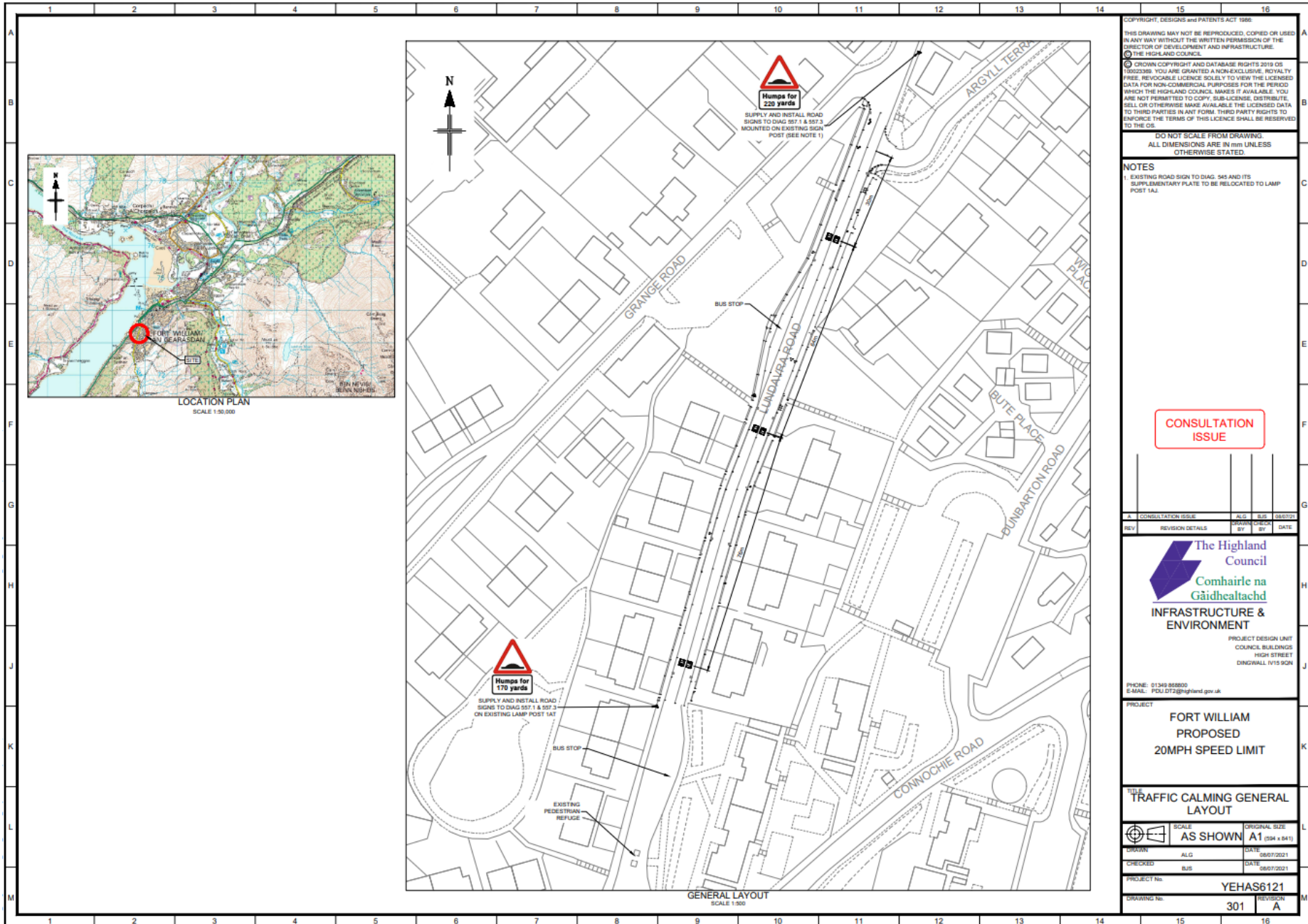
Title:
Speed Data

Scale (at A3):
NTS

Drawn:	LM	Date:	24.08.21
Checked:		Date:	

Project No.:
Drawing No.: **1** Rev:

Appendix 3 – Proposed Speed Cushion Scheme Lundavra Road



Appendix 4 – Objection Correspondence

Objectors Letter



23 AUG 2021

20/8/21

Dear [REDACTED]

TRAFFIC CALMING MEASURES LUNDAVRA ROAD

I see that there is a consultation ongoing about speed bumps on Lundavra Road, Fort William.

The Council has spent some considerable amount in upgrading the road surface and I think that the number of speed bumps proposed is too many.

Lundavra Road is not a side or secondary road but is the main arterial route on the south side of Fort William and the measures proposed are excessive.

I also think that these measures have not gone to full public consultation and the Covid situation is more under control, and so no short-cutting of public comment was required.

In summary, the number of speed bumps proposed is excessive.

