

## **Item: 15**

### **General Meeting of the Council: 7 December 2021.**

#### **Notice of Motion.**

#### **Report by Interim Executive Director of Environmental, Property and IT Services.**

### **1. Purpose of Report**

To consider the implications of the suggested course of action contained in the Notice of Motion, lodged by Councillor Stephen Clackson, as detailed on the agenda for this meeting.

### **2. Recommendations**

The Council is invited to note:

#### **2.1.**

That, in 2003, the Scottish Government made funding available for the creation of safer routes to schools which subsequently led to the introduction of part-time 20 mph speed limits around some schools in Orkney, as detailed in section 4 of this report.

#### **2.2.**

That there is no identified budget to introduce 20 mph part-time speed limits at the island schools, estimated to be £478,000.

#### **2.3.**

That, on 16 February 2017, when reviewing speed limits at island schools, the Development and Infrastructure Committee resolved, in terms of delegated powers, that, subject to availability of funding, mandatory, variable part-time 20 mph speed limits be introduced at the following island schools:

- North Walls Junior High School.
- Sanday Junior High School.
- Stronsay Junior High School.
- Westray Junior High School.
- Shapinsay Primary School.
- Rousay Primary School.
- Eday Primary School.
- Papa Westray Primary School.

## **2.4.**

That the Development and Infrastructure Committee also recommended that the Executive Director of Development and Infrastructure should progress a Stage 1 Capital Project Appraisal in respect of a phased programme for the introduction of mandatory, variable part-time 20 mph speed limits in the vicinity of island schools.

## **2.5.**

That, in order to accommodate the timescale for introducing 20 mph part-time speed limits at the island schools as required by the Notice of Motion, existing planned programmes of work for 2022/23 will be significantly impacted.

## **2.6.**

The options for progressing the project to introduce variable part-time 20 mph speed limits around island schools, should the Notice of Motion be supported, as detailed in section 6 of this report.

**It is recommended:**

## **2.7.**

That the Council considers whether to support the Notice of Motion.

## **2.8.**

That, should the Council support the Notice of Motion, the Council determine which of the options in section 6 of this report be adopted.

## **3. Notice of Motion**

### **3.1.**

The Notice of Motion, detailed on the agenda for this meeting, lodged on 2 November 2021 in accordance with Standing Order 17.1, requests that the Council install, before the end of 2022, a 20 mph zone or speed limit on the roads in the vicinity of each of those schools in Orkney that still do not have one.

### **3.2.**

Standing Order 17.2 provides that a Notice of Motion must be received by the Chief Executive at least 14 Clear Days prior to the date of any Meeting of the Council, in order for the Notice of Motion to be included within the business of that Meeting.

### **3.3.**

Standing Order 17.3 states that a Notice of Motion shall be accompanied by a report from the Chief Executive or the relevant Executive Director on the implications of any suggested course of action.

## **4. Background**

### **4.1.**

In November 2003, the Scottish Government made capital funding available for projects leading to the creation of safer routes to schools. The funding was used to introduce part-time 20 mph speed limits at all mainland and linked isles' schools excluding Papdale, St Andrews and Stenness Primary Schools.

### **4.2.**

A mandatory 20 mph speed limit at Papdale Primary School and part-time 20 mph speed limits at St Andrews and Stenness Primary Schools have since been introduced using Cycling Walking and Safer Streets grant funding and the Road Asset Replacement Programme.

### **4.3.**

Concerns have continued to be raised in relation to the need for 20 mph limits around island schools, particularly from Sanday, North Walls, Rousay and Stronsay.

### **4.4.**

On 9 November 2010, when considering a review of speed limits on Class A and B roads, the Transport and Infrastructure Committee noted the locations at schools in Orkney where mandatory variable 20 mph speed limits had not been implemented.

#### **4.4.1.**

The Committee subsequently recommended, inter alia:

- That a project to initiate a 20 mph speed limit around Sanday Junior High School, be progressed through the Capital Project Appraisal process.
- That 40 mph speed limits be introduced in the vicinity of all remaining schools where the current speed limit was the national speed limit.

### **4.5.**

Transport Scotland's Good Practice Guide on 20 mph Speed Restrictions, Version 2 June 2016, recommends the introduction of mandatory 20 mph speed limits, 20 mph zones and part-time 20 mph speed limits, based on the following criteria:

- Mandatory 20 mph speed limits, indicated with signs only, no traffic calming features. Should only be introduced where existing mean speeds are below 24 mph and expectations are the desired speed reduction can be achieved.
- 20 mph zones require speed reducing features to reduce traffic speeds without the need for enforcement. These zones are recommended for urban areas covering several roads.
- The Guide notes that 20 mph should be the standard speed limit in the vicinity of schools. Where a 20 mph limit or zone is not in place, a part-time speed limit can be used.

## **4.6.**

On 16 February 2017, when reviewing speed limits at island schools, the Development and Infrastructure Committee resolved, in terms of delegated powers, that, subject to availability of funding, mandatory, variable part-time 20 mph speed limits be introduced at the following island schools:

- North Walls Junior High School.
- Sanday Junior High School.
- Stronsay Junior High School.
- Westray Junior High School.
- Shapinsay Primary School.
- Rousay Primary School.
- Eday Primary School.
- Papa Westray Primary School.

### **4.6.1.**

The Committee also recommended that the Executive Director of Development and Infrastructure should progress a Stage 1 Capital Project Appraisal in respect of a phased programme for the introduction of mandatory, variable part-time 20 mph speed limits in the vicinity of island schools.

## **5. Impact of Proposals**

### **5.1.**

The Road Asset Replacement and Roads Revenue Maintenance programmes for 2021 to 2023 have increased pressure on resources in Roads and Environmental Services and Engineering Services. The timescale proposed by the Notice of Motion will impact significantly on planned programmes of work for 2022/23.

