

Agenda Item	4
Report No	BSAC/16/22

HIGHLAND COUNCIL

Committee: Badenoch and Strathspey

Date: 7 November 2022

Report Title: Grantown on Spey Traffic Calming in support of 20mph Speed Limit

Report By: Executive Chief Officer Infrastructure, Environment & Economy

1 Purpose/Executive Summary

- 1.1 Members are asked to discharge the authority's duty to consider the single objection to the traffic calming being proposed to support the Grantown on Spey 20mph speed limit order, which was properly submitted and not withdrawn, before deciding whether to approve the construction of the traffic calming.

2 Recommendations

2.1 Members are asked to:-

- i. **Consider** the objection made in accordance with the regulations and not withdrawn; and
- ii. Subject to i), **approve** the construction of the traffic calming in Grantown in Spey

3. Implications

3.1 **Resource** – These proposals are being funded via the Transport Scotland 'Cycling, Walking and Safer Routes' external grant funding.

3.2 **Legal** – There is a requirement for outstanding objections to traffic calming proposals to be considered by the Roads Authority. This report sets out the objections received for consideration and is seeking approval to construct.

- 3.3 **Community (Equality, Poverty, Rural and Island)** – 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** – If the construction of the traffic calming is not approved there is an increased risk of non-compliance with the new 20mph speed limit meaning the extents of the proposed 20mph speed limit will have to be reviewed.
- 3.6 **Gaelic** – There are no Gaelic implications.

4. Background

- 4.1 This scheme is part of the Council's overall strategy to introduce 20mph speed limits in our town and residential areas as a measure to improve road safety, provide an environment to encourage healthier and more sustainable transport choices such as walking and cycling, benefit casualty reduction and severity, and improve the safety of school aged children who are susceptible to visual looming.
- 4.3 When designing 20mph 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.
- 4.4 During the design process speed surveys were carried out in several locations in Grantown on Spey (see **Appendix 1**) and as a result of the mean average speeds being recorded above 24mph a series of speed cushions were designed around Grantown on Spey as follows:- 2 pairs on Castle Road East; 4 pairs on B9102 between the Castle Road East Junction and the leisure centre and 2 pairs on Heathfield Road.

In addition to the traffic calming proposed as a result of speed surveys, there is also one pair of speed cushions and a full width road hump proposed for South Street, this is as a direct result of parent and school complaints regarding traffic flow in the area.

- 4.5 There is one outstanding objection to the construction of the traffic calming.

5. Consultation

- 5.1 Consultation plans were produced for the proposed traffic calming. **Appendix 2** contains plans detailing these traffic calming proposals. A copy of the 20mph speed limit extents which went through consultation with no objections can be found in **Appendix 3** for information.

5.2 Elected Members were consulted prior to statutory consultation taking place. Statutory consultation then took place with the Emergency Services, Community Council, Freight Transport Association, Road Haulage Association, Highland Cycle Campaign and Bus Companies and the proposals were then advertised in the local press for the period 5 August to 5 September 2022.

6. Representations

6.1 The Highland Council has received one objection to the proposed traffic calming in Grantown on Spey and the Authority has been unable to resolve this objection.

6.2 A summary of the representation and officer comments is set out in the table in **Appendix 4**. Copies of the representations and communications are provided at **Appendix 5**.

