

**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 15 JUNE 2010**

**SUBJECT: INVESTIGATION OF 20 MPH SPEED RESTRICTIONS FINDOCHTY AND PORTKNOCKIE**

**BY: DIRECTOR OF ENVIRONMENTAL SERVICES**

**1. REASON FOR REPORT**

- 1.1 Further to a previous report on the subject of introducing 20mph limits in Findochty and Portknockie, presented to this Committee on 3 February 2009 (Para 1 of the minute refers), additional traffic surveys have been carried out and this report seeks to inform Committee of the results and present future considerations.
- 1.2 This report is submitted to Committee in terms of the Council's Administrative Scheme relating to traffic management functions, including the preparation and implementation of traffic management schemes.

**2. RECOMMENDATION**

- 2.1 Committee is asked to note the contents of this report, including the proposal not to carry out any further work on this subject in the meantime.**

**3. BACKGROUND**

- 3.1 There have been various reports to Committee since the previous Portknockie and Findochty report relating to 20mph limits including an Information report on the introduction of 20mph limits to 23 February Economic Development and Infrastructure Services Committee (Para 15 of the minute refers) and a report on Introducing a 20mph limit in Elgin Centre to 20 April 2010 Economic Development and Infrastructure Services Committee (Para 21 of the minute refers).
- 3.2 The Information report explained the legal requirements relating to the introduction of 20mph limits and these will be referred to in estimating costs for any speed limit or zone proposed. The key speed measurement which needs to be considered for introducing a 20mph limit is the mean speed. Appendix B of the Information report laid down the process.
- 3.3 Specifically, if the mean speed is below 20mph then a 20mph limit may be considered. This will require signing at the entrance to each of the streets included in the limit, with repeater signs at appropriate intervals throughout the speed limit.
- 3.4 If the mean speed is between 20 and 24mph then a 20mph limit or zone may be considered, but appropriate traffic calming would be required. The only

difference between a limit and zone in this case is the level of signing which is required in order that the limit can be enforced.

- 3.5 If the mean speed is above 24mph then traffic calming is mandatory to reduce speeds before a 20mph limit can be considered.
- 3.6 The Elgin Centre report is referred to for comparison of costs, speed data and benefit to numbers of road users.

#### 4. **DISCUSSION**

- 4.1 Further speed surveys have been carried out on more roads in Findochty and Portknockie to give a better picture of what is happening on the residential streets within the settlements away from the A942 through each village and are contained in **Appendix A**.
- 4.2 In Findochty it can be seen that the average speed measured on the A942 Strathlene Road / Netherton Terrace is above 24mph and would therefore require traffic calming. Average speeds within all the other streets surveyed have been measured below 24mph and many of them are below 20mph. In the streets with speeds below 20mph, a 20mph limit could be introduced, with the appropriate signing, but no significant change in vehicle speeds would be expected as a result.
- 4.3 Given the speeds which have been found in Findochty, traffic calming would be required on Seaview Road and Station Road in addition to anything on the A942.
- 4.4 Previous estimates for traffic calming in Findochty only included the A942 and was in the order of £200,000. Since traffic calming would also be required on Station Road and Seaview Road before introducing a 20mph limit then it is estimated that approximately a further £100,000 of traffic calming would be required.
- 4.5 If Station Road and Seaview Road along with the A942 were excluded from the speed limit then a 20mph limit can be introduced with signing only in all the other streets in Findochty. The cost of all the signs would be in the region of £6000. No traffic calming would be required to implement this option.
- 4.6 It should be noted however, that the majority of pedestrian movements are on Station Road, Seaview Road and A942 Netherton Terrace.
- 4.7 In Portknockie, the survey results indicate that generally the average speeds are slightly higher than those in Findochty, however the majority of streets still fall below 24mph. The exceptions being A942, Station Road, Church Street and Bridge Street, and King Edward Terrace (western section which has houses on one side of the road only).

