

COMMITTEE Enterprise, Planning and Infrastructure DATE 20 April 2010

CORPORATE DIRECTOR Gordon McIntosh, Enterprise Planning and Infrastructure

TITLE OF REPORT Initial Statutory Responses - Proposed 30mph on a Section of the Lang Stracht

REPORT NUMBER - EPI/10/098

1. PURPOSE OF REPORT

The purpose of the report is to advise the Committee of the results of the initial statutory consultation process for the proposed introduction of a 30mph speed limit

2. RECOMMENDATION(S)

It is recommended that the committee note the responses received from the statutory consultees and request that officers proceed to the Public Advertisement stage of consultation

3. FINANCIAL IMPLICATIONS

Currently there is a rolling programme for the Non-housing Road Safety and Traffic Calming capital budget and, due to the length of time taken for the legal process required for the Traffic Regulation Order, funding for these schemes would come from the 2010/2011 "Non-housing Road Safety and Traffic Calming" Capital budget subject to the limit of funding approved. As some of the budget will effectively already be committed the detailed timing of implementation would be reported at a future date to reflect the availability of monies.

4. SERVICE & COMMUNITY IMPACT

This report is in accordance with the administration's Vibrant, Dynamic and Forward Looking, under the heading of Transport and highlighted in Paragraph 4.

It also meets with the local Community Plan objectives to continually improve road safety and maximise accessibility for pedestrians and all modes of transport.

5. OTHER IMPLICATIONS

These proposals do not comply with national guidance on the setting of local speed limits. There is a risk that the speed limits will not be adhered to and speed limits in the wider area will be brought into disrepute.

6. REPORT

During the Statutory Consultation Process no substantial comments have as yet been received with regard to the proposals. (Please be aware that the consultation period ends 8 April 2010 and thus any substantial comments yet to be received will be brought to the attention of the Committee.) A plan of the area concerned is shown below.

The responses from the various parties consulted appear in the table below:

<u>Consultee</u>	<u>Response</u>	<u>Comments</u>
Grampian Police	<p>Grampian Police adopt an intelligence led approach to all aspects of daily business. In respect of a proposal to reduce an existing speed limit, evidence to support or otherwise such a proposal, would be routinely gathered. Initially a speed survey would be sought to establish the volume, speed and frequency of traffic currently using the road in question. In addition, other factors, for example the collision history, complaints from local residents and the disregarding of road traffic legislation, would also be considered.</p> <p>I have been furnished with the results of the speed survey which our partners in Aberdeen City Council have already obtained. I have also been provided with the collision history and have other available evidence and background information at hand.</p> <p>The result of the speed survey established a relatively low traffic flow, with some 200 vehicles using the route per day. The 85%ile speed of east and westbound traffic was found to be 40 and 39 miles per hour respectively with the mean speed being just over 30 miles per hour. The national speed limit of 60 miles per hour is currently in force.</p> <p>Having researched the route our Road Policing Analyst found there was no collision history in the past 5 years and there have been no complaints regarding speeding, careless or dangerous driving reported during the years 2009/10 to date.</p> <p>A "standing complaint" has existed at the location for some 3 years and this relates entirely to the flagrant disregard by motorists of the "no entry" signs, except for buses and local access.</p>	-

	<p>Irrespective of any changes made, Grampian Police would seek a long term "self policing" traffic management solution for this stretch of road. It is my view, that by simply changing the current bus gate arrangement to a bus lane, would prove hugely beneficial. This measure alone would address the main issue of motorists ignoring the existing signs, appease the strong local feeling and negate the requirement for ongoing police enforcement activity.</p> <p>In our experience it is unusual to consider a proposal for such a significant reduction of an existing speed limit. I appreciate local opinion advocates the introduction of a 30 miles per hour speed limit but supporting evidence to justify same is lacking.</p> <p>On this occasion and in the absence of sound evidence to the contrary, Grampian Police do not support the proposal to introduce a 30 miles per hour speed limit which in our opinion is unrealistically low. From experience and also from a road safety and casualty reduction perspective, the implementation of a 30mph speed limit in circumstances such as this, may well prove counter productive.</p> <p>However I am aware of Aberdeen City Council's Report to Committee, report number EPI/10/063. Whilst the report does not appear to support the introduction of a 30 miles per hour limit, I acknowledge that the vast majority of drivers appear to be naturally driving at approximately 40 miles per hour. Giving consideration to all parties and the available evidence I both echo and endorse the recommendations detailed at number 2, items a), b) and c) in the report.</p>	
Freight Transport Association		-
Scottish Ambulance Service		-
Stagecoach Bluebird		-
Public Transport Unit		-
The Access Panel		-

Grampian Fire Brigade	Offer no objection	-
First Aberdeen Ltd		-
Automobile Association		-
RAC Foundation		-
Federation of Small Businesses		-
Road Haulage Association		-
Aberdeen Cycle Forum	<p>The Aberdeen Cycle Forum supports the introduction a 30mph speed limit on the section of the Lang Stracht, as specified in your letter 15 March 2010.</p> <p>This route is well used by cyclists, and walkers, for both utility and recreation purposes. A national speed limit on this section is completely inappropriate for the way the road is now used, by a variety of users, and a 30mph limit would be welcomed.</p>	-
Cyclist Touring Club	Strongly in favour. This is a road that many cyclists take from the Kingswells area & beyond	-
Kingswells Community Council		

Consultees comments

Council Leader – **Councillor John Stewart** - has been consulted and made no comment

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Kate Dean - has been consulted and has made no comment

Vice Convener: Councillor Callum McCaig - has been consulted and made no comment;

Local Members

Councillor Kate Dean	Has been consulted and has no comment
Councillor Callum McCaig	Has been consulted and has no comment
Councillor Len Ironside	Has been consulted and has no comment
Councillor Wendy Stuart	Has been consulted and has no comment
Lord Provost Peter Stephen	I have fought long and hard for this improvement and absolutely approve.

