

## APPENDIX 3

### A940 GRANTOWN ROAD SPEED LIMIT - SUMMARY OF OBJECTORS COMMENTS

OBJECTORS CONCERNS	TRANSPORTATION RESPONSE
The proposed speed limit does not extend southwards to include the A940/U83e junction and extend some 250m to the south of the junction.	<p>The siting of the proposed speed limit is in accordance with the Scottish Government Guidance 'Setting of Local Speed Limits' which takes the roadside environment in account when determining the start/end of a speed limit along with the level of the limit itself. The use of this national guidance was approved by Committee in 2009: <a href="http://www.moray.gov.uk/minutes/data/DC20091013/Item%208.pdf">http://www.moray.gov.uk/minutes/data/DC20091013/Item%208.pdf</a></p> <p>The guidance states that if a speed limit is set in isolation or is unrealistically low, it is likely to be ineffective and to lead to possible disrespect for the speed limit. As well as requiring significant and avoidable enforcement costs, this may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of accidents.</p> <p>The southern extent of the proposed 40mph speed limit has been determined based on roadside development and activity, in keeping with the guidance, and would be sited at a location where visual cues to drivers are present to encourage lower speeds. Whereas to the south of this location there is no roadside development to provide a visual cue for a driver to lower their speed.</p>
The proposed speed limit includes the introduction of a 40mph speed limit. The speed limit should be 30mph.	<p>The proposed speed limit has been determined in accordance with guidance. The roadside environment and level/proximity of development to the A940 corresponds with a 40mph speed limit.</p> <p>If a 30mph speed limit were to be introduced instead of the 40mph as stated in the guidance, there is an increased risk of accidents due to drivers continuing to travel at unacceptable speeds.</p> <p>The introduction of a 40mph was also recommended in the independent Stage 1/2 Road Safety Audit for the R1 Knockomie development access.</p>

OBJECTORS CONCERNS	TRANSPORTATION RESPONSE
<p>The U83e is used by pedestrians and cyclists and the visibility is 'poor'.</p>	<p>The U83e is a signed leisure route for pedestrians and cyclists. It does not provide general access to facilities such as schools, retail or healthcare. Pedestrians/cyclists are choosing to take this particular route when alternative leisure routes are available in the area.</p> <p>To the south of the junction, the A940 is a straight road and sightlines in excess of 215 metres can be provided once roadside vegetation has been cleared.</p> <p>To the north, roadside vegetation can also obstruct the view. However, there are planning conditions associated with the development accessed via the U83e Whiterow to enhance the visibility splay at the junction onto the A940. There is a condition on the new development at Knockomie to clear the roadside vegetation to provide visibility splay at the access.</p> <p>Provision of these sightlines for vehicles will also greatly enhance the sightlines for pedestrians and cyclists crossing the A940 at the U83e junction.</p> <p>The clearance of these sightlines is being pursued. However, the clearance of thick gorse and whin hedging is unable to take place until the bird-nesting season has ended.</p>
<p>The A940/U83e junction is a 'major danger/accident spot'.</p>	<p>There have been no reported accidents at this junction in the past 10 years.</p>
<p>Pedestrians currently walk along the A940 between the Falconer Avenue Roundabout and the A940/U83e junction.</p>	<p>There will be a new pedestrian/cycle route through the Knockomie development, connecting the route at the Falconer Avenue roundabout to U83e Whiterow.</p> <p>Once completed pedestrians and cyclists will have an alternative route to walking in the verge and cycling in the carriageway.</p>

OBJECTORS CONCERNS	TRANSPORTATION RESPONSE
<p>The Police will not agree to a 30mph speed limit as it will result in complaints regarding speeding.</p> <p>Traffic speed cameras and warning signs should be installed to support 30mph speed limit.</p>	<p>The determining factor for the introduction of a 40mph is the roadside environment and layout of the road, not any concern from Police Scotland with regard to enforcement. Police Scotland are a statutory consultee and are satisfied with the proposed changes to the speed limit.</p> <p>To promote a speed limit that does not take into account the roadside environment would result in non-compliance, with vehicles travelling above the signed speed limit. Police Scotland do not have the resources to be present to enforce speed limits at all times. The Scottish Safety Camera programme is a national initiative. The safety camera sites are selected using specific criteria, which must be met before they can be considered. This criterion includes recorded accidents and excessive vehicle speeds. The location of the proposed speed limit on the urban edge limited recorded accidents and observed speeds along the frontage of the site (2019 Surveys) means that this location would not meet the criteria.</p>