

# PERTH AND KINROSS COUNCIL

Environment and Infrastructure Committee – 19 May 2021

## PROPOSED 50MPH SPEED LIMITS

Report by Depute Director (Communities)  
(Report No. 21/63)

This report summarises the proposed 50 mph speed limits associated with the Cross Tay Link Road scheme on the A9294 Cross Tay Link Road and details the objections received. It recommends Committee set aside these objections, noting the rationale and benefits of the proposals and agrees that the Orders are made as advertised.

### 1. BACKGROUND

- 1.1 The Cross Tay Link Road (CTLR) Scheme received planning approval by the Planning and Development Management Committee in October 2020. Report No. 20/194 refers. The scheme is of significant strategic importance and will bring many key benefits to the area by:
  - delivering improved local and regional access in and around Perth,
  - enabling economic growth by releasing strategic development sites for housing and employment;
  - reducing traffic congestion pressure in and around Perth;
  - freeing up capacity to improve and promote sustainable travel options in line with the Perth City Plan
  - contributing towards meeting the objectives of the Air Quality Management Area
- 1.2 A 50mph speed limit is proposed on the entire length of the proposed A9294 CTLR, and this is illustrated on the proposed Order and drawings at ~Appendix 1.
- 1.3 In line with current national guidance for setting speed limits, the proposed speed limit reflects the function of the road and consider the conditions and needs of the community, pedestrians, cyclists and other vulnerable road users. The roundabouts and road layout for the CTLR scheme in these locations have been designed in accordance with current guidance for the speed limit proposed in this report.
- 1.4 The 50mph speed limit is required to ensure the road alignment is more flexible through the landscape and to minimise the impact on environmentally sensitive sites. The 50mph speed limit also aims to ensure road safety for all road users.
- 1.5 Scone and District Community Council and a representative on behalf of both Perth Area Living Streets and Cycling UK have formally objected to the 50mph speed limit proposal. The objections are summarised below along

with the responses that were sent by officers to each objector to explain the reasoning behind the proposed Order. No objections were withdrawn following the responses from the Council.

<b>Objections to the proposed 50mph on A9294 CTRL</b>		
<b>Name on file</b>	<b>Reason for objection</b>	<b>Response</b>
(1) On behalf of both Perth Area Living Streets and Cycling UK	<p>Objection to the proposed 50mph on the A9294 CTRL requesting for it to be 30mph at the area North of Scone at the proposed Scone North Development and at Highfield woodland. The reasons for the objection are in the interests of pedestrian safety and cyclist safety and to encourage cycling and walking in line with the Council's Active Travel Strategy. The objector welcomes the crossing points provided but is concerned not all pedestrians will use them. The objector also cites the Council's use of reduced speed limits on other designated green routes.</p>	<p>It is proposed to implement a 50mph speed limit on the CTRL as well as traffic light controlled pedestrian and cyclist crossing facilities (Toucan crossings) providing safe crossing of the CTRL where the Highfield core path crosses (and other crossing locations throughout the CTRL). In addition to this a green bridge is to be provided which is located approximately 550 metres to the west of the Highfield core path and caters for pedestrians as well as a wildlife and ecology.</p> <p>On opening, the CTRL in this area will be a rural link road with no frontage development. It would therefore not be appropriate to implement a 30mph speed limit on this section of the CTRL in accordance with current guidance.</p> <p>It is noted however that there will be a requirement for the speed limits on the CTRL to be revised, and for revisions to the street scape to be carried out, as part of the Scone North housing development as it reaches the CTRL in this vicinity. This will be managed by the Council's Development Management Team through the planning process.</p>