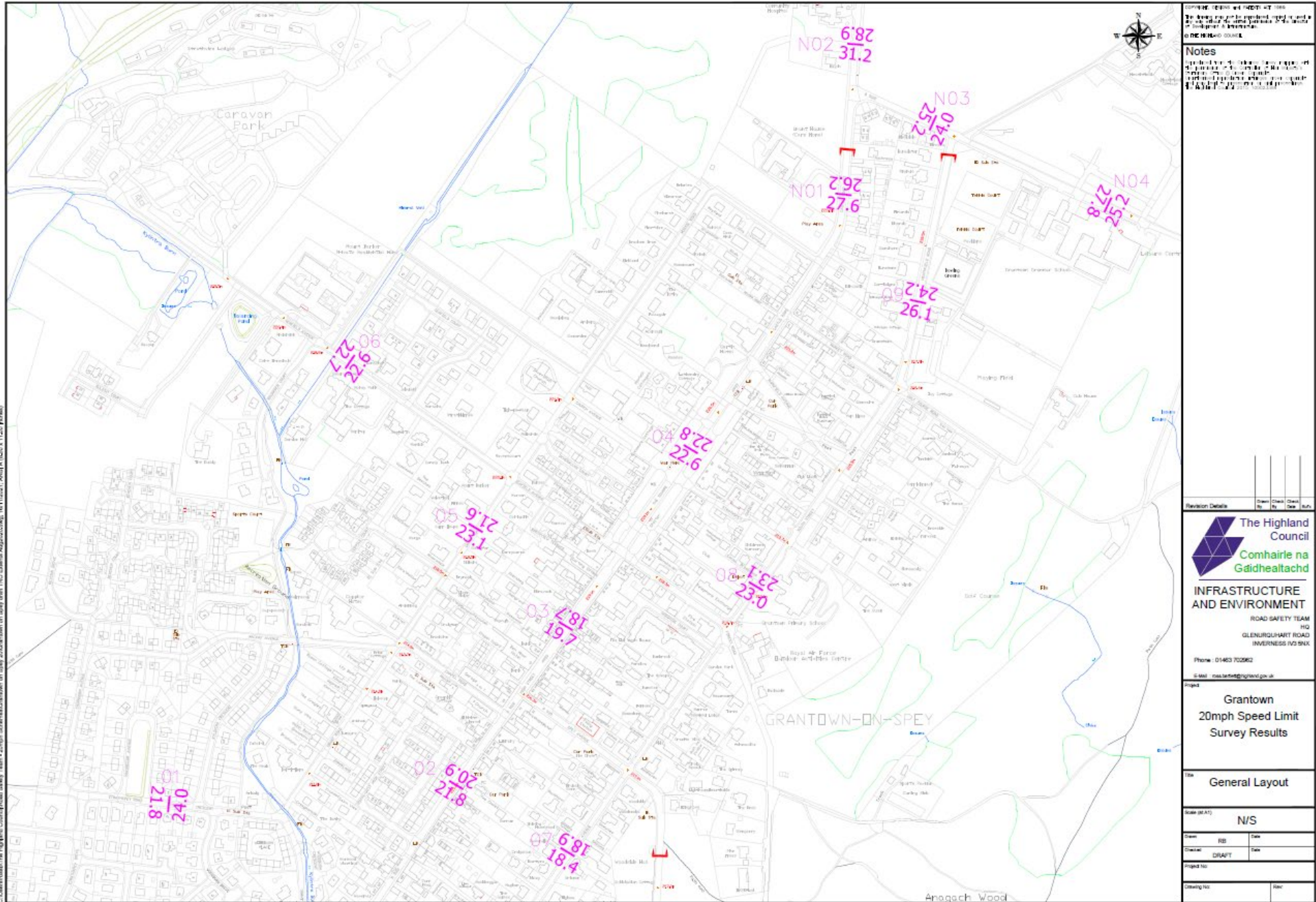
6.3 In view of the desire to make progress with making permanent the 20mph limit in Grantown on Spey with the aim of delivering a self-enforcing speed limit, this report is being brought to Committee to seek approval for construction of the traffic calming in Grantown on Spey as detailed in **Appendix 2**.

Designation: Executive Chief Officer Infrastructure, Environment & Economy

Date: 7 October 2022

Authors: Ross Bartlett, Road Safety Technician

Appendix 1 – Mean Average Speed Data, Granttown on Spey



Notes

The data on this map is for information only and should not be used for any other purpose. The data is subject to change without notice.

