

**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee****9 November 2016****Proposed Changes to the 20/30/40mph Speed Limits at Glenlomond/Wester Balgedie****Report by Director (Environment)**

This report details proposals to rescind the existing 40mph speed limit, and introduce various 20/30mph speed limits at the U243 Dryside Road, Glenlomond/Wester Balgedie. The report recommends the start of varying the various Traffic Regulation Orders for the 20/30/40mph speed limits.

**1. BACKGROUND****20/30mph at the U243 Glenlomond/Wester Balgedie**

- 1.1 At its meetings on 11 November 2015 and 23 March 2016, the Committee agreed to promote Traffic Regulation Orders (TROs) to introduce 40mph and 20mph speed limits on U243 Dryside Road, Glenlomond/Wester Balgedie (Report Nos. 15/527 and 16/139 refer.)
- 1.2 The proposals for the introduction of a 40mph Green Route was supported and appropriate signage was installed during 2016.
- 1.3 However, during the consultation on the proposals for the 20mph, there were conflicting views expressed on the implementation of a 20mph speed limit on the remaining length of road. As a result of the views expressed, the residents and the Community Council, with the support of the local elected members, are now in agreement and have requested that alternative speed limits should be provided.
- 1.4 The local elected members have suggested that rather than one continual length of 20mph, a series of 20mph and 30mph limits should be introduced.
- 1.5 It is now proposed to remove the 40mph green route signing and replace this with a 30mph speed limit. The proposals also include two areas of 20mph which incorporate the hamlets of Glenlomond and Wester Balgedie. The remaining section between the hamlets would also have a 30mph speed limit introduced.

- 1.6 It was agreed to carry out a 2<sup>nd</sup> local consultation to gauge opinion. The results of which are shown below:

Name on file	Comment	Response
	Supports but suggests 20mph throughout is more appropriate.	Proposals were suggested by Community Council and supported by the Local Members.
	20mph should be imposed the entire length.	As above
	Supports (2)	
	Several requests supporting but asking for additional signage	Additional signage has been agreed between Road Safety and the CC.

## 2. PROPOSALS

- 2.1 It is now proposed to rescind the existing 40mph speed limit from the U243 Dryside Road. It is also proposed to introduce two sections of 30mph and two sections of 20mph speed limits. The routes have been identified and are shown in Appendix 1.

## 3. CONCLUSION AND RECOMMENDATION

- 3.1 This report details the location where it is proposed to introduce two 20mph speed limits and 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:
- (i) approves the promotion of a variation to the relevant Traffic Regulation Orders (TROs) to allow the removal of the existing 40mph speed limit, and the introduction of 20mph and 30mph speed limits, as detailed in Appendix 1, and allow its implementation.

**Author**

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**Approved**

<b>Name</b>	<b>Designation</b>	<b>Date</b>
Barbara Renton	Director (Environment)	6 October 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 Enterprise and Infrastructure Committee 11 November 2015 Provision of Green Routes in Perth and Kinross (No 8 15/527) and 23rd March 2016. PROPOSED 20MPH SPEED LIMIT AT GLENLOMOND/ WESTER BALGEDIE (16 16/139)

## **3. APPENDICES**

- 3.1 The proposals are as shown in Appendix 1.

