

## PERTH AND KINROSS COUNCIL

## Enterprise and Infrastructure Committee

28 August 2013

**PROPOSED 40 MPH SPEED LIMITS AT ST MADDOES (C484), ST DAVIDS (C460),  
LAWMUIR (C409) AND RUTHVENFIELD (U44)**

Depute Director (Environment)

**PURPOSE OF REPORT**

This report details a proposal to introduce 40mph speed limits on the C484 at St Madoes, the C460 at St Davids, the C409 at Lawmuir (C409) and the U44 at Ruthvenfield, and recommends a variation of the Traffic Regulation Order for 40mph Speed Limits.

**1. BACKGROUND / MAIN ISSUES****St Madoes (C484)**

- 1.1 In recent years a 30mph speed limit was introduced on the C484 through Chapelhill and Hawkstane. Since its introduction the local community have asked the Council to consider installing a reduced speed limit of 30mph on the stretch of road between St Madoes and Hawkstane. This was supported by the local Elected Members.
- 1.2 The location has been assessed in accordance with the current national guidelines for setting speed limits and a 40mph speed limit is considered appropriate. There is insufficient frontage onto the C484 to justify a 30mph speed limit.
- 1.3 The extent of the proposed 40mph speed limit is shown at Appendix 1.

**St Davids (C460), Lawmuir (C409) and Ruthvenfield (U44)**

- 1.4 Requests have been received from the local communities, with support from the Elected Members, for reduced speed limits to be introduced on the C460 at St Davids, the C409 at Lawmuir and U44 at Ruthvenfield.
- 1.5 These locations have been assessed in accordance with the current national guidelines for setting speed limits and 40mph speed limits are considered appropriate.
- 1.6 The extents of the proposed 40mph speed limits are shown at Appendices 2 - 4.

## 2. PROPOSALS

- 2.1 Details of the proposals were sent to all the residents who would be directly affected to ascertain their views and invite comments. However, there was a limited response. A few of the residents from St Davids and Lawmuir suggested the speed limit should be 30mph rather than the proposed 40mph. In general there was positive support for the proposals.
- 2.2 It is now proposed to promote a variation to the existing Traffic Regulation Order (TRO) for 40mph Speed Limits to introduce the speeds limits as shown the plans.

## 3. CONCLUSION AND RECOMMENDATION(S)

- 3.1 This report details four locations where it is proposed to introduce 40mph speed limits, and seeks approval for the promotion of a variation to the TRO to allow their implementation.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.

### Author(s)

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### Approved

Name	Designation	Date
Barbara Renton	Depute Director (Environment)	24.7.13

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

<b>Strategic Implications</b>	<b>Yes/No</b>
Community Plan / Single Outcome Agreement	<b>Yes</b>
Corporate Plan	<b>Yes</b>
<b>Resource Implications</b>	
Financial	<b>Yes</b>
Workforce	<b>None</b>
Asset Management (land, property, IST)	<b>None</b>
<b>Assessments</b>	
Equality Impact Assessment	<b>Yes</b>
Strategic Environmental Assessment	<b>Yes</b>
Sustainability (community, economic, environmental)	<b>Yes</b>
Legal and Governance	<b>Yes</b>
Risk	<b>None</b>
<b>Consultation</b>	
Internal	<b>Yes</b>
External	<b>Yes</b>
<b>Communication</b>	
Communications Plan	<b>Yes</b>

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.

- i) Giving every child the best start in life
- ii) Developing educated, responsible and informed citizens
- iii) Promoting a prosperous, inclusive and sustainable economy
- iv) Supporting people to lead independent, healthy and active lives
- v) Creating a safe and sustainable place for future generations

- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

#### Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation.

- 1.4 It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### Financial

#### Capital

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

#### Revenue

- 2.2 There will be costs involved in advertising the variation to the Traffic Regulation Order. The indicative cost of £300 for this will be met from the Road Safety and Design Budget in 2013/14.
- 2.3 The estimated costs of £1,000 for the new posts and signs will be met from the Road Safety and Design Budget in 2013/14.

#### Workforce

- 2.4 There are no workforce implications arising from this report.

#### Asset Management (land, property, IT)

- 2.5 There are no land and property, or information technology implications arising from the contents of this report.

## **3. Assessments**

### Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **not relevant** for the purposes of EqIA.

### Strategic Environmental Assessment

- 3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying

plans, programmes and strategies, including policies (PPS). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

### Sustainability

- 3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging lower traffic speeds.

### Legal and Governance

- 3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

### Risk

- 3.7 There are no significant risks associated with the implementation of this project.

## **4. Consultation**

- 4.1 The Head of Legal Services, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 The Police, local Elected Members and Community Council for the areas been consulted and support the proposals.

