

PERTH AND KINROSS COUNCIL

Kinross-shire Area Committee

21 April 2022

ROAD SAFETY UPDATE

Report by Head of Environmental and Consumer Services

(Report No. 22/94)

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise members of progress on the various road safety concerns raised about the public road network in Ward 8 raised with officers prior to the meeting.

2. RECOMMENDATION

- 2.1 It is recommended that the Committee endorse the proposals set out at section 5 of this report.

3. BACKGROUND

- 3.1 Perth and Kinross Council's road safety projects assessment criteria provides a procedure for prioritising traffic management and road safety projects. This was approved by the E&I Committee in March 2019 (E Report No. 19/83 refers). All potential schemes are assessed and, if considered appropriate, ranked against other projects to ensure those schemes that deliver the greatest benefit to local communities are delivered first. With each financial year, projects are assigned to the relevant programme of works and budget, then installed as resources permit.
- 3.2 Therefore, whilst one area may have a number of road safety priorities, these need to be assessed and considered alongside priorities identified in other areas.

4. ISSUES AND CONCERNS

- 4.1 Request for 50mph speed limit on all Kinross-shire's roads that PKC is responsible for where national speed limit currently applies.
 - 4.1.1 The setting of speed limits on the local road network is delegated to local authorities. The national speed limit is the default speed limit for all single carriageway rural roads in the UK, unless otherwise signed. It is a variable speed limit and is based on the vehicle category. For cars and motorbikes, the maximum permitted speed limit is 60mph. Cars with trailers or caravans, motorhomes, buses, and light goods vehicles (up to 7.5 tonnes) are already restricted to 50mph. Heavier goods vehicles (over 7.5 tonnes) are restricted to a 40mph limit. These are the "maximum" permitted speeds. However, drivers should drive at appropriate speeds, up to the maximum permitted limit, for the road alignment, weather conditions and their driving capability.

- 4.1.2 Introducing a 50mph speed limit across Kinross-shire is considered by officers from the Council's Traffic and Network team to be unnecessary for the following reasons. The number of collisions, as a result of high vehicle speeds, is low. Road traffic collision reports are provided by Police Scotland. The majority of crashes, where speed can be determined, occur within the maximum permitted speed. The six main individual contributory factors in descending order for the rural road network are (i) loss of control, (ii) failure to judge the speed of another vehicle or distance, (iii) failure to look properly, (iv) slippery road due to weather, (v) careless or reckless driving and (vi) inappropriate, rather than excessive, speed for the road environment.
- 4.1.3 Furthermore, the expected adherence with the lower speed is likely to be low where the road alignment and visibility is good. Traffic survey data shows higher speeds on sections of the A977, B996 and B9097 where the alignment is good and there is full overtaking sight distance. Introducing a speed limit that is unrealistically low will result in poor compliance and lead to increased demands for traffic calming measures or Police enforcement. This was evidenced in the 20mph Speed Limit Trial reported to the E&I Committee in October 2021 (E&I Report 21/195). A lower speed limit may also introduce a road safety hazard as some drivers may attempt to carry out overtaking manoeuvres at inappropriate locations as they try to make time on their overall journey.
- 4.1.4 The project would be cost-prohibitive. Terminal signs would be required at the start and end of each Kinross-shire boundary and on the exit from every urban settlement. Repeater signs would have to be installed at regular intervals along every road. Crudely based on the costs for the recent Green Route project at Path of Condie, it is estimated that the cost would be in the region of £4,000 per mile. Therefore, to install signage throughout the Kinross-shire area to enable Police Scotland to be able enforce the limit would cost in excess of £500,000.
- 4.1.5 It is therefore not recommended to introduce a blanket 50mph speed limit on all Kinross-shire's roads for the reasons stated above.
- 4.2 Examine mitigation measures to address increased traffic flow on Gallowhill Road, Kinross following planning approval for housing development.
- 4.2.1 There are currently plans to extend the current 30mph speed limit that terminates at the town boundary to include the access to the new housing development. This is included in the list of Traffic Regulation Orders to be processed in 2022/23.
- 4.2.2 In addition, a traffic survey is scheduled for Summer 2022 to identify traffic volumes and vehicle speeds. The building works are ongoing. Site observations indicate that a high percentage of vehicles comprises construction traffic. These slower moving vehicles help suppress vehicle speeds. However, this will reduce as the development is completed, and both domestic traffic volumes and vehicle speeds will increase as the site progresses and more houses become occupied.

