

PERTH AND KINROSS COUNCIL

Environment and Infrastructure Committee

20 March 2019

Perth and Kinross 20mph Speed Limit Trial

Report by Depute Director (Housing & Environment) (Report No. 19/85)

Perth & Kinross Council has received many requests from elected members, community councils and members of the public about the introduction of 20mph speed limits across Perth and Kinross. This report sets out the trial sites that have been identified to help inform a refresh of the current 20mph Speed Limit Strategy.

1. BACKGROUND

- 1.1 Perth & Kinross Council receives many comments from elected members, community councils and local residents, about vehicles perceived to be travelling at inappropriate speeds through urban areas across Perth and Kinross. The complainants often ask Perth & Kinross Council to consider lowering the speeds that vehicles are travelling in urban areas, and to consider reducing speed limits from 30mph to 20mph.
- 1.2 A reduction in traffic speeds would result in shorter braking distances for vehicles, which could help reduce the risk of incidents. Also, any accidents which do occur at lower speeds are likely to be less severe than those which occur at higher speeds, (reference: [Global Status Report on Road Safety 2018 \(World Health Organisation, December 2018\)](#)).
- 1.3 Scotland's Road Safety Framework to 2020 has highlighted that there are a number of priority areas that need to be addressed to seek a reduction in the numbers of people killed and seriously injured on our roads. One of the target groups identified is vulnerable road users, in the form of pedestrians and cyclists. These modes of transport are being encouraged by the Scottish Government through the long term vision for the National Walking Strategy and Cycling Action Plan for Scotland. Reducing vehicle speeds in built up areas could help encourage local residents to travel more actively and lowering traffic speeds reduces the risk of injury to these vulnerable road users.
- 1.4 Transport Scotland has produced guidance for local authorities regarding the implementation of 20mph speed limits - [Good Practice Guide on 20mph Speed Restrictions, Version 2 \(Transport Scotland, June 2016\)](#). The guide recommends that local authorities should not introduce such limits on roads where there is no realistic expectation they will achieve decreases in traffic speeds. Schemes should aim for compliance with the new speed limit and speeds should be monitored after introduction, especially on streets where higher speeds might be expected. The guidance also recommends that following such monitoring, and where compliance levels are not at an

acceptable level, consideration should be given to the addition of traffic calming measures or reverting to a 30 mph limit, if necessary.

- 1.5 The current 20mph Speed Limit Strategy was approved by Committee on 9 November 2016 (Report number [16/501 Enterprise and Infrastructure Committee, 20mph Speed Limit Strategy](#)).
- 1.6 Evidence suggests that signage for 20mph speed limits only produces a small reduction in the in speeds (reference: [Road Safety Factsheet, 20mph Zones and Speed Limits Factsheet \(RoSPA, November 2017\)](#) and [20 mph Research Study \(Atkins, November 2018\)](#)). As a result of the evidence presented in the papers referenced, Perth & Kinross Council are proposing to undertake a trial at a number of locations across the local authority area. This is to gather evidence on the effectiveness of 20mph speed limits. The results from these trials will inform the development of a potential refresh of strategy for 20mph limits in the future.
- 1.7 Currently, there are a number of 20mph speed limits across the local authority area. The locations and streets where the 20mph speed limits can be found have been detailed below. The speed limit may cover only a small part of the road and is only to be used as a reference to the locations where the 20mph speed limit can be found:
 - Aberfeldy – (A827) Dunkeld Street, The Square, Bridge End and Bank Street
 - Auchterarder – (A824) High Street
 - Burrelton – (A94) High Street
 - Blairgowrie – A93, A923, A925, Commercial Street, Mill Street, Wellmeadow
 - Cleish (C93)
 - Coupar Angus – School Road, C19 Coupar Angus Road, Largan View, Princeland Road
 - Crook of Devon – (U238) School Road
 - Dunkeld – A923, Brae Street, Bruce Gardens, Cathedral Street, High Street, (A984) Tay Terrace and The Cross
 - Errol – High Street
 - Glenlomond – Dryside Road
 - Kenmore – A827, (U183) Pier Road, Taymouth Drive, (C451) South Loch Tay Road
 - Kinross – (B996) High Street, Piper Row, Swansacre, Avenue Road, Burn's Begg Street, Millbridge, Mill Street, Nan Walker Wynd, Old Causeway, Pier Road, Sandport, Sandport Close, Sandport Gait, Talla Park, (B918) Station Road
 - Little Dunkeld – Kirkfield, School Lane, School Road
 - Milnathort – (A91) Stirling Road, (A911) New Road, (A922) South Street, Church Street
 - Perth – Rannoch Road
 - Perth – Gannochy - Annat Road, Burnside, Brands Brae, Comelybank Gardens, Comelybank Terrace, Dupplin Brae, Dupplin Road, Farm

