

## PERTH AND KINROSS COUNCIL

Enterprise and Infrastructure Committee – 20 March 2013

**PROPOSED 40 MPH SPEED LIMITS AT CAMPMUIR (C405), GRANGE (U150), AND OLD SCONE (U87), AND THE EXTENSION OF THE 30MPH SPEED LIMIT ON THE A823 AT GLENEAGLES****Report by Depute Director (Environment)**

This report details a proposal to introduce 40mph speed limits on roads in Campmuir (C405), Grange (U150) and Old Scone (U87), and to extend the existing 30mph speed limit at Gleneagles A823. The report recommends the start of the process of variation of the Traffic Regulation Orders for the 30mph and 40mph Speed Limits.

**1. RECOMMENDATIONS**

1.1 The Committee is asked to agree to the promotion of a variation to the relevant Traffic Regulation Orders (TRO) necessary to:

- (i) Introduce a 40mph speed limit at:  
Campmuir (C405)  
Grange (U150)  
Old Scone (U87)
- (ii) Extend the existing 30mph speed limit at:  
Gleneagles (A823)

**2. BACKGROUND****2.1 Campmuir (C405)**

2.1.1 Requests have been received from the local community, with support from the Elected Members, for a reduced speed limit to be introduced on the C405 through the village of Campmuir near Burrelton.

2.1.2 The location has been assessed in accordance with the current national guidelines for setting speed limits and a 40mph speed limit is considered appropriate. There is insufficient direct frontage onto the C405 to justify a 30mph speed limit.

**2.2 Grange (U150)**

2.2.1 Residents of the Horn Caravan Park have requested a reduced speed limit on the U150 through the hamlet of the Grange in the Carse of Gowrie.

2.2.2 The location has been assessed and given the number of pedestrians that regularly use this short section of road it is considered appropriate to introduce a speed limit of 40mph over a distance of approximately 400 metres.

## **2.3 Old Scone (U87)**

- 2.3.1 Local residents have raised concerns about road safety on the U87 at Scone and have asked if the existing 30mph speed limit can be extended.
- 2.3.2 The section of road has been assessed in accordance with the guidelines and an extension to the 30mph speed limit is not justified. There are no properties fronting directly onto the U87 and the road is bounded on both sides by forestry and open fields. However, there are no footways along this section of road and the area is popular with walkers. Therefore in the interests of road safety it is considered that a 40mph speed limit would be appropriate. This would extend from the existing 30mph limit to the junction with the A93 at Old Scone.

## **2.4 Gleneagles (A823)**

- 2.4.1 Improvement works have recently been carried out on the A823 in the vicinity of the entrance to the Gleneagles Hotel. This is part of a package of measures to improve road safety and traffic management in this area.
- 2.4.2 One element of the works includes extending the existing speed limit to tie in with new stone cairn gateway features that are due to be erected. Pedestrians regularly use this section of road and these measures are proposed in the interests of road safety. A section of the work includes connecting an existing dry stone wall which protects an underpass, and extending it to incorporate new entrance gateway cairns approximately 40 metres west of the existing speed limit. It is felt that due to the volume of pedestrian traffic expected to use this section of road and in the interests of road safety it is considered that the 30mph speed limit should be extended to incorporate the new entrance gateway cairns.

## **3. PROPOSALS**

- 3.1 It is proposed to promote a variation to the existing TRO for 40mph Speed Limits to introduce 40mph speeds limits as detailed on the plans at Appendices 1-3.
- 3.2 It is proposed to promote a variation to the existing TRO 30mph Speed Limit to extend the existing 30mph as detailed on the plan at Appendix 4.

## **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. The Police, the local Elected Members for the area and the Community Councils have also been consulted on this report and support the proposals.
- 4.2 Details of the proposal were sent to all the affected residents to ascertain their views and invite comments. There was a limited response to the consultation.

A resident from Campmuir suggested that the 40mph limit should be extended. However there was general support for the proposals.

## **5. RESOURCE IMPLICATIONS**

### **5.1 Capital**

- 5.1.1 There are no Capital resource implications arising directly from the recommendations in this report.

### **5.2 Revenue**

- 5.2.1 There will be costs involved in promoting the variation to the Traffic Regulation Orders and installing the relevant traffic signs. The indicative cost of £600 for advertising the TROs and the estimated costs of £1,000 for the new permanent posts and signs will be met from the Road Safety and Design Budget in 2013/14.

## **6. COUNCIL CORPORATE PLAN OBJECTIVES 2009-2012**

- 6.1 The Council's Corporate Plan 2009-2012 lays out five Objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. This report impacts on the following:

- (i) A Safe, Secure and Welcoming Environment
- (ii) Healthy, Caring Communities

## **7 EQUALITIES IMPACT ASSESSMENT (EqIA)**

- 7.1 An equality impact assessment needs to be carried out for functions, policies, procedures or strategies in relation to race, gender and disability and other relevant protected characteristics. This supports the Council's legal requirement to comply with the duty to assess and consult on relevant new and existing policies.

- 7.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

- (i) Assessed as **relevant** but no further actions are required as the proposals summarised in the committee report do not require further assessment as they do not have an impact on people's wellbeing or equality protected characteristics, other than improving the general safety of the road network and all the benefits this brings to everyone.

## **8. STRATEGIC ENVIRONMENTAL ASSESSMENT**

- 8.1 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).

- 8.2 However, no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

## **9. CONCLUSION**

- 9.1 This report outlines a proposal to introduce 40mph speed limit on the list of roads as noted above, and to extend the existing 30mph speed limit at Gleneagles and proposes to commence the process to vary the relevant TROs.
- 9.2 This approval will allow a start to be made to the formal procedure to vary the TROs. 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, there will be a report back to Committee, with appropriate recommendations at the time.

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