## **5. Communication**

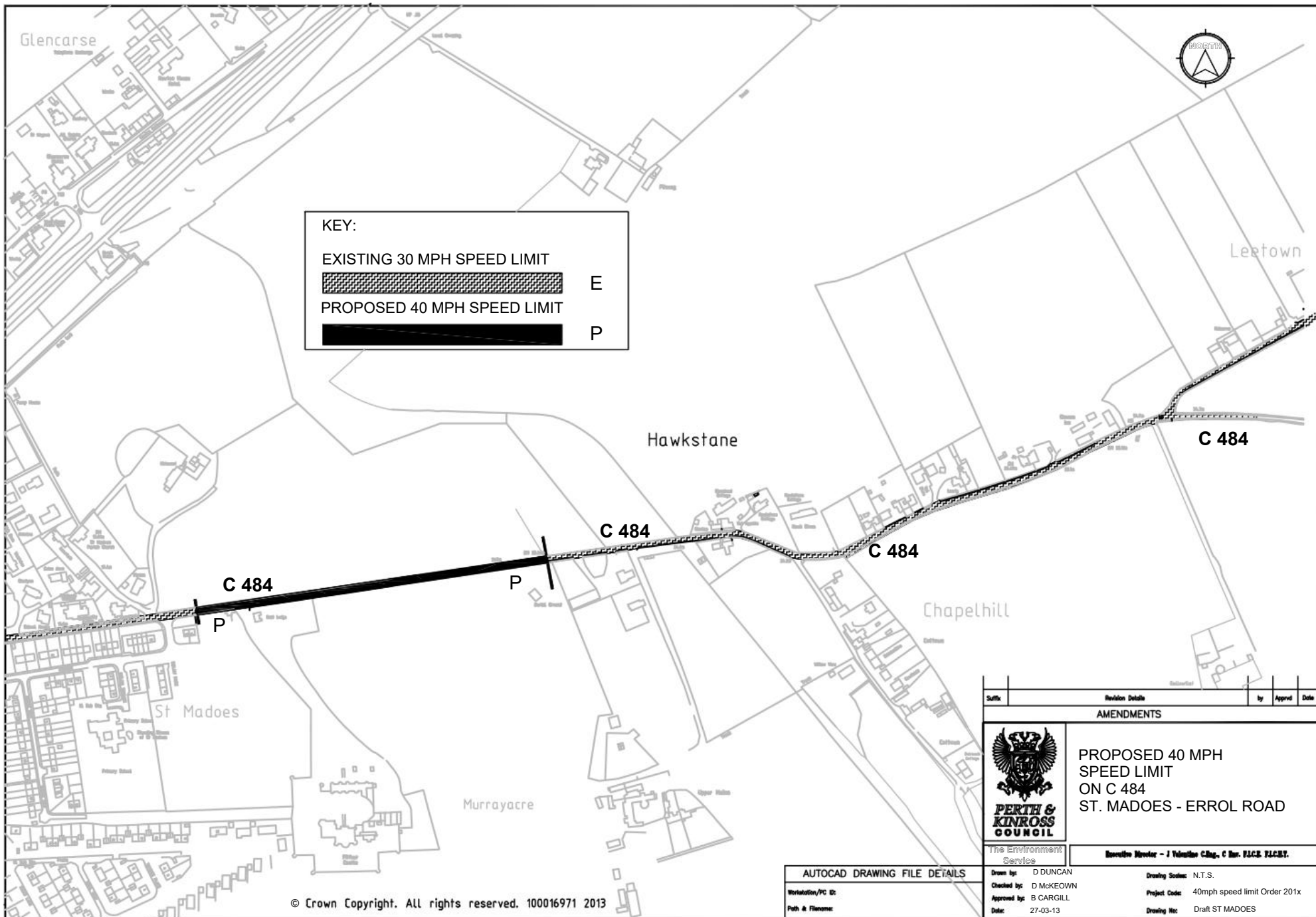
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.


## **2. BACKGROUND PAPERS**

No background papers as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above report.

### **3. APPENDICES**

The proposals are shown at Appendices 1 – 4.



Suffix	Revision Details	by	Appr	Date
AMENDMENTS				
 <b>PERTH &amp; KINROSS COUNCIL</b> The Environment Service		<b>PROPOSED 40 MPH SPEED LIMIT ON C 484 ST. MADOES - ERROL ROAD</b>		
		Executive Director - J Valentine CEng, C Dir. PACE FLIGHT.		
AUTOCAD DRAWING FILE DETAILS		Drawn by: D DUNCAN Checked by: D McKEOWN Approved by: B CARGILL Date: 27-03-13		
Workstation/PC ID: Path & Filename:		Drawing Scale: N.T.S. Project Code: 40mph speed limit Order 201x Drawing No: Draft ST MADOES		