### **5.2.**

This will require officers from across several Council services to achieve the desired outcome. This includes Roads, Engineering, Procurement and Legal Services. The draft Project Plan, attached as Appendix 1 to this report, outlines the tasks and timescales that will be required to implement the proposals. It should be noted that this Project Plan is a draft and timescales will require further work should the proposals be agreed.

### **5.3.**

Ongoing maintenance and upgrading of units will put pressure on resources within Roads Operations.

## **5.4.**

There is no identified budget to introduce 20 mph part-time speed limits at the island schools. Works are estimated to cost £478,000 and are summarised in Appendix 2 to this report.

## **6. Options**

### **6.1.**

Should the Council determine to support the Notice of Motion, the following options are suggested in respect progressing the project to introduce variable part-time 20 mph speed limits around island schools:

- Option 1 – Submit the Stage 1 Capital Project Appraisal to the Development and Infrastructure Committee.
- Option 2 – Submit a Stage 2 Capital Project Appraisal to the Policy and Resources Committee.

### **6.2.**

As noted at section 4.6.1 above, the Development and Infrastructure Committee has recommended that the Executive Director of Development and Infrastructure should progress a Stage 1 Capital Project Appraisal in respect of a phased programme.

### **6.3.**

In terms of the Capital Project Appraisal process, the service Committee would consider and prioritise a number of Stage 1 Capital Project Appraisals. An officer team would then assess all the capital projects and make a recommendation to the Policy and Resources Committee on which projects should progress to a Stage 2 Capital Project Appraisal and thereafter be considered for inclusion in the capital programme.

### **6.4.**

However, the Capital Project Appraisal process has not operated in this manner for a number of years and, recently, capital projects have been considered as exceptions to the process, with a Stage 2 Capital Project Appraisal being considered by the Policy and Resources Committee, following scrutiny by the Capital Planning and Asset Management (CPAM) Sub Group and the Senior Management Team.

### **6.5.**

Submitting a Stage 1 Capital Project Appraisal to the Development and Infrastructure Committee would allow the service Committee to consider whether the project remains a priority and thereafter recommend that it should progress, by exception, to a Stage 2 Capital Project Appraisal for consideration by the Policy and Resources Committee.

## **6.6.**

Alternatively, should the Council support the Notice of Motion and consider the project a priority, the Council could resolve that the Stage 2 Capital Project Appraisal be submitted direct to the Policy and Resources Committee, without seeking the view of the service Committee.

## **6.7.**

Should the Council adopt Option 2, it should be noted that since the decision taken in 2017 detailed above, Flotta Primary School has reopened, hence why that school should be added to the list, as well as North Ronaldsay Primary School, as the Notice of Motion refers to those schools which do not have a 20mph zone or speed limit on the roads in the vicinity of the schools.

## **7. Corporate Governance**

This report relates to the Council complying with governance and procedural issues and therefore does not directly support and contribute to improved outcomes for communities as outlined in the Council Plan and the Local Outcomes Improvement Plan.

## **8. Financial Implications**

### **8.1.**

The capital programme currently has no approved project for the introduction of 20 mph part-time speed limits at the isles' schools, which is estimated at a cost of £478,000.

### **8.2.**

The Scottish Government previously made capital funding available for projects leading to the creation of safer routes to schools however this funding source is no longer available.

### **8.3.**

There is no budget allocated for this project. The Renewable Energy, Redevelopment and Regeneration Fund has been identified as having sufficient headroom to fund the proposed works, at a cost of £478,000.

### **8.4.**

The addition of this project to the capital programme for completion during calendar year 2022 will impact on the delivery of Road Asset Replacement and Roads Revenue Maintenance programmes for 2021 to 2023 and may result in slippage on the planned programme of works.

## **8.5.**

The introduction of the 20 mph speed limits at the isles' schools will result in ongoing revenue costs including electricity, regular inspections, and maintenance. These revenue costs are currently unquantified.

## **9. Legal Aspects**

Should the Council decide to support the Notice of Motion, it will require to comply with the procedure for introducing traffic regulation orders, which is set out in the relevant provisions of The Road Traffic Regulation Act 1984 and The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

## **10. Contact Officers**

Hayley Green, Interim Executive Director of Environmental, Property and IT Services, Email [hayley.green@orkney.gov.uk](mailto:hayley.green@orkney.gov.uk)

Lorna Richardson, Interim Head of Roads, Fleet and Waste Services, Email [lorna.richardson@orkney.gov.uk](mailto:lorna.richardson@orkney.gov.uk)

John Wrigley, Roads and Environmental Services Manager, Email [john.wrigley@orkney.gov.uk](mailto:john.wrigley@orkney.gov.uk)

Kenneth Roy, Roads Support Manager, Email [kenny.roy@orkney.gov.uk](mailto:kenny.roy@orkney.gov.uk)

## **11. Appendices**

Appendix 1: Island Schools Project Plan.

Appendix 2. Budget Costs.





## Appendix 2

### Part-Time 20 mph Speed Limit Installation Costs

School	cost
North Walls	£40,300
Flotta	£42,050
Stronsay	£51,845
North Ronaldsay	£59,410
Sanday	£70,210
Eday	£45,200
Rousay	£54,960
Westray	£36,730
Papa Westray	£55,900
Shapinsay	£21,760
<b>Total</b>	<b>£478,365</b>

The above costs include for the following:
Supply and installation of ducting in grass verge and carriageway
Supply and installation of cabling
Supply and installation of sign posts and control pillars
Supply, installation and commissioning of variable signs
Estimated electricity supply connection charge.
Design fees and any other contingencies are not included
All costs are as of November 2021