Revision Details

Rev	Date	By	Check	Drawn	Scale

The Highland Council
Comhairle na Gàidhealtachd

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INVERNESS IV3 9NX

Phone: 01463 702562
Email: roadsafety@highland.gov.uk

Project
Granttown
20mph Speed Limit
Survey Results

Title
General Layout

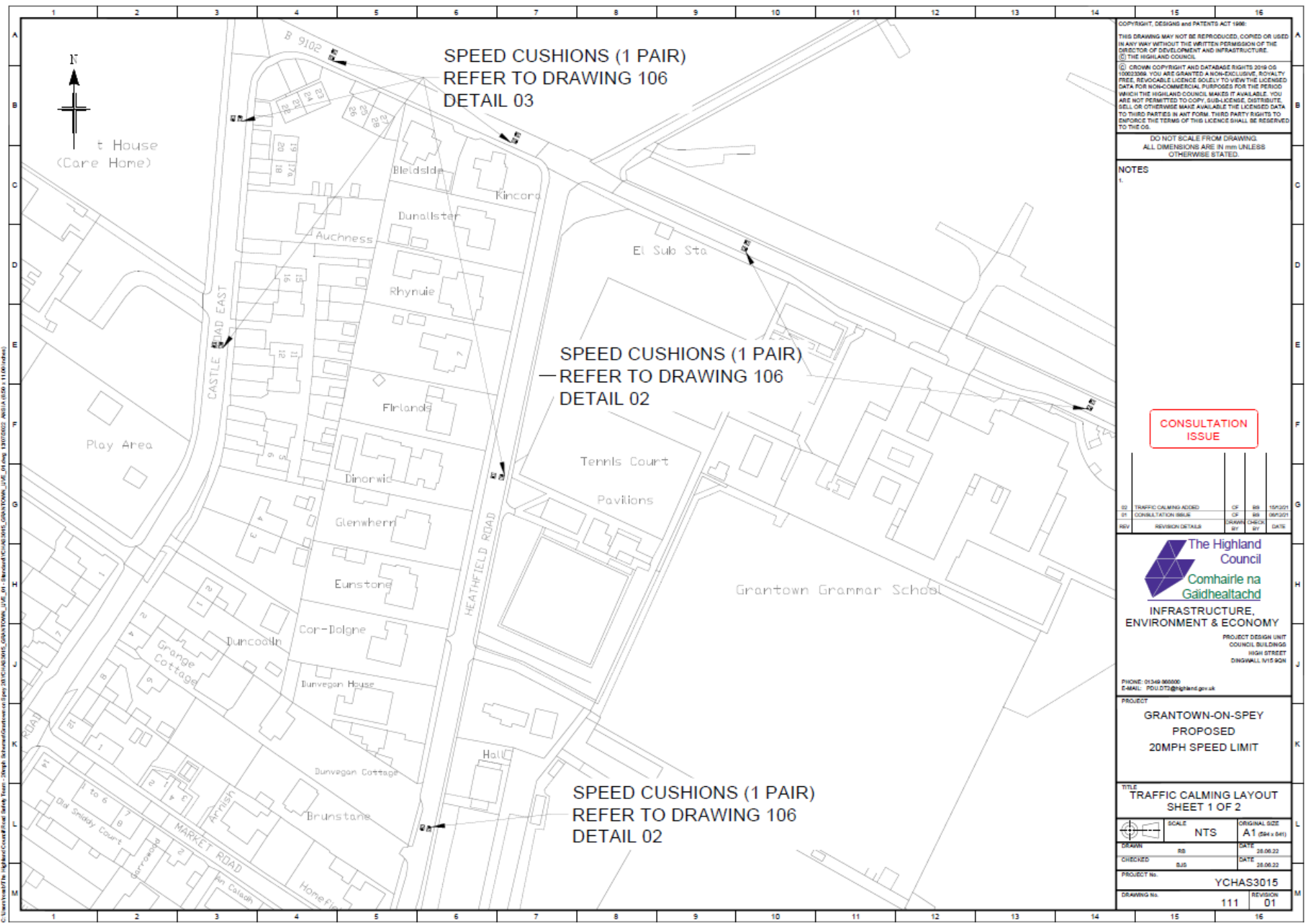
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Drawn	RB	Date

Checked	DATE

Project No:

Drawing No:



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NOTES
 1.