Road, Gannochy Avenue, Gannochy Edge, Gannochy Green, Gannochy Road, Gannochy Walk, Haddon Road, Kinmond Court, Muirhall Terrace, Pitcullen Gardens, Pitcullen Terrace, Rosemount Place

- Perth – Muirton – To be reviewed due to new development in the area
- Perth – Tulloch Area – Gillespie Crescent, Gillespie Place, Nimmo Place, Primrose Crescent and School Close
- Stanley – Perth Road and Percy Street.

1.8 Whilst there are a number of locations where the 20 mph speed limits can be found across Perth and Kinross, they are not at the scale that we are looking to trial. For example, there are no settings where there are 20 mph limits in a whole town or village location, which will allow a greater information collection for the preparation of a refreshed strategy on 20 mph speed limits.

1.9 Outside schools across Perth and Kinross, there are 20 mph speed limits to reduce the speeds of vehicles.

2. PROPOSALS

2.1 It is proposed that 20mph speed limit trials be carried out at five new locations across the Council area, each of which has different characteristics which will be a village, School site, town, residential core and village, including A class road. These different characteristics will allow comparisons of the trial's results to be made in order to gauge the suitability of a 20mph speed limit.

2.2 The trial will last up to 18 months and will be the first phase of helping to inform the development of a potential future 20 mph strategy for Perth and Kinross.

2.3 Extensive traffic surveys will be carried out before and after the 20 mph speed limits are introduced to determine what changes have taken place. Public opinion surveys will also be undertaken to assess what local residents think of the 20 mph speed limits. The exact locations of the surveys have been shown in the appendices.

2.4 Monitoring will also take place across a number of locations in Perth to assess their effectiveness, specifically in the Gannochy and Letham areas of the city. The cost of undertaking this monitoring is anticipated to be £6,000.

2.5 The locations proposed are:

- Errol – Village
- Rattray – School Site
- Aberfeldy – Town
- Dalginross, Comrie – Residential Core
- Kinnesswood – Village, including A Class Road

- 2.6 Each location is summarised in more detail below, with the areas covered shown in the appendices. Cost estimates for the introduction of the necessary signs and roadmarkings have been included for each location.

Village

Errol – Ward 1 – Appendix 1 – £7,500

- 2.7 This will cover all of the public road network in the village from the existing gateway speed limit signs. The village has an existing permanent mandatory 20mph speed limit in the village core and a part time mandatory 20mph speed limit outside the primary school. The trial will allow three different gateway entrances to be trialled:
1. U155 Inchcoonans
Vehicles will come from the National Speed Limit into the existing 40mph speed limit buffer before entering the area covered by the proposed 20mph speed limit in Errol.
 2. C484 St Madoes Road
Vehicles will come from the National Speed Limit into the area covered by the proposed 20mph speed limit in Errol. The sharp right hand bend will act as an existing traffic calming measure.
 3. C484 Station Road
Vehicles will come from the National Speed Limit into the area covered by the proposed 20mph speed limit in Errol.
- 2.8 Due to the road alignment in the village, it is likely that the 20mph speed limit will be self enforcing. The speeds will be monitored during the trial period.

School Site

Ratray – Ward 3 – Appendix 2 – £7,500

- 2.9 This will cover all of the public road network on the A926 from the east of Sidlaw Road to the east of Schoolfield Road. This location will also cover Hatton Road from the south of Ferguson Park Road. The area will cover New Road, Honeyberry Road, Honeyberry Crescent and Rosebank Road. This area will cover the existing part time mandatory 20mph speed limit outside Ratray Primary School.

