

PERTH AND KINROSS COUNCIL

Environment and Infrastructure Committee

20 March 2019

PROPOSED 30MPH & 40MPH SPEED LIMITS AT REDGORTON (B8063, B9099, U42 & MAIN STREET) (WARD 5)

Report by Depute Director (Housing & Environment) (Report No. 19/88)

This report details a proposal to introduce 30mph & 40mph speed limits at Redgorton (B8063, B9099, U42 and Main Street) (Ward 5). It recommends the start of varying the Traffic Regulation Order for the 30mph and 40mph Speed Limits.

1. BACKGROUND

30/40mph at Redgorton (B8063, B9099, U42 and Main Street)

- 1.1 Road safety concerns have been raised by local elected members.
- 1.2 As a result of these concerns, it is now proposed to start the process to introduce a 30mph speed limit on Main Street, Redgorton and introduce a 40mph speed limit at Redgorton (B8063, B9099 and U42).
- 1.3 Consultation was carried out with the local elected members, Community Council and Police Scotland who were all in agreement with the proposal. Local consultation was undertaken to gauge opinion and the results are shown below:

<u>Name on file</u>	<u>Comment or objection</u>	<u>Response</u>
	Nine properties responded supporting the proposal	
	One property responded objecting to the proposal claiming that the proposal was unnecessary as there is no issues with speeding vehicles and a lack of road traffic collisions	The proposal would reduce the speed of vehicles and create a safer environment for pedestrians and all other road users between Redgorton and Luncarty
Elected Members	All Supportive	

2. PROPOSALS

- 2.1 It is proposed to start the process to introduce a 30mph speed limit on Main Street, Redgorton and to introduce a 40mph speed limit at Redgorton (B8063, B9099 and U42). 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 30mph and 40mph speed limit.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the relevant Traffic Regulation Orders (TRO). This procedure will involve statutory consultation, preparation of draft TROs and advertising in the press. It 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 approve the promotion of a variation to the relevant TROs to allow the start of the process towards the introduction of a 30mph and 40mph speed limit.

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Approved

Name	Designation	Date
Keith McNamara	Depute Director (Housing & Environment)	15 February 2019

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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 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 lower traffic speeds.

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 variations to the Traffic Regulation Orders. The indicative cost of £600 for this will be met from the Traffic & Road Network Revenue Budget in 2019/20.
- 2.3 The estimated costs of £2,000 for the new posts and signs will be met from the Traffic & Road Network Revenue Budget in 2019/20.

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 and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the local elected members and the 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 No 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.

3 APPENDICES

- 3.1 The proposals are as shown in Appendix 1.