

PERTH AND KINROSS COUNCIL

Enterprise and Infrastructure Committee

28 August 2013

**PROPOSED EXTENSION TO THE 30 MPH SPEED LIMIT ON
B935 BRIDGE OF EARN/FORGANDENNY ROAD****Report by Depute Director (Environment)****PURPOSE OF REPORT**

This report details a proposal to extend the 30mph speed limit on the B935 Bridge of Earn to Forgandenny Road. The report recommends a variation of the Traffic Regulation Order for 30mph Speed Limits.

1. BACKGROUND / MAIN ISSUES

- 1.1 Over the past few years there has been additional housing built to the west of Bridge of Earn on the B935 Station Road in the vicinity of the start of the existing 30mph speed limit.
- 1.2 This proximity of access to the new housing has identified the need to extend the existing speed limit. It is therefore proposed to extend the existing speed limit area by approximately 200 metres westwards. This will incorporate the acute sharp bends on the approaches to the railway bridge. A plan showing this is attached at Appendix 1.
- 1.3 Requests to extend the 30mph speed limit at this location have been received from the local community, with support from the local Elected Members.
- 1.4 The Committee is asked to approve the promotion of a variation to the Traffic Regulation Order (TRO) to enable the extension of the speed limit.

2. PROPOSALS

- 2.1 It is proposed to promote a variation to the existing TRO for 30mph Speed Limits to extend the 30mph 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 30mph speed limits to extend the 30mph speed limit on the B935 in Bridge of Earn.
- 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)	03/07/2013

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
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	Yes
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.

- 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.

Workforce

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

Asset Management (land, property, IT)

- 2.4 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

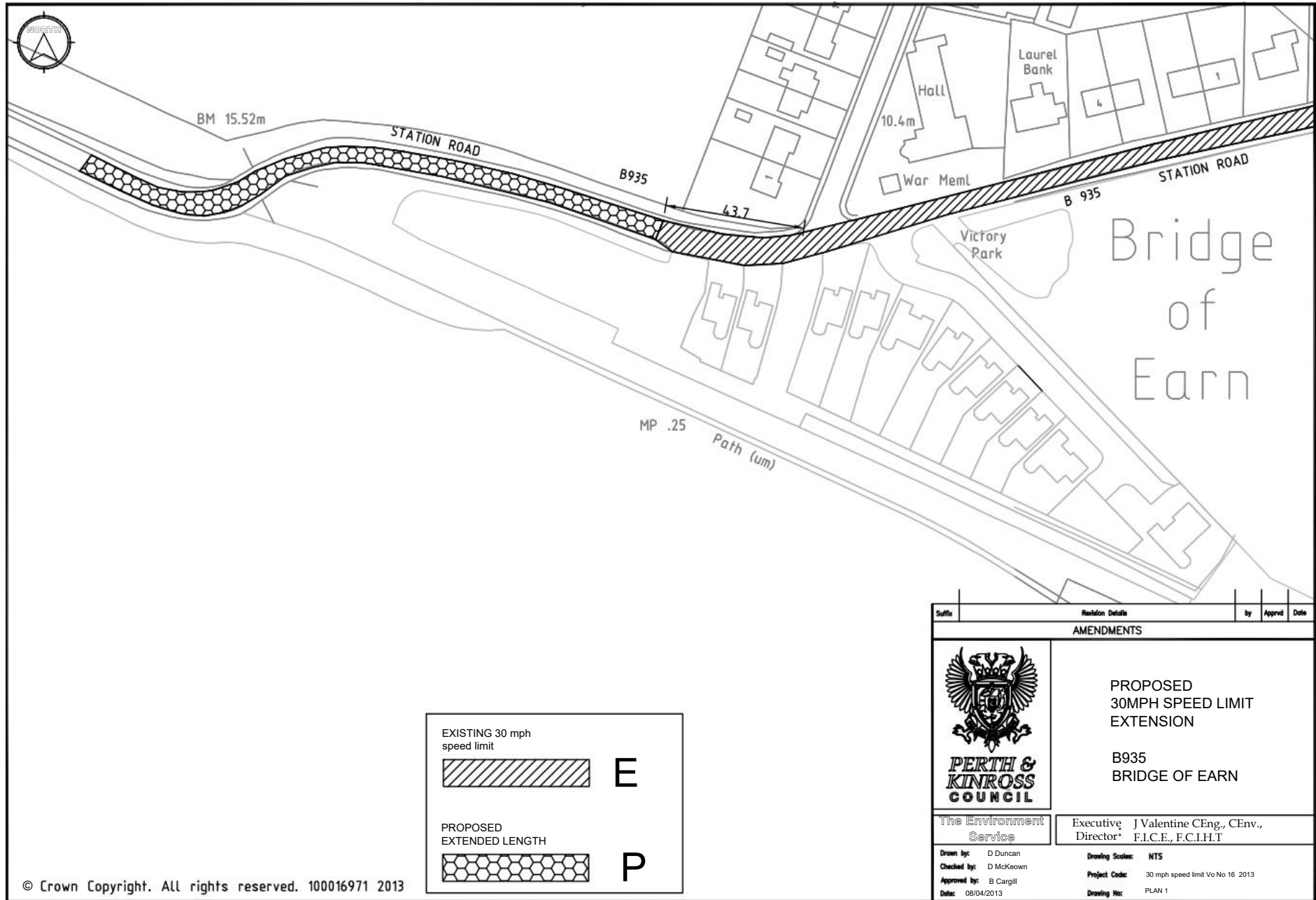
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to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



Suffix	Revision Details	by	Approved	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		PROPOSED 30MPH SPEED LIMIT EXTENSION B935 BRIDGE OF EARN		
The Environment Service		Executive Director* J Valentine CEng., CEnv., F.I.C.E., F.C.I.H.T		
Drawn by:	D Duncan	Drawing Scale:	NTS	
Checked by:	D McKeown	Project Code:	30 mph speed limit Vo No 16 2013	
Approved by:	B Cargill	Drawing No:	PLAN 1	
Date:	08/04/2013			