Susan Cooper, City Chamberlain, Resources Management - I've no comments to make on your report.

Jane MacEachran, City Solicitor, Continuous Improvement has been consulted and has no comment

Ciaran Monaghan, Head of Service, Office of Chief Executive has been consulted and has no comment

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has been consulted and has no comment


Hugh Murdoch, Head of Service, Shelter and Environment has no comment to make on these proposals

Margaret Bochel, Head of Planning & Infrastructure, Strategic - This would be against national guidelines and would set a precedent for other rural locations with clusters of residents properties seeking amendments to speed limits to level below that recommended.



Mike Cheyne, Roads Manager has been consulted and has no comment



Elaine Hourston, Account Manager, Service Design and Development

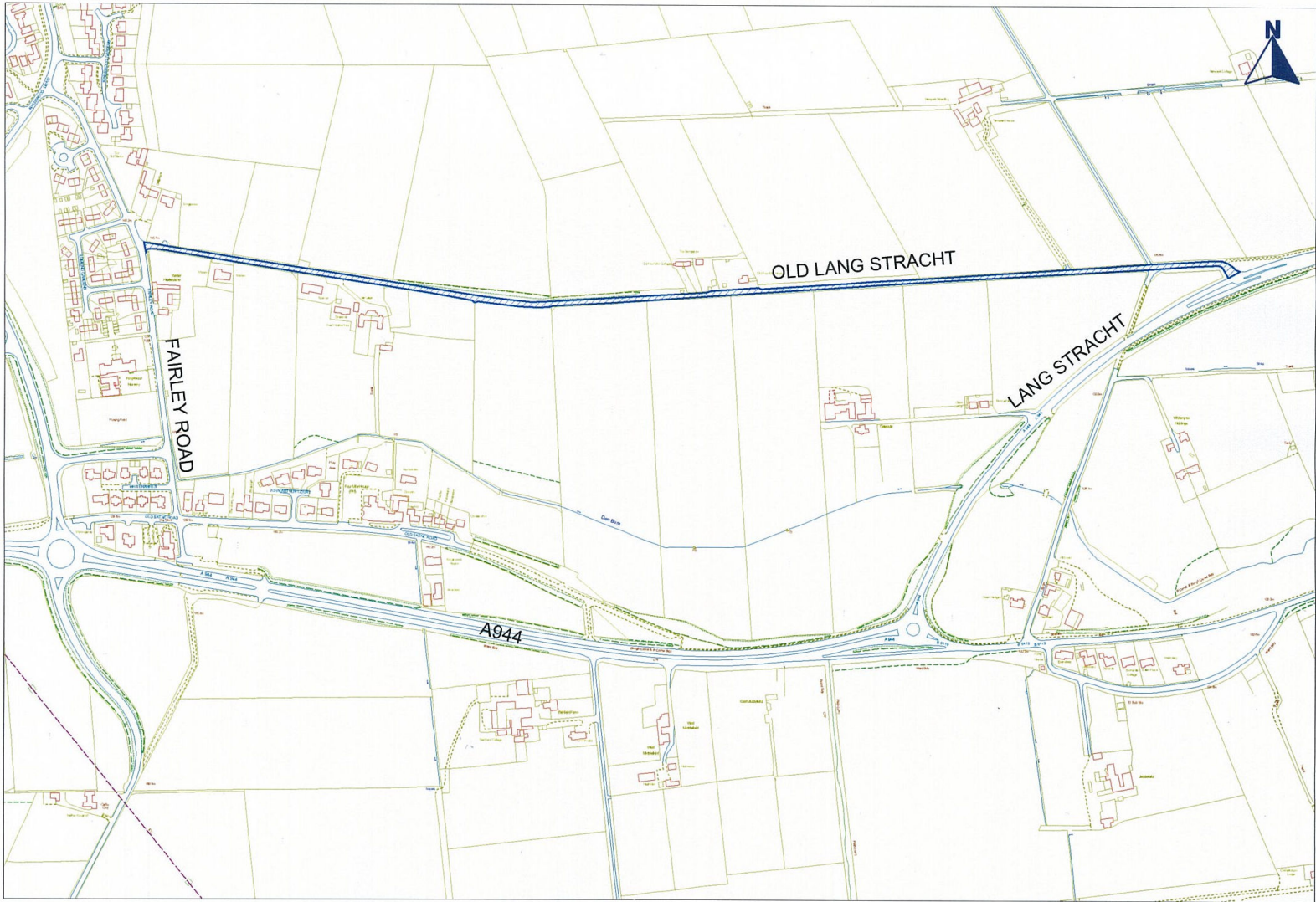
7 REPORT AUTHOR DETAILS

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