

PERTH AND KINROSS COUNCIL**Enterprise and Infrastructure Committee****1 June 2016****Proposed 20MPH Speed Limit at Blairgowrie****Report by Director (Environment)**

This report details a proposal to extend the existing 20mph speed limit from the Wellmeadow area, to the Reform Street Perth Street junction in Blairgowrie. The report recommends the start of varying the Traffic Regulation Order for 20mph Speed Limits.

1. BACKGROUND**Reform Street, Perth Street, High Street and Allan Street, Blairgowrie**

- 1.1 There is a history of road safety concerns raised by local Elected Members, the Community Council, the business community and Council Officer's regarding the Reform Street/Perth Street junction and the High Street area.
- 1.2 During the traffic monitoring for the Wellmeadow 20mph project vehicle, speeds were also recorded on High Street and Allan Street. Although the recorded vehicle speeds were low, on-site observations raised concerns regarding pedestrian safety, particularly at the Reform Street/High Street junction.
- 1.3 Of considerable road safety concern is the fact that some drivers from Reform Street were misinterpreting the green light as a junction signal and failing to give way to traffic proceeding along Perth Street towards High Street. This was aggravated by High Street being one way. This meant that there was no oncoming traffic from the right to discourage drivers from entering High Street without slowing down.
- 1.4 It was reported that there are a high number of road traffic collisions occurring at this junction. However, Police Scotland no longer report non injury collisions and therefore there are no reported road casualties to confirm this. However, there is clear evidence at the site to confirm that non-reported collisions are regularly occurring. In addition, adjacent local businesses have for some time reported the regular occurrence of incidents.
- 1.5 Given the regular occurrence of vehicle collisions at this location and the large number of pedestrians crossing the junction, the risk of injury to pedestrians in the event of a collision is high.
- 1.6 At its meeting on the 23 March 2016 (report 16/138 refers), the Enterprise and Infrastructure Committee approved the introduction of a permanent 20mph at the Wellmeadow area in Blairgowrie.

- 1.7 As a result of the road safety concerns raised previously and from the onsite observations, it is now proposed to extend the existing 20mph from the Wellmeadow area to include Allan Street, High Street to the Reform Street/Perth Street junction. A short section of Reform Street will also be included to allow for signage to be erected and to cover the pedestrian crossing.
- 1.8 The proposed lower speed limit will reduce the number and potential severity of road traffic collisions and reduce the risk to pedestrians.
- 1.9 It is also proposed to construct a flat topped ramp across the junction of Reform Street/Perth Street which will complement the proposed reduced speed limit. The provision of this physical measure will benefit from a reduced speed limit as there could potentially be higher approach speeds at quieter times of the day. The location is within a busy town centre and it would therefore be recommended to provide a reduced speed limit.

2. PROPOSALS

- 2.1 It is now proposed to extend the existing 20mph speed limit from the Wellmeadow, to include Allan Street, High Street to the junction of Reform Street/Perth Street, Blairgowrie. The routes have been identified and shown in Appendix 1.

3. CONCLUSION AND RECOMMENDATION

- 3.1 This report details the location where it is proposed to introduce a 20mph speed limit as a result of reported collisions and concerns about pedestrian safety.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the TRO. 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. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approves:
 - (i) the promotion of a variation to the relevant Traffic Regulation Order (TRO) to allow the introduction of a 20mph speed limit and its implementation.

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Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	27 April 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	None
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 and encourage healthy sustainable travel.

2. Resource Implications

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 2016/17.
- 2.3 The estimated costs of £2,000 for the new posts and signs will be met from the Road Safety and Design Budget in 2016/17.

Workforce

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

Asset Management (land, property, IT)

- 2.5 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 sustainable modes of travel.

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, local elected members and Community Council for the area have been consulted and support the proposals.

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. If objections are raised, these will be reported back to Committee, with appropriate recommendations.

2. BACKGROUND PAPERS

- 2.1 Enterprise and Infrastructure Committee 23rd March 2016. Proposed 20mph speed limit at Wellmeadow, Blairgowrie (15/16/138).

3 APPENDICES

- 3.1 The proposals are as shown in Appendix 1.

