

**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee****22 January 2014****INVERGOWRIE - PROPOSED PART TIME MANDATORY 20 MPH SPEED LIMIT  
EXTENSION AND WAITING RESTRICTIONS****Report by Executive Director (Environment)**

This report summarises the proposal to extend the existing 20mph speed limit and to amend the existing waiting restrictions at the new primary school entrance on Errol Road, Invergowrie. The report also recommends a variation to the Invergowrie Traffic Management Order to introduce 'no waiting at any time' restrictions on sections of Main Street and Mill Road, Invergowrie.

**1. BACKGROUND \ MAIN ISSUES**

- 1.1 In 2004 this Committee approved the introduction of a mandatory part-time 20mph speed limit on the C484 Errol Road adjacent to the primary school in Invergowrie. This was part of a Scottish Executive proposal to introduce 20mph speed limits at all schools in Scotland. Following this remit all schools within the Perth & Kinross Council area now have mandatory full-time or part-time 20mph speed limits outside them.
- 1.2 In late 2013 and early 2014, work is being completed at Invergowrie Primary School to provide new facilities. As a result of the upgrade works, the frontage and access/egress arrangements in Errol Road have changed. The new access / egress to the school and bus drop off / pick up area is proposed at the point where the mandatory part time 20mph sign is located.
- 1.3 As a result of the upgrade works, there is a requirement to extend the mandatory part time 20mph speed limit and relocate the existing 20mph sign. The extent of the existing and proposed part time 20mph zone is shown in Appendix 1.
- 1.4 The upgrade works will be completed in early 2014 and in order to allow the part time 20mph speed limit to be enforced a temporary TRO has been put in place to allow the Police to enforce the speed limit.
- 1.5 In order to allow enforcement on a permanent basis, it is proposed to vary the 20mph speed limit Order to include the extended length of road involved.

- 1.6 As part of the upgrade works, a new drop off and pick up area for school buses has been created in Errol Road. Previous experience of similar set ups has shown that where these areas did not have waiting restrictions included, it has caused problems, mainly due to parents parking to drop off and pick up children from school. In order to discourage this practice, it is recommended that the drop off and pick up areas are protected with no waiting at any time waiting restrictions. The proposed restrictions are shown in Appendix 2.

#### Main Street, Invergowrie at Scottish Water HQ

- 1.7 Concerns have been raised by the management of Scottish Water regarding parking on the Main Street in the vicinity of the main access / egress to Scottish Water's offices. This has caused road safety concerns as vehicles are being parked on either side of their access, causing visibility problems for drivers exiting the premises.
- 1.8 As a result, it is recommended that a short section of no waiting at any time waiting restrictions are provided on either side of the main access to Scottish Water. This should deter vehicles from being parked and improve road safety at this location. The proposed waiting restrictions are shown on Appendix 3.

#### Main Street / Mill Road Junction

- 1.9 During site visits to investigate the Scottish Water access concerns, it was noted that there were similar parking problems at the nearby junction of Main Street and Mill Road. It is therefore recommended that short sections of no waiting at any time waiting restrictions will also be installed at this junction.

## **2. PROPOSALS**

- 2.1 It is proposed to promote a variation to the existing Traffic Regulation Order (TRO) for 20mph Speed Limits to extend the existing 20mph as detailed on the plan at Appendix 1.
- 2.2 It is proposed to promote a variation to the existing TRO for Invergowrie to amend the waiting restrictions at the access / egress to the new school entrance and bus turning area as detailed on the plan at Appendix 2.
- 2.3 It is proposed to promote a variation to the existing TRO for Invergowrie to amend the waiting restrictions and install short sections of waiting restrictions at Main Street outside the Scottish Water HQ and also at its junction with Mill Road as detailed on the plan at Appendix 3.
- 2.4 On promotion of the necessary TROs, it is proposed to carry out the engineering works before the end of July 2014.

### 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 This report outlines proposals to extend the existing 20mph part time speed limit in Errol Road, Invergowrie. It also outlines proposals to provide waiting restrictions in the vicinity of the new school access/egress and also on Main Street, Invergowrie at the entrance/exit of Scottish Waters HQ and its junction with Mill Road.
- 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 outlined in paragraph 2.1 to 2.4 of this report.

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#### Approved

Name	Designation	Date
Jim Valentine	Executive 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>Yes</b>
Financial	<b>None</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 and encourage healthy sustainable travel.

## **2. Resource Implications**

### Capital

- 2.1 There will be costs of £2,000 to relocate the signs for the existing 20mph speed limit, and £1,000 for the lining. The estimated cost of providing these measures will be met from the Education Budget in 2013/14 and 2014/15.

### 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 Education Budget in 2013/14.
- 2.3 It is estimated that the Revenue commitments arising from the routine maintenance of the traffic signing will be approximately £100 per annum and will be met from the Roads Maintenance budget.

### 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 sustainable modes of travel.

### 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 proposals.

## **5. Communication**

- 5.1 The formal notice for the TRO will be published in the newspaper.

## **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:

- Enterprise and Infrastructure Committee 25<sup>th</sup> August 2004. School Related Road Safety / School Travel Planning (RT T/27/4)
- Report to Development Management Committee 4 July 2012 – Erection of a new school building with associated access, landscaping, multiuse games area, boundary fences and walls and the demolition of prefabricated classrooms, hall, kitchen, dining room and toilet block extension at Invergowrie Primary School, 4 Errol Road, Invergowrie, Dundee, DD2 5AD (Report No.12/283)

## **2. APPENDICES**

The proposals are as shown on the drawings at Appendices 1-3.