CONSULTATION ISSUE

02	TRAFFIC CALMING ADOPT	CF	RB	15/10/21
01	CONSULTATION ISSUE	CF	RB	08/10/21
REV	REVISION DETAILS	DRAWN	CHECKED	DATE
		BY	BY	

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PROJECT
**GRANTTOWN-ON-SPEY
 PROPOSED
 20MPH SPEED LIMIT**

TITLE
**TRAFFIC CALMING LAYOUT
 SHEET 1 OF 2**

	SCALE	ORIGINAL SIZE
	NTS	A1 (594 x 841)
DRAWN	DATE	28.06.22
CHECKED	DATE	28.06.22
PROJECT No.	YCHAS3015	
DRAWING No.	111	REVISION 01

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DRAWING NUMBER	SIGN REF. NO.	LOCATION	SIGN DIAGRAM NO.	DESCRIPTION	WIDTH (mm)	H HEIGHT (mm)	REMARKS
100	S01	...	...	...	...	...	...
106	S10	...	...	...	...	...	...

DRAWING NUMBER	SIGN REF. NO.	LOCATION	SIGN DIAGRAM NO.	DESCRIPTION	WIDTH (mm)	H HEIGHT (mm)	REMARKS
104	S20
106	S30

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NOTES

SPEED LIMIT TRAFFIC SIGN SCHEDULE

DRAWING NUMBER	SIGN REF. NO.	LOCATION	SIGN DIAGRAM NO.	DESCRIPTION	HEIGHT (mm)	T-HEIGHT	REMARKS
106	S40	...	...	...	...	...	...

ROAD MARKING SCHEDULE


DIAGRAM NO.	DESCRIPTION	MODULE/REMARKS (mm)	COLOR	No. LINES/METERS
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102
103
104
105

TRAFFIC CALMING TRAFFIC SIGN SCHEDULE

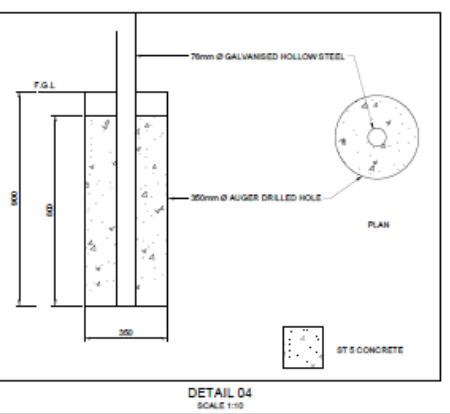
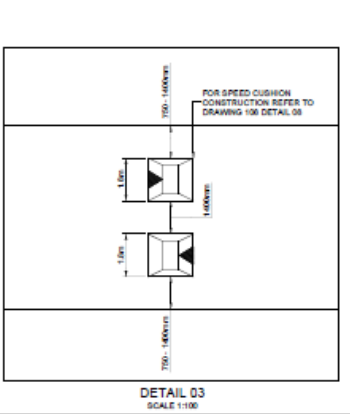
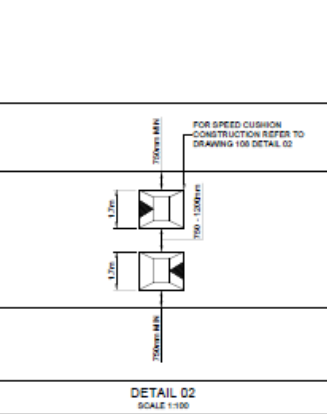
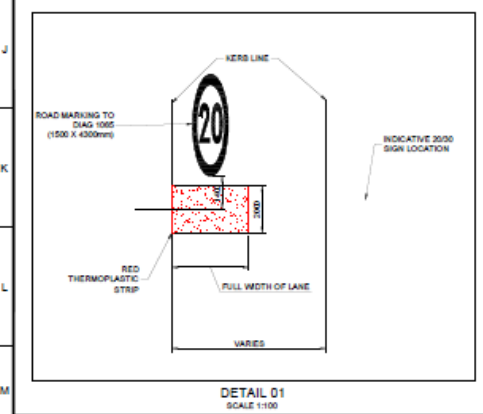
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104	S51

