

PERTH AND KINROSS COUNCIL

Enterprise and Infrastructure Committee

7 September 2016

PROPOSED 40 MPH SPEED LIMIT ON JUNCTION ROAD, KINROSS

Report by Director (Environment)

This report summarises the objections received on the proposal to introduce a 40mph speed limit on Junction Road, Kinross. It recommends the Committee set aside the objections and that the Order is made as advertised.

1. BACKGROUND

- 1.1 At its meeting on 20 January 2016, the Committee agreed to promote a Traffic Regulation Order (TRO) to introduce a 40mph speed limit on Junction Road, Kinross (Report No.16/7 refers).
- 1.2 The report detailed the proposal to introduce a 40mph speed limit on Junction Road in Kinross to encourage motorists to use the route as a through route, avoiding the town centre.
- 1.3 Three local residents have formally objected to the proposals.

<u>Name on file</u>	<u>Reason for objection</u>	<u>Response</u>
(1)	Increasing the limit to 40mph will only encourage even greater speeds. Motorists do not slow down at the mini roundabouts at present and increasing the limit will lead to accidents.	The local members have requested that the objections be set aside as they consider the introduction of a 40mph speed limit will encourage motorists (that are only passing through) to use the route thus avoiding the town centre.
(2)	Increasing the speed limit by 10mph will save only seconds on a journey. Objector fails to understand why this would make it an incentive to use the route. Roundabout issues as above. There are a large number of children living in the estate. Statistics show that the risk of serious injury or a fatality is substantially higher where the speed increases. Police regularly stop speeding motorists at present, so	As above.

<u>Name on file</u>	<u>Reason for objection</u>	<u>Response</u>
	increasing the limit to 40mph will only encourage even greater speeds.	
(3)	Objector has young children and is concerned about the safety implications if traffic speeds are to be increased. This proposal is not a viable compromise for the sake of trying to encourage motorists to use the route.	As above.

2. PROPOSALS

- 2.1 It is proposed to set aside the objections received and to proceed to make the TRO to introduce a 40mph speed limit on Junction Road, Kinross.

3. CONCLUSION AND RECOMMENDATION

- 3.1 This report outlines the objections received during the advertising of the proposal to introduce a 40mph speed limit on Junction Road, Kinross.
- 3.2 It is recommended that the Committee sets aside the objections received and to proceed to make the TRO to introduce a 40mph speed limit on Junction Road, Kinross as advertised.

Author

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Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	19 July 2016

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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 waiting restriction changes were provided in the previous report. (Report No 12 16/7 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 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 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 and all the elected members have 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:

- Enterprise and Infrastructure Committee 20th January 2016. proposed 40mph speed limit on Junction Road, Kinross (12.16/7)

3. APPENDICES

3.1 The proposals are shown at Appendix 1.