- 4.8 Again the previous estimate for traffic calming in Portknockie concentrated on A942 and King Edward Terrace. Costs of traffic calming these two routes were estimated at £280,000.
- 4.9 Also highlighted were the wide residential streets. This has been borne out in the speed surveys and it would be necessary to install traffic calming in Admiralty Street, Findlater Avenue, Firthview, Geddes Avenue, Haig Street, Logie Drive, New Street, Park Street, Pultney Street, Samson Street, Seafield Street, Seafield Terrace and Wood Place. An estimated cost of traffic calming on these streets would be in the region of £350,000.
- 4.10 Further speed surveys could be carried out in more specific streets to establish more accurate speed data, but there are a significant number of streets covering more than 8km in total and this would be very time consuming and costly.
- 4.11 Based on the speeds which have been measured and estimated on all the streets in Portknockie, with the exception of the A942 and the western end of King Edward Terrace, even with traffic calming measures installed, speeds would only be expected to fall to the region of 20mph giving a reduction of only a few miles per hour for a significant outlay in cost.
- 4.12 Portknockie is more difficult to split up into areas which could have a 20mph limit introduced with signing only, but based on carrying out further speed surveys to establish more accurate speeds, a 20mph limit could be introduced on the streets to the north of the A942 and west of Park Street for approximately £6000.
- 4.13 If new speed surveys showed that a 20mph could be introduced in the streets to the north of the A942 and east of and including Park Street without traffic calming, then it would be possible to implement that for a further £2500.
- 4.14 The streets to the south of the A942 are the most difficult and some traffic calming would inevitably still be required with the signing alone costing in the region of £3,000
- 4.15 Given that no funding has been identified for 20 mph speed limits in either Portknockie or Findochty it is proposed that no further work is carried out on these projects.
- 4.16 If any of these 20 mph speed limits are to be progressed, they would have to be funded from the Cycling, Walking and Safer Streets budget which is the subject of a separate report to this Committee. However, this would have to be at the expense of other projects and there are restrictions on this budget laid down by the Scottish Government which would limit the proportion of the budget which could be allocated.

## **5. SUMMARY OF IMPLICATIONS**

**(a) Single Outcome Agreement/Service Improvement Plan**

The report encompasses the main aims of the Economic Development programme by maintaining suitable transport facilities and infrastructure for residents, visitors, businesses and workers.

**(b) Policy and Legal**

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

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

No funding has been approved for this proposal.

There are no staffing or property implications from this report.

**(d) Consultations**

Scott Mann, Grampian Police Roads Policing Inspector for Moray has been consulted on this report and is in agreement.

Lorraine Paisey, Principal Accountant has been consulted on this report and is in agreement with the financial implications.

Aileen Scott, Principal Solicitor (Commercial & Conveyancing) has been consulted and comments have been incorporated into the report.

**6. CONCLUSION**

- 6.1 It is proposed that Committee note the contents of this report, including the proposal not to carry out any further work on this subject in the meantime.

Author of Report: Elaine Penny, Engineer (Traffic)  
Background Papers: None  
Ref: ARD/EMP/

## Appendix A

Streets in Findochty	Length	Average Speed (actual) (MPH)	Assumed Speed (for those not surveyed)	
			(MPH)	Notes
Blantyre Terrace (B9020)	257	18		
Burnside Street	206			N/A 20mph limit already
Castle Street	185			N/A 20mph limit already
Chapel Street	62		15	Cul-de-sac, based on New Street
Church Street	92		15	Based on New Street
Cliff Street	91		15	Cul-de-sac, based on New Street
Commercial Street (B9020)	213	20.6		
Craigview	129	20.6		
Duke Street	113		15	Based on New Street
Dyce Court		Private		
Dyce Crescent	463	18.8		
Firth View	16			Cul-de-sac
Hall Street	168		18.8	Based on Dyce Crescent
Jubilee Terrace	108			
MacKenzie Street	90		15	Base on New Street
Main Street (B9020)	154	20.3		
Mid Street	153			N/A 20mph limit already
Morven Crescent	374			Already has traffic calming
Netherton Terrace A942)	320	27.3 (west end) 24.5 (east end)		
New Street	265	15		
North Blantyre Street	93		20.6	Based on Craigview
Old School Court	71		15	Cul-de-sac, based on New Street
Old Street		Private		
Reidhaven Crescent	111		18.8	Based on Dyce Crescent
Schoolhill (B9020)	146		20.6	Based on Commercial Street
Seafield Street	172			N/A 20mph limit already
Seaview Road	311	22.2		
Siller Street		Private	15	Based on New Street
South Blantyre Street	134		20.6	Based on Craigview
Station Road (B9020)	323	22.4		
Station Road (C104L)	128		22.4	Base on Station Road
Sterlochy Street	107		20.3	Based on Main Street
Strathlene Road (A942)	175		27.3	Based on Netherton Terrace
The Creagan	127		15	Cul-de-sac, based on New Street
The Hythe	115		15	Base on New Street
The Steadings	186		20.6	Cul-de-sac, based on Craigview

