

## PERTH AND KINROSS COUNCIL

## Enterprise and Infrastructure Committee

9 November 2016

**Proposed 40mph Speed Limits at Balvarran, Carnbo, Glendevon, Enochdhu, Perth and Wester Balgedie****Report by Director (Environment)**

This report details proposal to introduce, or extend, existing 40mph speed limits at Balvarran, Carnbo, Glendevon, Enochdhu, Perth and Wester Balgedie 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 Orders for the 40mph speed limits.

**1. BACKGROUND****40mph at the A924 Balvarran & Enochdhu, the U221 Carnbo, the A823 Glendevon, the C404 Perth and the A911 Wester Balgedie.**

- 1.1 There is a history of road safety concerns which have been raised by local elected members, the Community Council, parents of children, and local residents.
- 1.2 As a result of these concerns, it is now proposed to introduce a 40mph speed limit on a section of the A924 at Balvarran & Enochdhu. At both settlements, the request for a lower speed limit has come from local residents following the completion of housing development.
- 1.3 It is now proposed to extend the 40mph speed limit on a section of the U221 Gelvan Moor Road at Carnbo following complaints from local residents, and a report from the Structures & Flooding Team, about vehicle speeds and damage to the Pow Burn Bridge.
- 1.4 It is proposed to introduce a 40mph speed limit on a section of the A823 at Glendevon to accommodate the sporadic development north of the village, including the church and the holiday park. The request has come from Auchterarder & District Community Council, as well as local residents in response to increased vehicular and pedestrian traffic.
- 1.5 It is proposed to introduce a 40mph speed limit on a section of the C404 at Muirhall Road, Perth to accommodate the increasing numbers of pedestrians and cyclists using the facilities at Kinnoull Hill and Deuchny Wood.

- 1.6 It is proposed to extend the existing 40mph speed limit on a section of the A911 at Wester Balgedie. The request for a lower speed limit has come from the local elected members and Portmoak Community Council in response to increased commercial, recreational and domestic traffic on this section of the A911.
- 1.7 It was agreed to carry out local consultations to gauge opinion, the results of the consultation for each area is shown below:
- 1.8 Where an area received full support or where no comments were received, no table is shown.

### **BALVARRAN**

Name on file	Comment or Objection	Response
	Support	
	Suggests that it would make more sense to continue the 40mph limit until the 30mph limit of Kirkmichael, as this would help slow the traffic as it enters the village.	Speed limit and distances were all agreed through consultation with local residents.
	Supports but would suggest 30mph.	

### **GLENDIVON**

Name on File	Comment or Objection	Response
	Supports (10 replies)	
	Doubts if a lower speed limit will work. Suggests double white lines on most of the bad corners.	Limit assessed and agreed with Local Community group
	Supports, would like additional signing for concealed entrance, and pedestrians crossing. 30mph should also be considered. (4)	Limit assessed and agreed with Local Community group. No requests for signage, however this will be considered at a future date.

## WESTER BALGEDIE

Name on file	Comment or Objection	Response
	Very much welcomes the proposal and would like to support the proposed extension of the speed limit as detailed in the drawing of the proposal.	
	Of the view that the speed limit for the entire stretch from existing to proposed should be 30 mph rather than 40 mph.	Speed limit and distances were all agreed through consultation with local elected members, community council and residents.

Name on file	Comment or Objection	Response
	Traffic travelling from Kinnesswood towards Milnathort comes over a crest onto what is effectively a staggered junction with traffic turning into or out of Loch Leven's Larder adding to the risk of accident even if vehicles are travelling at 40mph.	Speed limit and distances were all agreed through consultation with local elected members, community councils and residents.
	2 Supports	

## 2. PROPOSALS

- 2.1 It is proposed to introduce /extend 40mph speed limits on the A924 Balvarran & Enochdhu, U221 Glaven Moor Road, A823 Glendevon, C404 Muirhall Road, Perth and the A911 at Wester Balgedie. The routes have been identified and shown in Appendices 1 to 6.

## 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 This report details the location where it is proposed to introduce/extend 40mph 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 approves:

- (i) The promotion of a variation to the relevant Traffic Regulation Order (TRO) to allow the introduction/extension of 40mph speed limits in the locations detailed in Appendices 1 to 6 to the report and allow their implementation.

**Author**

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**Approved**

<b>Name</b>	<b>Designation</b>	<b>Date</b>
Barbara Renton	Director (Environment)	21 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 £4,000 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 to 6.