

**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee****9 November 2016****Proposed 30mph Speed Limit at The Hosh, Crieff and Tullibardine****Report by Director (Environment)**

This report details proposal to introduce 30mph speed limits at The Hosh, Crieff and at Tullibardine as a result of requests from the local communities with the support of the local elected members. The report recommends the start of varying the Traffic Regulation Order for the 30mph Speed Limits.

**1. BACKGROUND****30mph at the U1 The Hosh, Crieff and C458, U20/21 Tullibardine**

- 1.1 There is a history of road safety concerns that have been raised by local elected members, the community council, parents of children, and local residents.
- 1.2 At The Hosh, discussion has taken place between council officers, East Strathearn Community Council and Glenturret Distillery about a reduced speed limit due to concerns about vehicle speeds and increased pedestrian activity both to the distillery and the rural path network. At Tullibardine, the request for a lower speed limit has come from local residents, following the completion of housing development within the settlement.
- 1.3 As a result of these concerns, it is now proposed to introduce a 30mph speed limit on a section of the U1 at the settlement of The Hosh, Crieff and a 30mph speed limit on a section of the C458 and the U20/21 through the settlement of Tullibardine.

1.4 It was agreed to carry out local consultations to gauge opinion. The results of the consultation for each area are shown below:

### THE HOSH

Name on file	Comment or Objection	Response
	Thinks that 30mph is too fast and suggests 20mph.	Proposed 30mph speed limit assessed and agreed with local elected members, community council and residents.
	Supports but feels 30mph is still too fast. Would be in favour of a 20mph limit starting at the Distillery and extending as far as the Hosh Farm.	As above
	Supports, suggests a section of 20mph limit could be introduced alongside these proposals.	As above
	This section of road can be challenging road to drive, (lying, as it does, between two A roads (A85 and A822). Feels that a speed restriction to 30 mph would, where observed, reduce many of the dangers of this route.	Additional signage and lining has been agreed with the local elected members, community councils and residents.
	Supports, and suggests a section of 20mph limit could be introduced alongside these proposals. Also suggests additional signs and lines should be introduced.	As above
	Supports	
	Supports	

## TULLIBARDINE

Name on file	Comment or Objection	Response
	To confirm support for the above proposal. However, it would be better if the speed restriction on the road marked U20 in the plan started/stopped prior to the severe bend in the road where the old railway bridge used to be.	Speed limits have been requested by the local community. Speed limit signs will be sited at village nameplates
	Does not think a 30mph limit is necessary.	Speed limits have been requested by the local community.
	Supports	
	Supports and suggests raised lining on approach	If approved, speed limit will be maintained and further measures considered if required.
	Do not agree to the proposed 30mph limit, but if it was to be enforced then would recommend 40 mph.	Speed limits have been requested by the local community.
	Supports, suggests an extended area of 40mph on adjoining B and C class roads.	Area has been assessed and the length of restrictions has been agreed by the local community

## 2. PROPOSALS

- 2.1 It is proposed to introduce 30mph speed limits on the U1 at The Hosh, and the C458 and the U20/21 at Tullibardine. The routes have been identified and shown in Appendices 1 and 2.

## 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 This report details the locations where it is proposed to introduce two 30mph speed limits.

3.2 Approval will allow a start to be made to the formal procedure to vary the TROs. This procedure will involve statutory consultation, preparation of draft TROs 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 approve:

- (i) the promotion of a variation to the relevant Traffic Regulation Order (TRO) for the introduction of 30mph speed limits at the locations shown in Appendices 1 and 2 to the report.

**Author**

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**Approved**

<b>Name</b>	<b>Designation</b>	<b>Date</b>
Barbara Renton	Director (Environment)	23 September 2016

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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>None</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 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 variations to the Traffic Regulation Orders. 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. Should objections be raised, these will be reported back to Committee, with appropriate recommendations

## **2. BACKGROUND PAPERS**

- 2.1 None.

### **3. APPENDICES**

3.1 The proposals are as shown in Appendices 1 and 2.