

PERTH AND KINROSS COUNCIL

Enterprise and Infrastructure Committee

20 November 2013

SWANSACRE, KINROSS - PROPOSED 20 MPH SPEED LIMIT AND ONE-WAY SYSTEM

Report by Depute Director (Environment)

This report details a proposal to introduce a 20mph speed limit and one-way system in Swansacre, Kinross and recommends a variation to the relevant Traffic Regulation Orders. The report also outlines the proposed traffic calming measures which will complement the 20mph speed limit and one-way system.

1. BACKGROUND / MAIN ISSUES

- 1.1 Over a number of years, the local residents of Swansacre in Kinross have expressed concerns about motorists travelling at excessive speed and the road being used as a “rat run” in both directions, particularly from School Wynd north westwards to avoid queuing traffic on the High Street.
- 1.2 Additionally, there have been concerns raised regarding the lack of footways which has, at times, created conflict between vehicles and pedestrians who are walking on the carriageway.
- 1.3 As a result the local residents, with the support of the local Elected Members, have requested the provision of traffic calming measures and the introduction of a 20mph speed limit. The scheme will be funded from the Cycling, Walking and Safer Streets Budget in 2013/14, as reported to this Committee at its meeting on 5 June 2013 (Report 13/276).
- 1.4 The area has been assessed in accordance with national guidance on speed limits and a 20mph speed limit is considered appropriate. It is hoped that the reduced speed limit will encourage lower vehicle speeds and discourage drivers from using this area as a “rat run”.
- 1.5 Currently, there is a legal restriction at the south end of Swansacre that prohibits drivers from using this section unless it is for access. However, it has proved difficult for the Police to enforce this. As a result, and to assist the Police with enforcement, it is proposed to introduce a one-way system in Swansacre between Piper Row and School Wynd. The one-way system and 20mph speed limit are shown on the plan at Appendix 1.
- 1.6 In relation to traffic calming measures and provision for pedestrians, the one-way system will enable footways to be constructed over some sections of the road. The measures will also include a raised crossing at the junction of Swansacre and Station Road. This is proposed following concerns about the difficulties experienced by pedestrians, in particular children accessing the nearby primary school. Details are shown at Appendix 2.

2. PROPOSALS

- 2.1 It is proposed to promote a variation to the existing Traffic Regulation Order (TRO) for 20mph speed limits to introduce a permanent 20mph as detailed on the plan at Appendix 1.
- 2.2 It is proposed to promote a variation to the existing TRO for Kinross Traffic Management to introduce a one-way system as detailed on the plan at Appendix 1.
- 2.3 It is also proposed to introduce a number of measures to reduce vehicle speeds and improve facilities for pedestrians. These are detailed at Appendix 2.
- 2.4 On promotion of the necessary TROs it is proposed to carry out the engineering works before the end of March 2014.

3. CONCLUSION AND RECOMMENDATION (S)

- 3.1 This report outlines proposals to introduce traffic calming measures in Swansacre in Kinross. This includes proposals to promote variations to the Traffic Regulation Orders for 20mph Speed Limits and Kinross Traffic Management to introduce a 20mph speed limit and one-way system.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Orders. This procedure will involve statutory consultation, preparation of draft TROs 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.
- 3.3 The Committee is asked to approve the proposals detailed in this report.

Author

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| Jillian Robinson | Principal Engineer | 477291 jrobinson@pkc.gov.uk |

Approved

| Name | Designation | Date |
|---------------|-------------------------------------|-----------------|
| Jim Valentine | Executive Director (Environment) | 7 November 2013 |

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| Strategic Implications | Yes / None |
|---|-------------------|
| Community Plan / Single Outcome Agreement | Yes |
| Corporate Plan | Yes |
| Resource Implications | |
| Financial | Yes |
| Workforce | None |
| Asset Management (land, property, IST) | None |
| Assessments | |
| Equality Impact Assessment | Yes |
| Strategic Environmental Assessment | None |
| Sustainability (community, economic, environmental) | Yes |
| Legal and Governance | Yes |
| Risk | None |
| Consultation | |
| Internal | Yes |
| External | Yes |
| Communication | |
| Communications Plan | Yes |

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. 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 will be costs involved in providing the raised crossing point and the various sections of footway. The estimated cost of providing these measures is £28,000 and will be met from the Cycling Walking and Safer Streets Budget in 2013/14.

Revenue

- 2.2 There will be costs involved in advertising the variation to the Traffic Regulation Orders. The indicative cost of £500 for this will be met from the Road Safety and Design Budget in 2013/14.
- 2.3 It is estimated that the Revenue commitments arising from the routine maintenance of the traffic calming features, footways, and traffic signing will be approximately £500 per annum and will be met from the Roads Maintenance budget. These costs will require to be prioritised within the existing revenue budget.

Workforce

- 2.4 Existing design staff within the Road Safety and Design team will undertake the design, consultation and construction supervision of all schemes.

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 **relevant** and no actions are required to be taken to reduce or remove negative impacts:
- ii) Assessed as **relevant** and the following positive outcomes expected following implementation:
 - a) The measures, such as improved crossing facilities, footways and traffic calming features, will provide improved access for residents, and will particularly improve access for disabled people with mobility issues, sight or hearing impairment, children, elderly people and parent/carers walking with children in pushchairs/buggies.
 - b) The measures will provide improvements for road users of all ages, but particularly for children and elderly people. This includes facilities to enable them to cross and use roads safely.
 - c) The measures will also encourage children to walk or cycle to school, thus bringing health benefits.
 - d) The measures will provide opportunities for increased travel by foot and cycle for all age groups.

Strategic Environmental Assessment

3.3 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.