Streets in Portknockie	Length	Average Speed (actual) (MPH)	Assumed Speed (for those not surveyed)	
			(MPH)	Notes
Addison Street	179		19.5	based on Reidhaven Street
Admiralty Street	332	22.3		
Blantyre Place	81		16	based on Falconer Terrace
Bridge Street (A942)	322	24.1		
Bridge Street (C106L)	79		19.5	based on Reidhaven Street
Bruce Place	50		16	Cul-de-sac, based on Falconer Terrace
Church Street (A942)	334	24.7		
Church Street (B9021)	41		19.5	based on Reidhaven Street
Cliff Terrace (B9021)	81		19.5	based on Reidhaven Street
Commercial Road (C106L)	114		19.5	based on Reidhaven Street
Commercial Road	96		16	based on Falconer Terrace
Craig View Road	151		16	based on Falconer Terrace
Dover Street	112		16	based on Falconer Terrace
Falconer Terrace	177	16		
Findlater Avenue	86		21	based on Haig Street
Firthview	140		21	based on Haig Street
Geddes Avenue	118		22.3	based on Admiralty Street
Gordon Street	68		16	based on Falconer Terrace
Haig Place	61		16	based on Falconer Terrace
Haig Street	433	21		
Harbour Place	80		16	based on Falconer Terrace
Harbour Road (B9021)	466		19.5	based on Reidhaven Street
Harbour Terrace	71		19.5	based on Reidhaven Street
High Street	388		19.5	based on Reidhaven Street
Hill Street	327		19.5	based on Reidhaven Street
King Edward Terrace (C105L)	640	28.2 (W end), 23.8 (E end)		
Logie Drive	64		22.3	based on Admiralty Street
Mairs Street	138		19.5	based on Reidhaven Street
Mid Street	136		16	based on Falconer Terrace
Moray View	61		16	Cul-de-sac, based on Falconer Terrace
New Street (C106L)	102		19.5	based on Reidhaven Street
New Street	58		21	based on Haig Street
Park Street	231		21	based on Haig Street
Patrol Place	74		16	based on Falconer Terrace
Patrol Road	264		19.5	based on Reidhaven Street
Pulteney Street	223		22.3	based on Admiralty Street
Reidhaven Street	187	19.5		
Samson Place	42			Cul-de-sac
Samson Street	235		22.3	based on Admiralty Street
Seafield Street	276		22.3	based on Admiralty Street
Seafield Terrace	160		22.3	based on Admiralty Street
Seaforth Street	73		16	based on Falconer Terrace
Seaview Place	134			Cul-de-sac

Slater Crescent	88		16	based on Falconer Terrace
Station Court	76		16	Cul-de-sac, based on Falconer Terrace
Station Road (A942)	324	32.9		
Stuart Place				Footpath
Union Street	98		15	based on Falconer Terrace
Victoria Place	156		16	based on Falconer Terrace
Victoria Street	151		16	based on Falconer Terrace
Westfield Drive	109		22.3	based on Admiralty Street
Wood Place	102		22.3	based on Admiralty Street