

PERTH AND KINROSS COUNCIL

Environment, Infrastructure and Economic Development Committee

31 May 2023

PROPOSED 20MPH SPEED LIMITS

Report by Head of Environmental & Consumer Services (Report No. 23/173)

1. PURPOSE

- 1.1 This report summarises objections received on the proposed 20mph speed limits for various towns and villages across the Perth and Kinross Council area. The 20mph speed limit is proposed to make the roads safer for all users. It recommends Committee set aside the objections and that the Order is made as advertised.
- 1.2 Perth and Kinross Council recently undertook statutory consultation for Perth and Kinross Council (20mph Speed Limit) (Variation)(No 16) Order 202X. This Traffic Regulation Order seeks to introduce a number of 20mph speed limits.

2. RECOMMENDATIONS

- 2.1 It is recommended that Committee:
- (i) sets aside the objections received and
 - (ii) proceeds to make the Orders to introduce the new 20mph Speed Limits as advertised.

3. STRUCTURE OF REPORT

- 3.1 This report is structured over the following sections:

- Section 4: Background/ Main Issues
- Section 5: Proposals
- Section 6: Conclusion
- Appendices

4. BACKGROUND/MAIN ISSUES

- 4.1 The Traffic Regulation Order wishes to make permanent the 54 No. 20mph speed limits that were introduced temporarily as part of the Spaces for People measures. These were introduced to make communities safer for the vulnerable road users who chose to travel actively during lockdown These locations were; Abernyte, Acharn, Airtully, Alyth, Ardler, Auchterarder, Ballindean, Ballintuim, Blairgowrie, Bridge of Cally, Bridge of Earn, Campmuir, Caputh, Collace, Coupar Angus, Craigdallie, Crook of Devon, Drum, Dunkeld, Dunning, Errol Station, Fearnan, Forgandenny, Forteviot, Fortingall, Glenfarg,

Grandtully, Grange, Harrietfield, Horn, Kettins, Kilspindie, Kinnaird, Kinross, Kinrossie, Kirkmichael, Knapp, Maryburgh and Keltybridge, Meigle, Meikleour, Milnathort, Myriggs, Perth, Pitcairngreen, Pitlochry, Pitroddie, Rait, Scone, Scotlandwell, Spittalfield, Strathtay, Strathtummel, Tummel bridge, West Kinfauns, Westown, Wolfhill.

- 4.2 It is also intended to introduce two new 20mph speed limits in Balbeggie and St Davids, following requests for a reduced speed limit from these two communities.
- 4.3 This Traffic Regulation Order has been progressed in consultation with local elected members, Community Councils and local residents. The locations listed above where a 20mph speed limit was installed on a temporary basis received positive feedback and these communities have now asked for the reduced speed limit to be made permanent.
- 4.4 The proposed Variation Order and drawings are shown in Appendix 1.
- 4.5 During the statutory advertisement period, 4 objections were received and these are listed in the table below.

Objections to the proposed 20 mph speed limit are as follows:		
Name on file	Reason for objection	Response
(1)	Objects due to the 20mph speed limits no longer being required for social distancing. Believes they should only be used around schools, housing estates and for as short a distance as possible. The current 20mph speed limits are ignored by drivers because they are too long. Objector has been overtaken on several occasions and has observed Police vans and cars ignoring them. The objector believes that 20mph speed limits hinders traffic flow and costs commerce time and money which is driving inflation. Does not believe that 20mph speed limit should be the default limit and each site should be assessed independently.	The 20mph speed limits are being made permanent with the agreement of the local communities regarding the speed limit and its length. There is a positive relationship between 20mph speed limits and reducing casualties and collisions on road. 20mph speed limits should reduce the risk of a collision and the severity. The chances of survival if struck at 20mph (90%) are much greater than 30mph (50%). Slower speeds help to promote liveable streets and encourage active travel. Speeding, and inappropriate driving regardless of the speed limit is a matter for Police Scotland. Journey times on roads in urban areas tend to be determined by junctions, crossings and parked vehicles, rather than the speed limit. In many cases lowering the speed limit to 20mph will have little

	<p>It is believed that 30mph or 40mph speed limits are more appropriate.</p>	<p>or no impact on journey times. Where there is an impact, this would be negligible, but in turn would make roads safer for more vulnerable road users.</p>
(2)	<p>Objects due to the 20mph speed limit no longer being required for social distancing. The objector believes that 20mph should not be introduced across all towns and villages in PKC. Each site should be assessed against different criteria. The 20mph speed limit covers too long an area where there are little to no pedestrians or cyclists. The speed limits are ignored and has resulted in drivers harassing/overtaking those abiding by the restrictions. Believes that 30mph speed limits are respected more. Motorists' attention is diminished when driving through an empty road in the middle of the countryside at a much slower speed.</p> <p>The objector believes that the 20mph speed limit in Bridge of Cally and Kirkmichael would serve the area much better if it was limited to the area on the A93 around the hotel and village shop where there is no footpath and likely to be pedestrians.</p> <p>The objector does not believe the 20mph speed limits on the A827 around Loch Tay at Fearnan, and Glen Lyon are appropriate.</p>	<p>As above</p>
(3)	<p>The objector believes that it is inappropriate to put 20mph speed limits in Perth and Kinross due to it being a rural</p>	<p>There is little evidence to suggest that reducing vehicle speeds to 20mph increases pollution. Increased driving time does not</p>

