

# PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

14 March 2022

### PROPOSED ROAD HUMP ACROSS OLD EDINBURGH ROAD, BRIDGE OF EARN

Report by Executive Director (Communities)  
(Report No 22/57)

<p>This report proposes the introduction of a Road Hump within Old Edinburgh Road (OER), Bridge of Earn, and details the objections received (and the responses) from the consultation undertaken on this proposal.</p>
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#### 1. BACKGROUND

- 1.1 The Bridge of Earn to Newburgh Active Travel Route is a community driven project. It is aligned with current government policies to promote modal shift through active travel, to assist in reducing the UK's current dependencies on carbon-based fossil fuels.
- 1.2 Perth and Kinross Countryside Trust (PKCT) are the lead agents on the Active Travel project, supported by design consultants Transport, Planning and Engineering.
- 1.3 The Traffic and Network team, along with other Council departments, have attended regular project planning meetings and are supportive of the project. As the Roads Authority, the Traffic and Network team are required to present this report to this committee for consideration, on behalf of PKCT.
- 1.4 This Bridge of Earn to Newburgh Active Travel route proposal will help promote the opportunity for active travel, linking the local communities serviced by the A912/A913 road corridors between Bridge of Earn and Newburgh. The proposed active travel route supports current government initiatives and other transport bodies. For example, "Transport Scotland is committed to increasing levels of cycling and walking for transport and leisure", by offering a continuous traffic free route between these local communities. Detailed drawings of the active travel route can be provided on request.
- 1.5 There are proposals to reduce speeds and prioritise active travel movements within Bridge of Earn at the staggered junction of Wicks O'Baiglie Rd, Main St (A912) and Old Edinburgh Road (OER). Key aspects of the junction proposals are to reduce corner radii in line with current practice, introduce a TOUCAN controlled crossing and provide a raised table across Old Edinburgh Road entrance, providing a level footway for the active travel corridor across OER.

- 1.6 As per the Road Humps (Scotland) Regulation Act 1998, road humps require a formal consultation process to be followed.
- 1.7 Consultation with the statutory consultees was carried out. The only response received was from a bus operator who advised that there were no real concerns regarding the provision of the proposed road hump.
- 1.8 The proposal was subject to an independent Road Safety Audit (RSA) with all measures raised by the RSA being mitigated as part of the final design solution presented. The RSA did not raise any concerns regarding the road hump. The RSA can be made available on request.
- 1.9 Local Councillors and Earn Community Council (ECC) were also consulted on the proposal in July 2021.
- 1.10 Earn Community Council (ECC) and 5 consultees made representations pertaining to the overall proposal, including comments out with the road hump consultation process. These comments related to the Road Hump within Old Edinburgh Road.
- 1.11 All respondents to the consultation received an explanation of design decisions relating to the points that had raised. Copies of the detailed correspondence relating to the objections and responses can be provided on request.
- 1.12 A summary of the comments and objections raised and a summary of the responses to all consultees are shown in the table below:

<b>Old Edinburgh Road, Bridge of Earn. Road Hump.</b>	<b>Comment or objection</b>	<b>Response</b>
Consultee No 1	The height of the ramp on Old Edinburgh Road will make hill starts mandatory as it is a steep slope, adding confusion, especially as vehicles can't climb up onto the plateau until it is clear. The road hump is an unnecessary road furniture as all vehicles pause to depart from the Old Edinburgh Road anyway.	The proposed design acknowledges the steepness of OER and the existing gradient will not be increased. The proposed road hump is in line with current good practice and supported by current guidelines. The proposed ramp will help support the proposed changes to the highway code to reinforce the existing legislation that supports the hierarchy of road users. The proposed

		introduction of the road hump within OER/Main St junction will help provide a continuous cycle facility across OER. The proposed facility is an established technique to enhance active travel routes.
Consultee No 2	Family of cyclists who support PKCT in providing safe comfortable and convenient active travel infrastructure.	Thanked for their response.
Consultee No 3	Provided a suggestion to extend kerb lines to slow vehicles down on the A912.	The proposed kerb lines have been revised in line with current practices to control turning vehicles speeds into Old Edinburgh Road.
Consultee No 4	Concerned about the safety when giving cyclists priority over existing vehicles at the Old Edinburgh Road.	The proposed design acknowledges the steepness of OER and the existing gradient will not be increased. The proposed road hump is in line with current good practice and supported by current guidelines. The proposed ramp will help support the proposed changes to the highway code to reinforce the existing legislation that supports the hierarchy of road users. The proposed introduction of the road hump within OER/Main St junction will help provide a continuous cycle facility across OER. The proposed facility is an established technique to enhance active travel routes.
Consultee No 5	Concerned about the safety of the junction and hump. Feels a change in the colour at the	The proposed design acknowledges the steepness of OER and

