

REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 20 APRIL 2010

SUBJECT: PROPOSED 40 MPH SPEED RESTRICTION B9012 DUFFUS ROAD, ELGIN

BY: DIRECTOR OF ENVIRONMENTAL SERVICES

1. REASON FOR REPORT

- 1.1 The Committee is asked to approve the promotion of a 40 mph speed restriction to cover a new residential development on the B9012 Duffus Road that forms part of a planning condition and amend the existing 30 mph speed restriction to take account of the Speed Limit Review process currently being undertaken
- 1.2 This report is submitted to Committee in terms of the Council's Administrative Scheme relating to the making of Orders for the regulation of traffic.

2. RECOMMENDATION

2.1 That the Committee agree:-

- (a) to approve the proposed Traffic Regulation Order to introduce a 40 mph restriction on B9012 Duffus Road, Elgin to cover a new residential development, shorten the existing 30 mph restriction and instruct the Director of Environmental Services and Chief Legal Officer to proceed with the statutory process and;
- (b) to instruct the Director of Environmental Services and the Chief Legal Officer to make and implement the order if, following the consultation period, there are no outstanding objections.

3. BACKGROUND

- 3.1 It has been identified that the new residential development on B9012 Duffus Road, Elgin is not within a speed limit. This proposal seeks to address this issue by providing a 40 mph limit and amending the existing 30 mph restriction that can improve compliance within the existing residential development to the east of Hamilton Drive.
- 3.2 Planning approval for the development contained a condition that a 30 mph speed limit must be in place on the B9012 covering the development access before housing could be occupied.
- 3.3 Members are aware that speed limits on all "A" and "B" class roads in Moray are being reviewed at the request of the Scottish Government in line with the new guidelines (Committee of 13 October 2009, item 8 refers).

- 3.4 The developer has intimated that the first houses will be ready for occupation in October 2010 and so the Traffic Regulation Order process needs to begin soon.
- 3.5 Rather than promote an order here in advance of the speed limit review, it was logical to bring the review of this section forward in the programme and this was done.
- 3.6 The results of the review show that a 40 mph speed limit will be appropriate at this location after the development is complete and also that the changeover from 40 to 30 should be located to the east of the existing 30 mph limit signs, to the west of the Beechbrae Education Centre. That is, the existing 30 mph limit should be shortened by approximately 500m with the new 40 mph extending to meet the new location of the 30 limit.
- 3.7 A survey was undertaken to provide a record of existing vehicular speed within the existing 30 mph restriction and showed mean speeds of 31.5mph in a westerly direction towards Duffus and 35mph in an easterly direction towards Elgin
- 3.8 The new speed limits will more accurately reflect driver perception of the road and it is anticipated that compliance levels at the new location of the start of the 30 mph limit will improve as a result.
- 3.9 Elected members expressed concerns regarding the impact of on-street parking in the vicinity of Beechbrae Education Centre. Following investigation it is proposed to install a 15m long, legally enforceable bus bay on the southern side of the B9012 Duffus Road, approximately 15m west of the entrance to the Education Centre. The existing bus stop will be relocated accordingly. This facility will provide an informal passing place for climbing traffic and improve junction visibility for the Education Centre.

4. SUMMARY OF IMPLICATIONS

(a) Single Outcome Agreement/Service Improvement Plan

The proposal adheres to National and Local Outcomes by striving to ensure that there are no collisions or people injured on Moray's roads.

(b) Policy and Legal

This proposal complies with the requirements of the Road Traffic Regulation Act 1984.

(c) Resources (Financial, Risks, Staffing and Property)

The cost of making the order and providing signing will be met in full by the developer of the Spynie site, as one of the conditions placed upon their planning application.

There are no staffing or property implications from this report.

(d) Consultations

Inspector Scott Mann of Grampian Police has been consulted on this report and is in agreement with the recommendation.

Lorraine Paisey, Principal Accountant has been consulted on this report and agrees the financial implications.

Alasdair McEachan, Principal Solicitor (Commercial and Conveyancing) has been consulted and is in agreement with the recommendation.

The Elected Members for Heldon and Laich and Elgin City (North) have been advised and any comments they have can be made at the meeting.

5. CONCLUSIONS

- 5.1 It is proposed to promote a traffic regulation order which will introduce a 40mph speed restriction on B9012 Duffus Road, Elgin to cover the new residential development and shorten the existing length of 30 mph limit.(see attached plan in Appendix A and schedule in Appendix B).**

Author of Report: Kevin Price, Engineer (Traffic)

Background Papers: None

Ref: GRH/KMP/

Appendix B**SCHEDULE****“PROPOSED 40MPH/30MPH SPEED RESTRICTIONS”**

Roads in Elgin	Location
B9012 Duffus Road (40MPH)	From a point 240 metres or thereby north west of its junction with A941 Morriston Road for a distance of 777 metres or thereby in a north-westerly direction.
B9012 Duffus Road (30MPH)	From its junction with A941 Morriston Road for a distance of 240 metres or thereby in a north-westerly direction.
Revoke Existing Orders insofar as they relate to B9012 Duffus Road	The Grampian Regional Council (B9012 Duffus Road, Elgin) (Restricted Road) Order, 1988. The Grampian Regional Council (Restricted Roads, Moray Division) (Consolidation) Order, 1987).

STATEMENT OF REASONS

The speed restrictions are being introduced to highlight changes to the road environment in conjunction with a new residential development and as a result of the speed limit review of “A” and “B” class roads.