Kind regards

Council Officers Response Letter

Please ask for [REDACTED]

Direct phone [REDACTED]

Your ref:

Our ref: FW 20 mph

Date: 26th August 2021

Dear [REDACTED]

PROPOSED TRAFFIC CALMING – LUNDAVRA

Many thanks for taking the time to send your letter with regards to the proposed Road Safety Improvement Scheme for Lundavra Road, Fort William, which closed its public consultation on Monday 23rd August '21.

Background

The introduction of a 20mph speed limit in Fort William along with the associated Traffic Calming is in line with the Council's programme to introduce 20mph speed limits around the Council Area and in line with the Government Policy where a national strategy for 20 mph zones and limits in Scotland is currently in development.

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. When installing these 20 mph limits the existing mean average vehicle speeds should be below 24 mph to enable the 20 mph limit to be installed without traffic calming.

With reference to the points you have raised in your letter we comment as follows:

Lundavra Road

I have enclosed, for your information, a copy of the existing mean average speed data collected for Lundavra Road. As you can see the mean average speeds recorded over a 7 day period were 28.9 mph and 29 mph travelling southbound (uphill) and 23.4 mph

and 28.7 mph travelling northbound (downhill). These figures are above the 24 mph threshold, so as you are likely aware, temporary traffic calming was installed (via the Spaces for People project) to reduce vehicle speeds and allow the temporary 20 mph speed limit to be installed. As you are aware Lundavra Road is a long, straight, wide road with minimal house frontages and thus the existing mean average speeds mean that in order to have a 20 mph limit on this road some form of traffic calming is required. This temporary road narrowing feature that was located on Lundavra Road, on review, was found to not perform well in terms of vehicle flow. As you have rightly said in your letter this is a main route in Fort William and thus the speed bumps are being proposed as they still allow 2 way vehicle flow whilst still reducing speeds to the required level.

The proposed speed cushions have been designed to be suitable for a bus route which means they are only 1.7 metres in width. This width means that larger vehicles with a wider wheelbase feel less of a bump as they straddle the cushion which reduces the noise generated from vehicles negotiating the cushion and helps to reduce the amount of acceleration and braking involved in negotiating the cushions. Due to the length of the road 3 sets of speed cushions are proposed to ensure that vehicles maintain a consistent speed over the entire length of road which again will eliminate the stop start nature of driver behaviour that can occur when single sets of humps alone are installed and this lower consistent speed is required over the entire length of Lundavra Road, not one single location within it.

Public Consultation Process

I can confirm that all parts of the full legal consultation process have been undertaken for this proposed speed cushion scheme on Lundavra Road. 'The Road Humps (Scotland) Regulations 1998' Act requires the Roads Authority to carry out a prescribed consultation process for all proposed road hump schemes. I can confirm that the proposals for the 3 sets of speed cushions for Lundavra Road were sent to Police Scotland, Scottish Fire and Rescue Service, Scottish Ambulance Service, Bus Companies, HC Public Transport, Highland Cycle Campaign, Road Haulage Association, Logistics UK, Local Elected Members, Community Council and in this case there are no direct frontage residential properties so specific householders were not directly written to. The enclosed notice appeared in the Lochaber Times on 22nd July with the notice being put up on lamp columns in the area. At present the Highland Council Service Points are still closed due to Covid 19, thus, in order to ensure the

public are still fully sited on the proposals, we have uploaded all documentation onto our website. The lack of open Service Points is the reason the Coronavirus (Scotland) Act 2020 is being referenced in the public notice. This documentation pertaining to the scheme can be viewed at www.highland.gov.uk/roadsafety and select 'Road Safety Consultations', in addition to this a phone number was provided should anyone without access to a computer/internet wish to receive paper copies of the proposals. Thus, as you can see, all steps have been taken to ensure that the full public consultation has been carried out for these proposals.

Moving forward

I confirm that we are treating your letter as an objection to the scheme. As you are aware the closing date for the wider consultation was Monday 23rd August 2021, and I can confirm that you are the only correspondence we have received expressing any concern with regards to the proposals during the consultation process. Our experience has been that the wider community are in favour of the proposed improvements to Lundavra Road as they wish to see the reduction of vehicle speeds, in particular as Lundavra Primary School sits on this road. The engineering team are standing by to construct the proposal as we are all keen to deliver this much needed road safety improvement for the area. We hope the above has outlined the rationale behind the proposals that have been carefully considered and brought forward for this area, you can see the benefits to the proposal, and it alleviates the concerns you have raised. We are happy to discuss this with you on the phone should you wish. Should you still wish to pursue your objection to the proposal, the next stage of this formal process is for your objection to be heard by the Elected Members at the Local Area Lochaber Committee Meeting which does not meet again now until 8th November 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

You may reply to this letter by post, email or telephone but due to the current Covid 19 pandemic The Road Safety Team are currently working from home with limited access to mail or printing facilities. As a result emailed replies or telephone conversation will see a quicker response due to less delays in processing.

I look forward to hearing from you.