CONSULTATION ISSUE

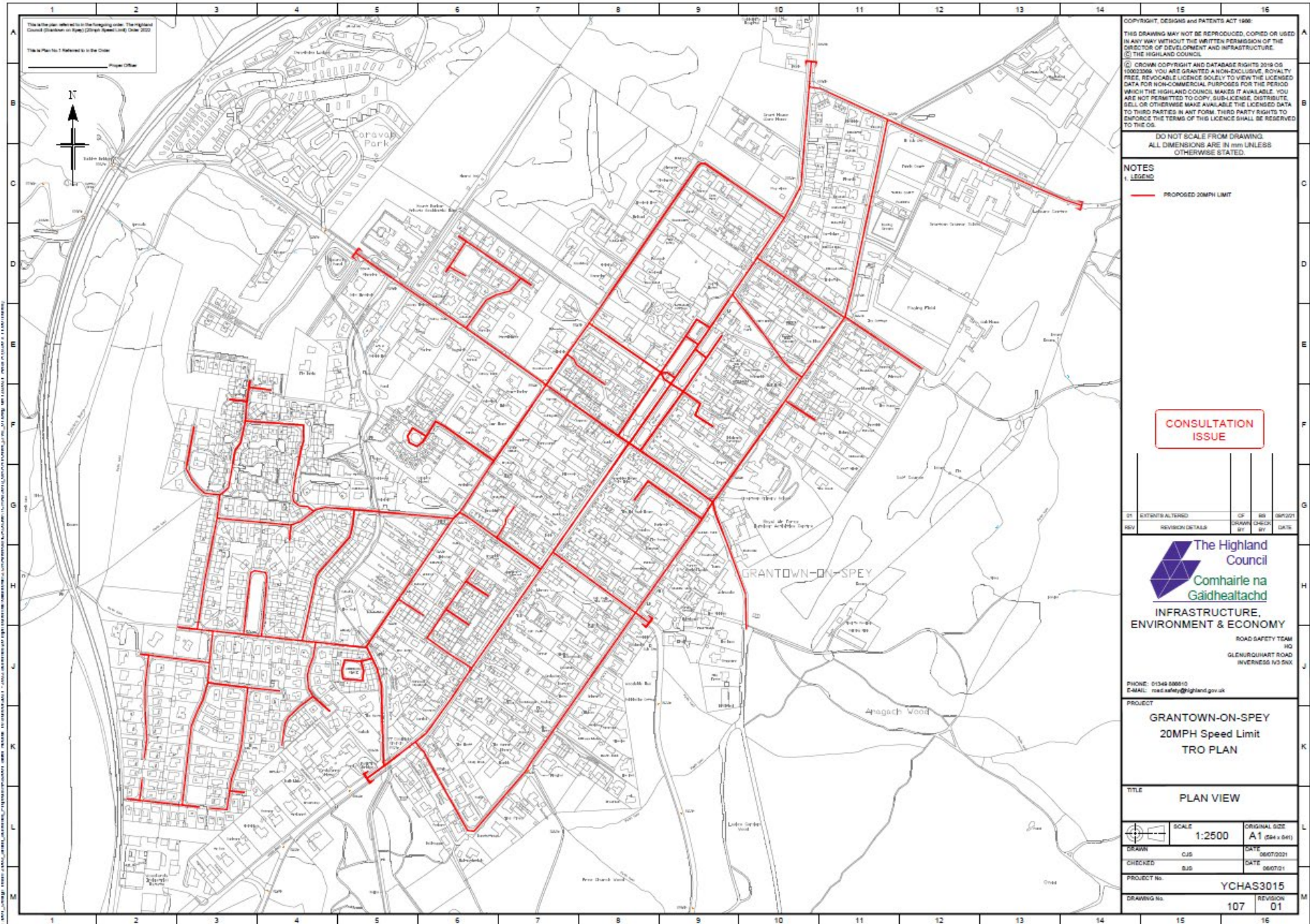
02	TRAFFIC CALMING ADDED	CF	BB	15/03/21
01	CONSULTATION ISSUES	CF	BB	08/03/21
REV	REVISION DETAILS	DRAWN	CHECK	DATE
		BBV		


