

## PERTH AND KINROSS COUNCIL

## Enterprise and Infrastructure Committee

22 January 2014

**PROPOSED INSTALLATION OF A 40 MPH SPEED LIMIT ON A823  
RUMBLING BRIDGE – GLENEAGLES – BISHOPS BRIDGE ROAD****Report by Depute Director (Environment)**

This report details a proposal to install a 40mph speed limit on the A823 – Rumbling Bridge – Gleneagles – Bishops Bridge Road. The report recommends a variation of the Traffic Regulation Order for 40mph Speed Limits.

**1. BACKGROUND/MAIN ISSUES**

- 1.1 Improvement works were recently carried out on the A823 in the vicinity of the entrance to the Gleneagles Hotel. This was part of a package of measures to improve road safety and traffic management in this area.
- 1.2 The 30mph speed limit was recently extended in the vicinity of the entrance to the Gleneagles Hotel where pedestrians regularly use this section of the road. This measure was provided in the interests of road safety.
- 1.3 It is felt that due to the volume of pedestrians and vehicular traffic expected to use this section of road, and in the interests of road safety, it is considered that a 40mph speed limit should be provided along a section of the A823.
- 1.4 It is, therefore, proposed to install a 40mph speed limit on the A823 – Rumbling Bridge – Gleneagles – Bishops Bridge Road for a distance of 1.7 kilometres southwards from its junction with the existing 30mph speed limit. This will incorporate both the on/off junctions at the crossing of the A9 Trunk Road, and the junction of the new road from Gleneagles Station. A plan showing this can be seen at Appendix 1.
- 1.5 It is highlighted that a request to install a 40mph speed limit at this location has been received from the management of Gleneagles Hotel, with support from the local Elected Members.
- 1.6 The Committee is asked to approve the promotion of a variation to the Traffic Regulation Order (TRO) to enable the provision of the speed limit.

**2. PROPOSALS**

- 2.1 It is proposed to promote a variation to the existing TRO for 40mph Speed Limits to provide a 40mph speed limit as detailed on the plan at Appendix 1.

### 3. CONCLUSION AND RECOMMENDATION

- 3.1 This report details a proposal to vary the TRO for 40mph speed limits to provide a 40mph speed limit on a section of the A823 – Rumbling Bridge – Gleneagles – Bishops Bridge Road.
- 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)	13 January 2014

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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>	<b>None</b>
Financial	<b>Yes</b>
Workforce	<b>None</b>
Asset Management (land, property, IST)	<b>None</b>
<b>Assessments</b>	<b>None</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>	<b>Yes</b>
Internal	<b>Yes</b>
External	<b>Yes</b>
<b>Communication</b>	<b>Yes</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**

### 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 £5,000 for the new posts and signs will be met from the Road Safety and Design Budget in 2014/15.

### 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 and Elected Members for the area have also been consulted and support the proposal.

## **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 proposal is shown at Appendix 1.