- 4.2.3 A vehicle-activated sign has been requested and it is programmed to be installed in 2023/24, as the current programme for 2022/23 contains sites which have already been agreed with local Elected Members and Community Councils.
- 4.3 Update on consultation regarding Kinross Town Centre Regeneration scheme
 - 4.3.1 A safety assessment report has been completed by the Council's Traffic & Network Team. The recommendations are currently being assessed by other services, and following on from this, a site meeting will be set up with local Elected members and other interested parties.
- 4.4 Review speed control measures for Blairforge, Blairingone, Carnbo, Drum and Lochran
 - 4.4.1 Blairforge – This settlement sits to the east of the B996 and is subject to the national speed limit. There is limited frontage development and few accesses directly onto the main road. The carriageway and verge along the B996 are wide and flat, and visibility is good. A reduced speed limit is not considered appropriate or necessary. This can be reviewed if there is additional development or as part of the B996 Route Action Plan scheduled for 2023/24.
 - 4.4.2 Blairingone – The village sits astride the A977 and is subject to a 30mph speed limit. This lower limit was extended several years ago to cover the sporadic development to the northeast of the village. A 40mph buffer creating a graduated speed reduction has already been agreed as part of the A977 Route Action Plan and is on the list of Traffic Regulation Orders to be progressed and installed in 2022/23. A similar buffer is planned at the southwest of Crook of Devon. Traffic surveys are planned on rural sections of the Vicar's Bridge Road to identify vehicle speeds and measure compliance on the 40mph walking and cycling friendly Green Route that links to Clackmannanshire.
 - 4.4.3 Carnbo – The village sits astride the A91 and is subject to a 40mph speed limit. Following recent development within the village on in-fill sites, there is greater housing density and increased road-user activity. It has already been agreed to lower the speed limit to 30mph. This is on the list of Traffic Regulation Orders to be progressed and installed in 2022/23. A traffic survey is planned for the section east of the village that links to the village hall to determine whether a 40mph buffer is appropriate.
 - 4.4.4 Drum – Drum village, along the U241 between the A977 and the B9097, is subject to a temporary 20mph speed limit. This is currently being assessed along with the other temporary speed limits installed during the Covid pandemic to accommodate increased pedestrian activity in rural villages. It is proposed that the temporary limit is made permanent. There is a 40mph speed limit at the south of Drum village covering the sporadic frontage development on the B9097, from the A977 Fossoway junction to the U241 Drum junction. This will be extended eastwards a short distance to cover deceleration and turning movements at the Drum junction. A request to extend the 40mph limit further eastwards along the B9097 is not considered

appropriate or necessary as there is no frontage development. This can be reviewed if there is additional development or as part of the review of the existing B9097 Route Action Plan in 2023/24.

- 4.4.5 Lochran – The B996 through the scattered community at Lochran is subject to the national speed limit. Following recent development on some of the in-fill sites, there is greater housing density and increased road-user activity. Village nameplates were installed in 2021/22. It has already been agreed to lower the speed limit to 40mph. This is on the list of Traffic Regulation Orders to be progressed and installed in 2022/23. A traffic survey is planned for Spring 2022 to determine whether the reduced speed limit should be extended northwards to include the travellers' site at Greenacres.
- 4.5 Request for Back Crook Road between Crook of Devon and Drum to be signed as unsuitable for HGVs
- 4.5.1 The junction of the U241, off the A977, has a black haulage route sign directing traffic along the A977 towards Turfhill roundabout and the M90. This was installed as part of the signing strategy of the A977 Route Action Plan. A blue information sign advising commercial drivers that the U241 is unsuitable for large vehicles is included on list of minor traffic signs projects to be installed in 2022/23. This information sign will supplement the haulage route sign to discourage unnecessary commercial traffic passing through the hamlet.

5. PROPOSALS

- 5.1 The following road safety measures are proposed:
 - (i) 30mph extension to be installed at Gallowhill Road, Kinross
 - (ii) Traffic survey to be carried out at Gallowhill Road, Kinross
 - (iii) Vehicle-activated sign at Gallowhill Road, Kinross to be added to VAS programme
 - (iv) Once further assessment of the environmental improvement scheme at High Street, Kinross is complete, a site meeting will be held
 - (v) 30mph speed limit to be installed in Carnbo village
 - (vi) 40mph speed limit to be installed at Blairingone, Crook of Devon and Lochran, and extended slightly at Drum
 - (vii) Information sign to be installed at Drum
- 5.2 However, it is not proposed to:
 - (i) introduce a blanket 50mph speed limit as a general measure across all rural roads in Kinross-shire for the reasons set out above; or
 - (ii) extend the current 40mph speed limit east of Drum or at Blairforge

6. CONCLUSION

- 6.1 The introduction of the various speed limits and signs contained within this report will inform drivers of potential hazards on the road layout ahead and enable them to adjust their speed and position accordingly. Greater

awareness of the road environment, combined with improved speed management, will reduce the risk of conflict between the various road users. This will result in fewer collisions, fewer casualties, and lower casualty severity.

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