



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 20 JUNE 2023**

**SUBJECT: A940 GRANTOWN ROAD, FORRES TRAFFIC REGULATION
ORDER FOR EXTENSION AND AMENDMENT OF SPEED LIMIT**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND
FINANCE)**

1. REASON FOR REPORT

- 1.1 To ask the Committee to consider an objection to the proposed Traffic Regulation Order:

“Moray Council (A940 Grantown Road, Forres – Proposed 40 / 30mph Speed Limit) Order 2022”

- 1.2 This report is submitted to Committee in terms of Section III (F) (17) and (20) of the Council's Scheme of Administration relating to traffic management functions including the preparation and implementation of traffic management and the making of Order for the regulation and management of traffic.

2. RECOMMENDATION

- 2.1 It is recommended that Committee:

- (i) **considers and over-rules the outstanding objection outlined in Appendix 3 and approves the Traffic Regulation Order; and**
- (ii) **authorises the Head of Environmental and Commercial Services and the Legal Services Manager to make the undernoted Order:**

“Moray Council (A940 Grantown Road, Forres – Proposed 40 / 30mph Speed Limit) Order 2022”

3. BACKGROUND

- 3.1 The A940 Grantown Road corridor has been the major area for housing growth in Forres for the past 30 years. The majority of the development sites on this corridor have been completed. As development has progressed the 30mph speed limit on the A940 has been extended and is currently located approximately 90 metres to the south of the A940/Falconer Avenue/Whiterow Drive roundabout.

- 3.2 The final designated housing development site on the A940 corridor in the Moray Local Development Plan 2020, R1 Knockomie, is now under construction. This 112-house development is served by a new access onto the A940 Grantown Road, which was subject to a Stage 1/2 Road Safety Audit. The Road Safety Audit recommended that a 40mph speed limit be introduced on the A940 frontage of the R1 Knockomie development. This recommended speed limit is in keeping with the guidance set out in the Scottish Government document 'Setting Local Speed Limits'.
- 3.3 The roadside environment is taken into account when determining the start/end of a speed limit. Where there are higher levels of activity, associated with driveways for individual properties, footways/cycle paths adjacent to the carriageway etc, drivers will lower their speeds as they anticipate interaction with other road users. However, for roads where pedestrian routes are away from the carriageway and houses have high garden fences fronting onto the road, then drivers do not anticipate interaction with other road users and vehicle speeds increase.
- 3.4 In line with the Scheme of Delegation, with approval of the Chair, Deputy Chair and relevant Ward Members, officers within Transportation and Legal Teams undertook the statutory process for the promotion of the Road Traffic Regulation Order to introduce a new section of 40 mph speed limit and to increase a short section of the existing 30 mph speed limit to 40mph. The reason for the latter is compliance with the national guidelines, which are for a minimum required length of 400 metres.
- 3.5 The proposed speed limits are detailed in **APPENDIX 1** whereas **APPENDIX 2** provides a Plan showing the proposed extent of both the new 40mph and the revised 30 mph speed limit
- 3.6 The consultation process highlighted concern from one local resident. The objection was received during the statutory consultation period as the objector attended a meeting of the Forres Community Council where the proposed speed limit was discussed. However, officers agreed to accept the objection at that stage and entered into a dialogue with the objector to seek to address their concerns.
- 3.7 There has been extensive dialogue with the objector, both before and during the public consultation, and officers have provided full responses to the concerns raised. This report therefore brings forward that objection for consideration by Committee, in line with the process for determining Traffic Regulation Orders, whereby unresolved objections must be brought to Committee where officers recommend that the proposed Traffic Regulation Order should be confirmed.
- 3.8 A summary of the objector's concerns and officer's response are detailed in **APPENDIX 3**. Officers are recommending the objection is over ruled and the speed limits confirmed as acceptable and self-enforcing, in keeping with the guidance in the Scottish Government document Setting Local Speed Limits. A full copy of the objection has been circulated to Members of the Committee and any relevant Ward Members not on the Committee prior to the meeting.

4. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The report encompasses the main aims of the Economic Development programme by maintaining suitable transport facilities and infrastructure as designated for their intended use. The speed limit will contribute to improving Safety on the A940 Grantown Road and to help to grow a diverse and sustainable community, which is a priority in the 10 year plan.

(b) Policy and Legal

The proposal complies with the requirements in the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999.

(c) Financial implications

The total cost of promoting the Traffic Regulation Order and providing the associated road signs will be approximately £2,000 and will be met by a contribution from the developer of the R1 Knockomie site, who will also be responsible for the costs associated with the works to implement the proposed speed limit.

(d) Risk Implications

The 40mph speed limit will reduce the approach speeds into Forres from the south and will provide greater compliance with the revised 30mph restriction. If the 40mph speed limit is not introduced then the recently constructed development access at the R1 Knockomie site will not comply with visibility standards and may introduce a road safety risk.

If a 30mph speed limit is introduced along the frontage of the R1 Knockomie site then as a consequence of the lack of development and activity close to the A940, lower levels of compliance will be likely with an increased risk of accidents. It will also be more likely that there will be non-compliance within the existing 30mph speed limit on the northern section of Grantown Road.

(e) Staffing Implications

There are no staffing implications arising from this report.

(f) Property

There are no property implications arising from this report.

(g) Equalities/Socio Economic Impact

The proposal to introduce a lower speed limit on the R1 site frontage will reduce or maintain reduced vehicular speeds and will encourage greater use of the local roads by non-motor vehicle road users. The speed restrictions will have a positive impact on families with children, disabled people and the elderly.

(h) Climate Change and Biodiversity Impacts

When vehicle speeds of around 40mph are reduced to lower speeds, vehicle emissions (CO₂ and NO_x) increase. Whereas when vehicle speeds which around 50-60 mph are reduced to around 40mph, vehicle emissions reduce (Department for Transport Speed Limit Appraisal Tool: User Guidance).

The proposed changes to the speed limit on the A940 Grantown Road are to reduce the speed limit from 60 mph to 40mph along a distance of 165 metres or thereby and to increase the speed limit from 30mph to 40mph along a distance of 277 metres or thereby. These particular changes would result in vehicle speeds being around 40mph and therefore be likely to lead to a reduction in vehicle emissions along the section of road covered by the proposed speed limit changes.

(i) Consultations

The Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services; Chief Financial Officer, Legal Services Manager, Equal Opportunities Officer, Climate Change Strategy Officer, Committee Services Officer (L Rowan) and L Morrison, Police Scotland, have been consulted and any comments taken into consideration.

The relevant Ward Members have been advised of the proposals and any comments that they have may be tabled at the meeting.

5. CONCLUSION

- 5.1 It is recommended that the Committee over-rule the outstanding objection received approve the Road Traffic Regulation Order as detailed within “Moray Council (A940 Grantown Road, Forres – Proposed 40 / 30mph Speed Limit) Order 2022” and authorises the Head of Environmental and Commercial Services and the Legal Services Manager to make the Order.**

Author of Report: Diane Anderson, Senior Engineer Transportation

Background Papers:

Ref: SPMAN-524642768-903