	<p>road surface across the junction would be a cheaper and easier option.</p>	<p>the existing gradient will not be increased. The proposed road hump is in line with current good practice and supported by current guidelines. The proposed ramp will help support the proposed changes to the highway code to reinforce the existing legislation that supports the hierarchy of road users. The proposed introduction of the road hump within OER/Main St junction will help provide a continuous cycle facility across OER. The proposed facility is an established technique to enhance active travel routes.</p>
<p>Consultee No 6</p>	<p>Concerned by condensing the road hump and toucan crossing in such close proximity. Believes the current design proposed for the introduction of the road hump could potentially be more hazardous. Toucan crossing should be moved northwards. The complex staggering of the junctions may lead to more bumper to bumper collisions. Formally objected to the road hump during the consultation process.</p>	<p>The proposed design acknowledges the steepness of OER and the existing gradient will not be increased. The proposed road hump is in line with current good practice and supported by current guidelines. The proposed ramp will help support the proposed changes to the highway code to reinforce the existing legislation that supports the hierarchy of road users. The proposed introduction of the road hump within OER/Main St junction will help provide a continuous cycle facility across OER. The proposed facility is an established technique to enhance active travel routes. The</p>

		<p>proposed revised layout servicing Wicks O’Baiglie Rd, OER and Main St will reduce vehicles speeds within the junction. The road hump has been designed to accommodate the gradients on OER. The toucan crossing has been designed in accordance with the current guidance and is located on the pedestrian desire lines. The proposal was subject to an independent Road Safety Audit (RSA) with all measures raised by the RSA being mitigated as part of the final design solution presented. We therefore strongly believe the proposed location of the Toucan provides the best balance of providing a crossing at an established location that follows existing and future active travel desire lines, has a low impact on immediate residents and will help to support the overall traffic management and speed reduction in this area to help support the growth of active travel.</p>
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- 1.13 One objection and several comments were raised during the consultation process for the proposed flat-topped ramp on Old Edinburgh Road (OER). The objection and comments were focused on how consultees felt the road hump was unsafe, unnecessary and that it may make it hazardous for users. The road hump has been designed in accordance with good practice and in line with current guidance. The design of the road hump is sympathetic to its surroundings to mitigate any impact it may have. The proposed road hump within OER/Main St junction will help provide a continuous cycle facility across OER. This facility is an established technique to enhance active travel routes.

The proposed ramp will help support the recent changes to the highway code to reinforce the existing legislation that supports the hierarchy of road users.

## 2. PROPOSALS

The road hump has been designed in line with current guidance, good practices and is an established technique to enhance active travel routes including being implemented at existing sites within the Council area. It is recommended that the proposed road hump is installed as designed.

2.1 The proposed Road Hump's details are shown in Appendix 2 of this Report.

## 3. CONCLUSION AND RECOMMENDATIONS

3.1 This report outlines the comments and objection received during the advertising of the proposal to introduce the new road hump on Old Edinburgh Road, Bridge of Earn.

3.2 It is recommended that the Committee

- notes the comments and objection received
- agrees to allow the installation of the proposed Road Hump as shown in Appendix 2, as part of the Bridge of Earn to Newburgh Active Travel route.

### Author

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### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Communities)	7 March 2022

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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>	
Financial	<b>Yes</b>
Workforce	<b>None</b>
Asset Management (land, property, IST)	<b>None</b>
<b>Assessments</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>	
Internal	<b>Yes</b>
External	<b>Yes</b>
<b>Communication</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 primarily contribute to objectives iv) and v) above.

## Corporate Plan

- 1.3 The Council's Corporate Plan 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. It is considered that the actions contained in the report primarily contribute to objectives iv) and v). set out at 1.2 above.

## **2. Resource Implications**

### Financial

#### Capital

- 2.1 The design of the project is being funded by Sustrans. On completion of the design, the Perth and Kinross Countryside Trust will apply for funding for the construction of the Active Travel route. The Traffic and Network team have provisionally allocated £30,000 from the 2022/23 Cycling, Walking and Safer Routes grant towards the project.

#### Revenue

- 2.2 It is estimated that the Revenue budget commitments arising from the routine maintenance of traffic calming features, footways, cycle paths and traffic signing can be met from the Roads Maintenance budgets.

#### 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 road safety.

### 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 Consultation with the statutory consultees was carried out:
- Local Councillors and Earn Community Council (ECC) were also consulted on the proposal.
  - On street consultation notices were displayed on lighting columns surrounding Old Edinburgh Road.
  - A formal press release was inserted in the Courier paper advising all residents of the consultation process.
  - Earn Community Council published supplementary information on the ECC Facebook and webpage.
  - PKCT hand delivered copies of the consultation notice to properties surrounding Old Edinburgh Road.
- 4.2 The Head of Legal and Governance and the Head of Finance have been consulted in the preparation of this report.
- 4.3 6 Consultees responded to the proposed road hump at different stages of the consultation. Each consultee was provided a comprehensive response to any of the comments that they had raised.

## **5. Communication**

5.1 Consultees will be advised of the outcome.

## **2. BACKGROUND PAPERS**

2.1 There are no background papers to this report.

## **3. APPENDICES**

- Appendix 1– Copy of Road Hump Consultation 2nd Stage issued
- Appendix 2 – 2021029 BoE Old Edinburgh Road Table Consultation Rev T.3.pdf