Town

Aberfeldy – Ward 4 – Appendix 3 – £18,000

- 2.10 This will cover the entire public road network. This will involve changing the existing 30mph speed limit to a 20mph speed limit. This will abut the existing permanent mandatory 20mph speed limit within the town centre and include the part time mandatory 20mph speed limit on the Crieff Road outside

Breadalbane Academy. A number of traffic calming measures are proposed for Aberfeldy including:

- Vehicle Activated Speed signs on Dunkeld Road, Crieff Road and Kenmore Street
- Traffic build outs on Kenmore Street and Crieff Road
- Wade's Bridge will also act as a traffic calming measure on Poplar Avenue

2.11 It is proposed that monitoring will take place during the trial and buffers may be introduced to encourage vehicles to adhere to the 20mph speed limit.

Residential Core

Dalginross, Comrie – Ward 6 – Appendix 4 – £15,000

2.12 This self-contained area will cover all the of the public road network south of the River Earn and north of the B827 Braco Road and C455 South Crieff Road. This will result in Strowan Road, B827 Bridge Street and B827 Dalginross acting as the gateway points into the area covered by the 20mph speed limit. This will mean that there is a 30mph buffer into the proposed 20mph speed limit.

Village, including A Class Road

Kinnesswood – Ward 8 – Appendix 5 – £7,500

2.13 This will cover all of the public road network from the existing 30mph gateway on the A911. There is an existing 40mph speed limit buffer on entry to Kinnesswood on entry to the A911. There is currently traffic calming through the village on the A911, with a priority "Give and Take" system to slow vehicles on entry to the village. Vehicle Activated Speed Signs are installed on the A911 entrances and will need to be amended to reflect the proposed 20mph speed limit.

2.14 Other costs that will be incurred during the trial will include the changing of the speed detection speed limits on the Vehicle Activated Speed signs, the decommissioning of the Mandatory 20mph Part Time speed limit signs and the removal of any 30mph speed limit roundels that have been painted onto the road surface. It is estimated that these works will cost around £4,500.

2.15 All elected member in the wards in which the trials will take place have been consulted with. In addition, communications will be undertaken in each of the areas selected for the trial. This will involve statutory consultation.

2.16 A Traffic Regulation Order will be used for undertaking this trial. The trial will last for a period of 18 months, During this time period, Perth & Kinross Council must decide whether the locations should be made permanent or not. Some locations in this trial may not be deemed to be suitable for a 20mph

speed limit and may revert back to their original speed limit. All of these considerations will be subject to a future report to Committee.

2.17 In considering this trial, it is important to take cognisance of The Safer Streets Member's Bill ([Restricted Roads \(20 mph Speed Limit\) \(Scotland\) Bill](#)), which was introduced to the Scottish Parliament by Mark Ruskell MSP on Friday 21 September 2018. The Member's Bill considers making 20mph the default speed limit in urban areas. If this Member's Bill progresses, then the position regarding 20mph speed limits may be decided upon nationally, However, at this stage, it is recommended that this trial is started.

3. CONCLUSION AND RECOMMENDATIONS

3.1 It is recommended that the Committee :

- (i) requests the Depute Director (Housing and Environment) to bring a further report on completion of the 18 month trial.
- (ii) approves the proposal for Errol as outlined in paragraphs 2.7 and 2.8
- (iii) approves the proposal for Rattray as outlined in paragraph 2.9
- (iv) approves the proposal for Aberfeldy as outlined in paragraphs 2.10 and 2.11
- (v) approves the proposal for Dalginross, Comrie as outlined in paragraphs 2.12
- (vi) approves the proposal for Kinnesswood as outlined in paragraph 2.13
- (vii) approves the Traffic and Network team to start consulting with members of the public
- (viii) approves preparing the Traffic Regulation Order for the sites agreed for the trial

Author

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Approved

Name	Designation	Date
Keith McNamara	Depute Director (Housing & Environment)	18 February 2019

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes / None
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	Yes
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	None
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 is 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 £66,000 for the implementation of the 20 mph speed limit trial which 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

- 1.1 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.

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.
- 5.2 Information about the trial has been provided to the ward members in each of the proposed areas.

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	Appendix 1	Errol	Ward 1
3.2	Appendix 2	Ratray	Ward 3
3.3	Appendix 3	Aberfeldy	Ward 4
3.4	Appendix 4	Dalginross, Comrie	Ward 6
3.5	Appendix 5	Kinnesswood	Ward 8