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GRANTOWN-ON-SPEY
PROPOSED
20MPH SPEED LIMIT



Appendix 3 – 20mph Scheme Extents



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NOTES
 1. LEGEND

— PROPOSED 20MPH LIMIT

CONSULTATION
 ISSUE

NO.	EXTENT/ALTRD	OF	BY	DATE
REV	REVISION DETAILS	DRAWN BY	CHECK BY	DATE

The Highland Council
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 INFRASTRUCTURE,
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 ROAD SAFETY TEAM
 HQ
 GLENRICHART ROAD
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 PHONE: 01468 58610
 E-MAIL: road.safety@highland.gov.uk

PROJECT
GRANTOWN-ON-SPEY
 20MPH Speed Limit
 TRO PLAN

TITLE
PLAN VIEW

SCALE 1:2500	ORIGINAL SIZE A1 (594 x 841)
DRAWN CJS	DATE 06/07/2021
CHECKED SJS	DATE 06/07/21

PROJECT No.	YCHAS3015	
DRAWING No.	107	REVISION 01

Appendix 4 – Table of Representations and Officer Comments

Representor	Date Received	Summary	Officer Comment
Objector 1	18.08.22	<p>Objection to the traffic calming on the following grounds:-</p> <ul style="list-style-type: none"> • There is no problem with speeding in Grantown on Spey. • Waste of public money. • Speed cushions discourage traffic which will be detrimental to local businesses. • Increase traffic noise from vehicles negotiating the speed cushions. • Speed cushions are a nuisance, unpleasant to negotiate and will cause damage to cargo and vehicles. 	<p>Response letter sent 30.09.22 replying to all the points as follows:-</p> <ul style="list-style-type: none"> • Provided the rationale behind the Highland Council 20mph programme and the design guidance being followed. • Outlined the funding source and explained how it is being used to make communities more appealing for active travel and reduce the risk of collisions. • Explanation provided that speed cushions have been proposed to minimise any increase in noise, they provide reasonable speed reduction due to their narrow width meaning larger vehicles can straddle the cushions. When driven with due care and attention at the appropriate speed even cars can minimise the bump felt if lining up correctly.

Appendix 5 – Copies of Correspondence

Objector 1

Ross Bartlett
Road Safety Technician
Road Safety Team
Glenurquhart Road
Inverness
IV3 5NU

Cc:
Douglas Ross MP
63 High Street
Forres
IV36 1PB

18th August 2022

RE: Objection to proposed speed cushions in Grantown-On-Spey

Ross

I object to the proposed speed cushions in Grantown-On-Spey on the following grounds:

- i) I do not recognise a problem with speeding in Grantown. If there is, perhaps use revenue generating speed cameras or ask Police Scotland to investigate the issue and deal with the perpetrators.
- ii) This is a waste of public funds. I pay £400 per month in council tax. How many years will my payments take to pay for this work? If there is excess money within the road safety budget perhaps this could be better allocated somewhere else, such as health care, dentistry, social housing, education. An idea might be to use the funds to provide computer equipment for the local school or set up training schemes in trades such as electrician, plumbing and construction which this community needs.
- iii) Speed cushions discourage traffic. Traffic brings business to Grantown which means we have shops to use in the winter when the tourists leave.
- iv) The traffic noise within Grantown including Heathfield road comes from Lorries, Vans with trailers and motorbikes. The noise of Lorries and Vans with trailers going over speed cushions will increase due to the sound of their payload moving as it hits the bump. Motorbikes are simply noisy even when stationary, but they bring commercial benefits and play their part in making shops and businesses in a rural community sustainable.
- v) Speed cushions are a nuisance, and unpleasant to negotiate at any speed. I do not want to drive my van over these obstructions on a daily basis. They cause damage to cargo and cause wear on the vehicle.