<b>Objections to the proposed 50mph on A9294 CTRL</b>		
<b>Name on file</b>	<b>Reason for objection</b>	<b>Response</b>
(2) Scone and District Community Council	<p>Objection submitted in two parts:</p> <p>Part 1 of the objection is due to concerns that the CTRL dissects the Scone North housing development, passing through a residential area and a school site at 50mph.</p> <p>Part 2 of the objection is due to concerns about pedestrian safety for users of the core path network at Highfield woodland. Concern is that users will not want to walk to the green bridge and instead will use the traffic light controlled crossing facility proposed at the Highfield core path.</p> <p>The objector asked that the speed limit is reduced to 30mph in this vicinity.</p>	<p>The response to part 1 of the objection is that the Scone North housing development and school will not be in place on opening of the CTRL. On opening, the CTRL in this area will be a rural link road with no frontage development. It would therefore not be appropriate to implement a 30mph speed limit on this section of the CTRL in accordance with current guidance.</p> <p>It is noted however that there will be a requirement for the speed limits on the CTRL to be revised, and for revisions to the street scape to be carried out, as part of the Scone North housing development as it reaches the CTRL in this vicinity. This will be managed by the Council's Development Management Team through the planning process.</p> <p>The response to part 2 of the objection highlighted that traffic light controlled pedestrian and cyclist crossing facilities (Toucan crossings) are proposed which will provide safe crossing of the CTRL where the Highfield core path crosses. In addition to this a green bridge is to be provided which is located approximately 550 metres to the west of the Highfield core path and caters for pedestrians as well as a wildlife and ecology.</p>

1.6 Copies of the full objections and responses are contained in Appendices 2 and 3.

## **2. PROPOSALS**

2.1 The proposed speed limit Order, relevant drawings, objections and responses are shown in the Appendices attached to this report as listed below:

- Appendix 1 50mph drawings and Variation Order
- Appendix 2 Objection (1) and Response
- Appendix 3 Objection (2) and Response

## **3. CONCLUSION AND RECOMMENDATIONS**

3.1 This report outlines the objections received during the advertising of the proposed speed limits and the responses sent to objectors to explain the reasons for the proposed Order. Details of the responses sent to objectors are included as appendices to the report and also provide an overview of the benefits and rationale for the speed limits which will support the safety of residents, pedestrians, drivers and cyclists.

3.2 Both objectors have requested a lower speed limit on the CTRLR on its section to the north of Scone for reasons of pedestrian, cyclist safety and because it dissects the proposed Scone North housing development. As detailed in the responses to objectors, it is not considered appropriate at this time to have a lower speed limit. However, the speed limits on this section of the CTRLR will be reviewed as and when the Scone North housing development reaches its later phases around the CTRLR.

3.3 It was considered whether the Council should delay its decision on the proposed 50mph Orders, however it was decided that delaying this decision was not appropriate for the following reasons:

- The Council is currently programmed to enter into a contract for the detailed design and construction of the CTRLR scheme in June 2021. This contract contains the design specification the successful Contractor must comply with. This design is based on the design speeds (and therefore the proposed speed limits) associated with the scheme. It is therefore necessary for these to be confirmed to allow the progression of the detailed design as per the contract. If they are not confirmed, then the successful contractor will be unable to commence the detailed design. Alternatively, the contractor could begin the detailed design, but this may result in abortive work should the 50mph speed limit not be approved;
- There are embargoes on development under the local development plan in the area to the north of Perth until such time as the CTRLR is a 'committed project'. Having the necessary Orders in place is part of the CTRLR becoming a 'committed project', therefore delaying this decision has the potential to delay progress on these developments; and
- The Council is currently awaiting an important decision by the Scottish Government on the Compulsory Purchase Order (CPO) for land required for the CTRLR scheme. The Reporter, who is currently considering the CPO with a view to advising the Scottish Government, has shown an interest in the progress the Council is making with the other Orders

required for the CTLR scheme. Delaying decisions on Orders that are within the Council's control does not demonstrate to the Reporter and the Scottish Government a willingness on the Council's part to ensure that the CTLR scheme moves forward timeously.

3.4 Taking account of the above, it is recommended that the Committee:-

- (i) sets aside the objections received and proceed to make the Order to introduce the new speed limit as advertised and as shown in appendix 1.

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**Approved**

<b>Name</b>	<b>Designation</b>	<b>Date</b>
Clare Mailer	Depute Director (Communities)	21 April 2021

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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>No</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 primarily to objectives iii), iv) and v) above.

#### 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 within this report contribute primarily to objectives iii), iv) and v).

## 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.

#### 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 through the Council's impact assessment toolkit.

### 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 have also been consulted and are supportive of 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:

- Full Council December 2016 (Report 16/560 refers)
- Full Council June 2019 (Report 19/189 refers)
- Full Council September 2019 (Report 19/276 refers)
- Planning & Development Management Committee October 2020 (Report 20/194 refers)

## **3. APPENDICES**

- 3.1 Appendix 1 50mph drawings and Variation Order
- 3.2 Appendix 2 50mph Objection 1 and Response
- 3.3 Appendix 3 50mph Objection 2 Parts 1 and 2 and Response