

# PERTH AND KINROSS COUNCIL

## Environment, Infrastructure and Economic Development Committee

20 September 2023

### PROPOSED 30MPH SPEED LIMITS

#### Report by Head of Environmental & Consumer Services

(Report No. 23/258)

#### 1. PURPOSE

- 1.1 The purpose of this report is to seek support to make a Traffic Regulation Order, which covers a 30mph speed limit in Kinloch. The Council has received one objection regarding the proposed introduction of this speed limit. The Committee is asked to set aside the objection and that the Order is made as advertised.

#### 2. RECOMMENDATIONS

- 2.1 It is recommended that Committee:
- i) sets aside the objection received and
  - ii) proceeds to make the Order to introduce the new 30mph Speed Limit in Kinloch 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 Officers recently undertook statutory consultation for Perth and Kinross Council (Restricted Roads) (Variation) (No 38) Order 2023, covering a number of sites. There were no objections received for the majority of these sites, therefore these have been progressed without delay. However, the Traffic Regulation Order (TRO) wishes to promote a 30mph speed limit in Kinloch, for which an objection was received, which therefore requires a Committee decision.
- 4.2 All the 20mph speed limits introduced under the Spaces for People initiative have been assessed and, where appropriate, made permanent. However, at some locations where a temporary 20mph speed limit was introduced, it was not considered appropriate to make these locations permanent.

- 4.3 As a result, it is therefore proposed to introduce 30mph speed limits at these sites to improve compliance. Setting the speed limit unrealistically low has resulted in poor compliance and increased demands on Police enforcement. However, the speed limit can be reviewed should there be any future changes. The temporary 20mph speed limit in Kinloch was one of the sites with poor compliance. Given the road width, alignment and limited frontage development at this location, officers do not believe that a permanent 20mph speed limit is appropriate.
- 4.4 This Traffic Regulation Order has been progressed in consultation with local elected members, Community Councils and local residents. The proposed Variation Order and drawings are shown in Appendix 1.
- 4.5 During the statutory advertisement period, one objection was received and this is listed in the table below. This objection relates to Item 10 (Kinloch) in Appendix 1.

<b>Objections to the proposed 20 mph speed limit are as follows:</b>		
<b>Name on file</b>	<b>Reason for objection</b>	<b>Response</b>
(1)	The objector does not agree with raising the speed limit to 30mph in Kinloch. The current limit is 20mph and vehicles are still travelling too fast for the road. The objector would like more traffic calming to be provided in order to increase compliance with the 20mph speed limit.	It is proposed to amend the speed limit to 30mph to improve compliance. Given the road width, alignment and limited frontage development at Kinloch, officers do not believe that the 20mph speed limit is the appropriate speed restriction. Setting the speed limit unrealistically low in Kinloch has led to poor compliance.  If there is further development in Kinloch, the Council can review the speed limit further.

- 4.6 A copy of the full objection and response are contained in Appendix 2.
- 4.7 Under the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, local authorities are permitted to make a Traffic Regulation Order in partial while deferring one or more items of the proposed Traffic Regulation Order.
- 4.8 Item 10 of the Order was the only location out of the 13 proposed that received an objection. The Perth and Kinross Council (Restricted Roads) (Variation) (No 38) Order 2023 has been made with Item 10 being deferred, so that the objection can be considered at this Committee.

## 5. PROPOSALS

- 5.1 The proposed 30mph speed limit order and relevant drawings are shown in Appendix 1 attached to this report.

## 6. CONCLUSION

- 6.1 This report proposes road safety improvements by way of a 30mph speed limit in Kinloch. The report also highlights an objection received during the advertising of the proposed 30mph speed limits and the response sent to the objector to explain the reasons for the proposed Order. The report also recommends that the objection is set aside and that the Order is promoted.

### Author

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### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Communities)	7 September 2023

## APPENDICES

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

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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 This report supports one of the priorities within the Community Plan 2022-27.

(i) *Mental and physical wellbeing.*

#### Corporate Plan

1.2 This report supports the objectives within the draft new Corporate Plan:-

- (i) *Children and young people grow up safe, respected, well-educated, and confident in their ability to realise their full potential;*
- (ii) *People and businesses are increasingly able to prosper in a local economy which support low carbon ambitions and offers opportunities for all;*
- (iii) *People can achieve their best physical and mental health and have access to quality care and support when they need it;*
- (iv) *Communities are resilient and physically, digital and socially connected;*
- (v) *Perth and Kinross is a safe and vibrant place, mitigating the impact of climate and environmental change for this and future generations.*

## 2. Resource Implications

### Financial

#### Capital

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

#### Revenue

- 2.2 The financial implications of advertising and implementing the new speed limits are covered within existing Traffic and Network revenue 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 The Head of Legal and Governance and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, local Elected Members, residents and Community Councils have also been consulted and support the proposals.

## **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)
  - Environment, Infrastructure and Economic Development Committee (Report 23/173)