Grantown on Spey Traffic Calming

Many thanks for your letter of the 18th of August regarding the above.

The introduction of a 20mph speed limit in Grantown on Spey along with the associated Traffic Calming is in line with the Council's programme to introduce 20 mph speed limits around the Council Area. To date more than twenty, 20 mph limit schemes, across the Highland Council Area have been successfully implemented. The implementation timetable has been based on collision history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel.

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. The mean average speeds were recorded over a 7 day period and were more than 24 mph on all the streets where traffic calming has been proposed apart from South Street by the Primary School. The traffic calming on South Street at the primary school is being proposed due to parental concerns regarding the nature of traffic in the area and this being a barrier to allowing their children to walk or cycle to school. Thus, to answer your first objection the traffic calming is being promoted to avoid a future speeding problem as a result of installing the 20 mph speed limit not to deal with an existing speeding problem within the 30 mph speed limit. The use of camera enforcement for speed limits is not under the control of the Highland Council and this location would not meet the site criteria used by the Safety Camera Unit for site selection. I have attached speed survey summary results for your information.

With regards to your objection regarding the cost of the scheme, The Highland Council have committed to rolling out 20 mph speed limits throughout Highland for the benefits they gain in active travel uptake and collision reduction and severity. The proposed works are funded by the Scottish Government grant for Cycling Walking and Safer Routes, and this is not funding that can be reallocated in the way you have suggested. The grant is designed to develop works to encourage active travel uptake and reducing speed limits helps to improve streets for active travel users and encourages better connections within the community for locals and tourists alike.

With regards to your objections numbered iii – v, regarding the speed cushions, when designing traffic calming schemes to support 20 mph speed limits the number and type of features is chosen carefully to avoid as many negative results as possible. It is very unlikely the installations of the minimal traffic calming proposed would affect traffic volumes in the area. Traffic Calming can cause displacement of traffic, but this is normally restricted to moving traffic onto adjacent streets if there is an option without traffic calming which is convenient. This is not the case for the proposals for Grantown on Spey so there is no change in traffic volumes expected.

The traffic calming proposed for Grantown on Spey is all speed cushions with the exception of one location beside the Primary School which is not adjacent to residential properties. Speed cushions were chosen as they are designed to be driven over at around 20 mph, due to their width most vehicles do not have to mount the entire height cushion and instead only run on the sloped shoulders. This means that the bump felt in a vehicle if driven at an appropriate speed is minimal, this coupled with the fact that multiple features are used along a street to maintain an even vehicle speed should result in minimal increase in noise in the area. A benefit of lowering the speed limit to 20 mph is that vehicles at 20 mph create less noise than those driven at 30 mph. Larger vehicles like vans and lorries have a wider wheelbase than cars and straddle more of the cushion reducing the bump height even further. Some larger vehicles will not hit the sides at all if driven with care which is how the speeds of larger vehicles is managed. Motorcyclists will not have to ride over the bump at all and they will either be able to ride between the kerb and cushion or through the centre if appropriate.

As you will be aware the closing date for consultation has now closed as yours is the only objection received so we would been keen to try to resolve your objection. If you do not feel your objections have been covered in enough detail to allow you to withdraw your objection a meeting or telephone conversation can be arranged if you thought this would help. If you do not feel you can withdraw your objection the next stage of this formal process is for your objection to be heard by the Elected Members at the Badenoch and Strathspey Area Committee Meeting, on the 7th of November 2022. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

We look forward to hearing from you.

Yours sincerely,