3.4 The matters presented in this report were considered under the Environmental Assessment (Scotland) Act 2005 and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

3.5 The scheme proposed will seek to encourage travel by sustainable modes.

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

Internal

- 4.1 The local Elected Members have been consulted on the scheme and support the proposed measures.

External

- 4.2 The Community Council and residents of Swansacre have been consulted on the scheme and support the proposed measures.

5. Communication

- 5.1 The formal notice for the TROs will be published in the local press.
- 5.2 Prior to any works being implemented on site further consultation will be carried out with those directly affected and key stakeholders. This is likely to be carried out through correspondence and attendance at site meetings.

2. BACKGROUND PAPERS

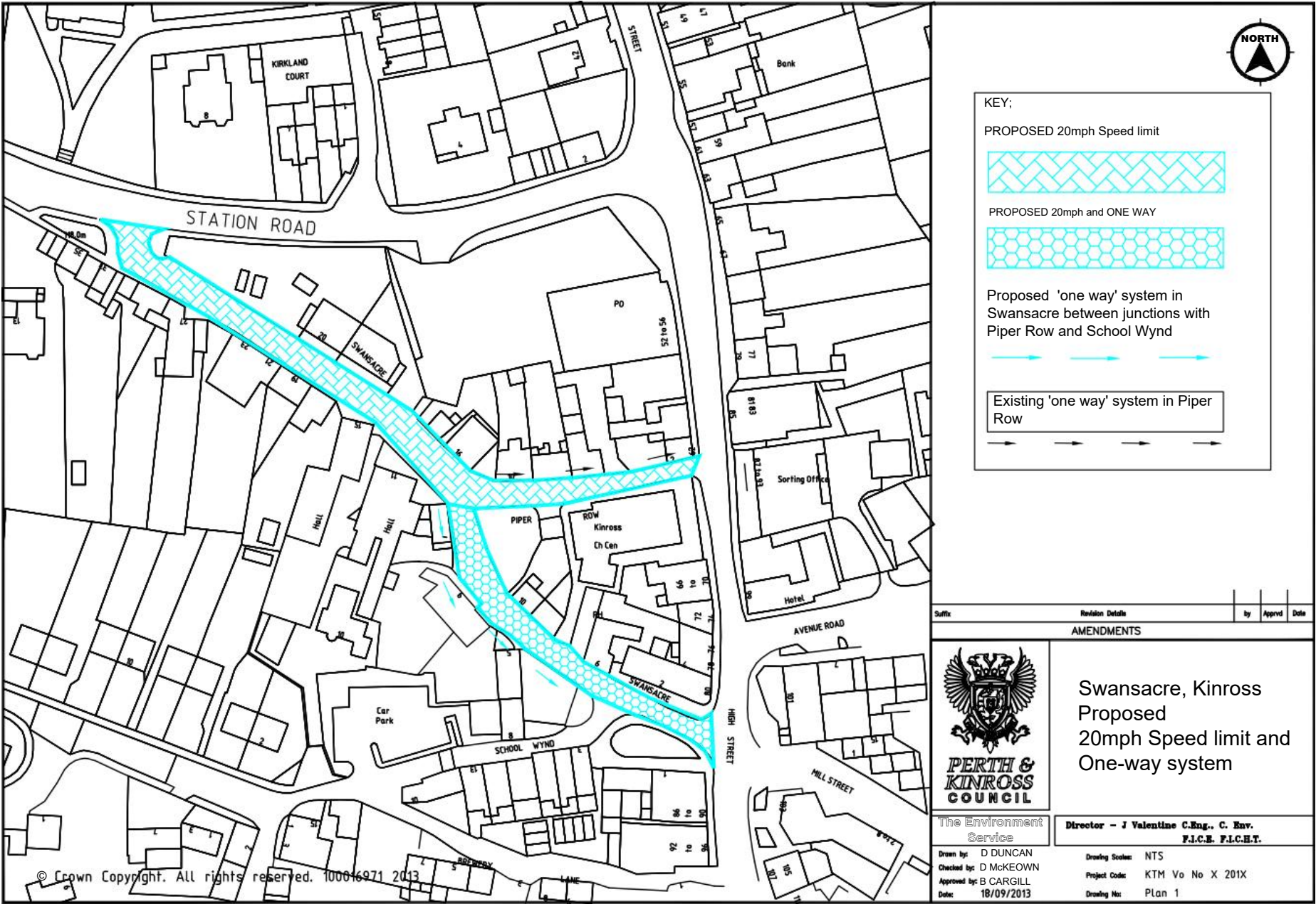
The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report; (list papers concerned)

- Report to Enterprise and Infrastructure Committee 5 June 2013, Cycling, Walking and Safer Streets (CWSS) Projects 2013/14 (13/276)

3. APPENDICES

Appendix 1 - Proposed 20mph speed limit and one-way system

Appendix 2 - Proposed raised crossing and footway works.




KEY;

PROPOSED 20mph Speed limit

PROPOSED 20mph and ONE WAY

Proposed 'one way' system in Swansacre between junctions with Piper Row and School Wynd

Existing 'one way' system in Piper Row

| Revision Details | | by | Appr'd | Date |
|--|--|--|--------|------|
| AMENDMENTS | | | | |
|  PERTH & KINROSS COUNCIL The Environment Service | | Swansacre, Kinross Proposed 20mph Speed limit and One-way system | | |
| | | Director - J Valentine C.Eng., C. Env. F.I.C.E. F.I.C.E.T. | | |
| Drawn by: D DUNCAN | | Drawing Scale: NTS | | |
| Checked by: D McKEOWN | | Project Code: KTM Vo No X 201X | | |
| Approved by: B CARGILL | | Drawing No: Plan 1 | | |
| Date: 18/09/2013 | | | | |