	<p>county and residents have large distances to travel. They believe that 20mph speed limits will have an adverse affect on travel times and congestion in local towns. They state that 20mph speed limits with regularly speeding up and slowing down is inefficient and will add to our carbon footprint. They believe that the 20mph speed limits have removed a number of safe overtaking stretches. They do not believe a blanket approach is appropriate and that careful consideration should be given to each site to ensure the success of the 20mph speed limit.</p>	<p>necessarily result in more air pollution. Driving styles, acceleration and braking are all contributory factors to increased emissions.</p> <p>Research has found that reducing speeds from 30mph to 20mph significantly reduced CO2 and NOx emissions whilst only having a minimum impact on journey times. Fuel consumption is influenced by the way people drive. Driving at a consistent speed is better than stopping and starting. Accelerating up to 30mph can take over twice as much energy as accelerating up to 20mph. A 20mph speed limit and a smooth driving style, can help avoid unnecessary speeding up and slowing down, in turn saving fuel. A study by the Transport Research Board identified that 30km/h zones (18.6mph) resulted in a 12% reduction in fuel consumption. There is no evidence to show that congestion has increased within Perth city centre. The signage has been provided as per the regulations. There is no evidence to show that the temporary 20mph speed limits have had little or no effect on road safety.</p>
(4)	<p>The objector does not believe it is appropriate to make permanent the 20mph speed limits that were introduced Covid. They believe that the 20mph speed limits will have an increase in vehicle emissions and are no longer essential for pedestrian safety no that the Covid pandemic “keep your distance” rules have ended.</p> <p>The objector believes that the emissions will increase</p>	<p>There is little evidence to suggest that reducing vehicle speeds to 20mph increases pollution. Increased driving time does not necessarily result in more air pollution. Driving styles, acceleration and braking are all contributory factors to increased emissions.</p> <p>Research has found that reducing speeds from 30mph to 20mph significantly reduced CO2 and NOx emissions whilst only having a minimum impact on journey times. Fuel consumption is influenced by the way people drive. Driving at a</p>

	<p>because a vehicle must use a lower gear to travel more slowly. (engine rpm will remain the same) i.e their emissions per second remain the same but as it takes 50% longer to cover the same length of a 20mph zone (compared to if it were a 30mph zone) tailpipe emissions from all internal combustion vehicles will increase by 50%.</p> <p>The objector believes that the increase in CO2 per year that the 20mph speed limits should only be retained where there is a real benefit to pedestrian safety in locations where the pedestrian density is high e.g in town centres.</p> <p>The objector believes that some of the extents of the 20mph speed limit in 3 locations should be reduced in length before being made permanent. Scone, Coupar Angus and 3 sites on the rural A823 Blairgowrie to Dunkeld Road should all be reduced in length.</p> <p>The objector does not believe that there is a compelling pedestrian safety argument for every metre of the 20mph speed limits that are being introduced.</p>	<p>consistent speed is better than stopping and starting. Accelerating up to 30mph can take over twice as much energy as accelerating up to 20mph. A 20mph speed limit and a smooth driving style, can help avoid unnecessary speeding up and slowing down, in turn saving fuel. A study by the Transport Research Board identified that 30km/h zones (18.6mph) resulted in a 12% reduction in fuel consumption. There is no evidence to show that congestion has increased within Perth city centre.</p> <p>The signage has been provided as per the regulations. There is no evidence to show that the temporary 20mph speed limits have had little or no effect on road safety.</p> <p>The three rural sections of 20mph speed limits on the A823 that are referred are not included within the 20mph Traffic Regulation Order. In consultation with Elected Members these 3 locations are to be made 30mph speed limit.</p>
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4.6 Copies of the full objections and responses are contained in Appendix 2.

5. PROPOSALS

5.1 The proposed speed limit orders and relevant drawings are shown in Appendix 1 attached to this report.

6. CONCLUSION

- 6.1 This report outlines the objections received during the advertising of the proposed 20mph speed limits and the responses sent to objectors to explain the reasons for the proposed Orders. The report also recommends that these objections are set aside and the Orders promoted.

Author

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Approved

Name	Designation	Date
Barbara Renton	Executive Director (Communities)	23 May 2023

APPENDICES

- Appendix 1 Drawings and Variation Order
- Appendix 2 Objections and Responses

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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. 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 are no additional financial implications associated with the recommendations in this report. The financial implications of advertising and implementing the new Green Routes were provided in the previous report (Report No 17/210 refers.).

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 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the Local Elected Members and Community Councils have also been consulted and support the proposal.

5. Communication

- 5.1 None

2. BACKGROUND PAPERS

- 2.1 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:

- Environment and Infrastructure Committee (Report 21/195)