

REQUEST FOR A SPEED LIMIT ON UC19 “BARRAN - CONNEL” ROAD

1. PURPOSE

To request Members support to Officers’ assessment that the UC19 Barren - Connel road does not merit the introduction of a speed limit.

2. RECOMMENDATIONS

- 2.1 Members note the information given in the report to the OLI Safety Forum.
- 2.2 Members confirm agreement with Roads Officers’ assessment that the speed of traffic on the UC19 Barren - Connel road is “self-enforcing” and does not merit the introduction of a Traffic Regulation Order, for a 40mph speed limit.

3 DETAILS

- 3.1 The development of dwellings along the U19 Barren – Connel road over the last decade has increased the use of this section of the network as a commuter route to Oban. The intensity of development is however low with single dwellings adjacent to the road side or on crofting land. The general aspect of the road, to drivers, remains one of a rural single track road with limited forward visibility due to geometry. This low intensity of development and general road geometry is similar to several other sections of the network in the vicinity.
- 3.2 Requests for the introduction of a 40mph speed limit on the Barren- Connel road had previously been received through various sources. Initial assessment was carried out by OLI Roads officers, who concluded that the geometry and general aspect of this rural road were such that it did not meet the criteria for the introduction of a speed limit. The traffic volumes and presence of pedestrian or equestrian traffic on the carriageway were considered to be no different from the majority of single track roads in the Lorn area specifically or the network as a whole.
- 3.3 This was later enhanced by traffic speed surveys carried out by Police Scotland, Traffic Officers using purpose built traffic data collection apparatus. The conclusion of this traffic speed survey are contained in the OLI Safety Forum report **APPENDIX 1**
- 3.4 This issue was discussed at the OLI Safety Forum but the conclusion that the speed survey results did not indicate the requirement for a speed limit, were not accepted by the representatives of the local community.

4. CONCLUSIONS

- 4.1 The attached information updates the Area Committee on the measures taken to assess the requirement for the introduction of a speed limit of the U19 Barren – Connel road. This included independent traffic speed surveys by Police Scotland traffic officers.
- 4.2 The survey results indicate that the average speed of traffic is lower than the requested speed limit. The conclusion therefor is that the road has a “self-enforcing” speed limit due to its geometry and the introduction of a formal speed limit is there for not required.

5. IMPLICATIONS

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|-----|------------------------------------|---|
| 5.1 | Policy | <i>Complies with current Roads Asset Management Policy - RAMP</i> |
| 5.2 | Financial | <i>none.</i> |
| 5.3 | Personnel | <i>none</i> |
| 5.4 | Equalities
Impact
Assessment | <i>none</i> |
| 5.5 | Legal | <i>none</i> |
| 5.6 | Risk | <i>Manages risk within terms of current RAMP</i> |
| 5.7 | Customer Service | <i>none.</i> |

6. APPENDICES

- 6.1 Oban, Lorn and the Isles, Safety Forum Report, 26th August 2013

Jim Smith

Head of Roads and Amenity Services, Development and Infrastructure

Date 28th March 2014

For further information, please contact Callum Robertson, Roads Performance Manager
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**ARGYLL & BUTE COUNCIL
DEVELOPMENT &
INFRASTRUCTURE SERVICES**

**OBAN, LORN AND THE ISLES
COMMUNITY SAFETY FORUM
26 AUGUST 2013**

OBAN/CONNEL BACK ROAD

1. SUMMARY

1.1 This report considers a request to reduce the speed limit along the Oban/Connel Back Road.

2. RECOMMENDATIONS

2.1 It is recommended that Members note the report.

3. DETAILS

3.1 Concerns have been raised through the Oban, Lorn and the Isles Community Safety Forum as traffic flow has increased along the Oban/Connel Back Road.

3.2 Police Scotland have checked the area and monitored the road using a Sierzega device (equipment to measure vehicle speed and numbers). Police Scotland have confirmed that no speeding issues were detected. The report concluded:

The survey was carried out over a period of 2 days between Tuesday 4 June and Thursday 6 June 2013. The equipment was sited on a pole in a mid section of the road on a straight section of road. The weather conditions on those two days were good without any rain.

This section of road is a single track road with passing places and is subject to the national speed limit of 60mph. The geography of the road acts as a natural speed deterrent with hidden views, gradients and tight turns.

A total vehicle count of 463 vehicle movements were recorded with an 85th% speed of 39 mph and an average speed of 31 mph. The highest recorded speed was 50 mph with a total of 11 vehicles travelling at 45mph or higher.

Looking at the returned data there does not appear to have been any speeding issues.

3.3 Given the data provided by Police Scotland, this section of road does not meet the criteria to support progressing any reduction in the speed limit.

4. CONCLUSION

4.1 This report considers a request to reduce the speed limit along the Oban/Connel Back Road. Following analysis of data provided by Police Scotland, it is not proposed that any changes to the existing speed limit be progressed.

5. IMPLICATIONS

5.1 Policy	National Policy provides a policy framework for setting local speed limits.
5.2 Financial	None
5.3 Legal	None
5.4 HR	None
5.5 Equalities	None known
5.6 Risk	None known
5.7 Customer Services	None known

Executive Director of Development and Infrastructure

August 2013

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