

Item: 9

Development and Infrastructure Committee: 11 September 2018.

Proposed Extension to Part-time Speed Limit - Pickaquoy Road, Kirkwall.

Report by Executive Director of Development and Infrastructure.

1. Purpose of Report

To consider extension of the current part-time 20 mph speed limit on Pickaquoy Road, Kirkwall.

2. Recommendations

The Committee is invited to note:

2.1.

That the increased volume of housing at Upper and Lower Grainbank has resulted in more children walking to Glaitness School from Peerie Sea Loan, Kirkwall.

2.2.

That concerns for the safety of children walking to Glaitness School have been raised by staff at the school.

2.3.

That the current speed limit on Pickaquoy Road, Kirkwall, is 30 mph, with a part-time 20 mph speed limit between Tesco and a point 40 metres north of Muddisdale Road, between 09:00 to 09:45 and 15:15 to 16:00 on Mondays to Fridays during term time.

2.4.

The proposal to extend the current part-time 20 mph speed limit on Pickaquoy Road, Kirkwall, by 175 metres, to a point approximately 40 metres north of the junction with Peerie Sea Loan, as highlighted on the drawing attached as Appendix 1 to this report.

2.5.

That the costs in respect of the proposal referred to at paragraph 2.4 above, estimated at £10,000, will be met from the Cycling, Walking and Safer Streets grant allocation for 2018 to 2019.

It is recommended:

2.6.

That the current part-time 20 mph speed limit on Pickaquoy Road, Kirkwall, be extended, to incorporate the area shown on the drawing attached as Appendix 1 to this report.

3. Background

3.1.

In 2003 the Scottish Executive made grant funding available to local authorities for the creation of safer routes to schools. One element of this was the introduction of part-time 20 mph speed limits around schools.

3.2.

The Cycling, Walking and Safer Streets Programme is funded directly by the Scottish Government and aims to encourage sustainable and active travel to schools.

3.3.

The increase in the housing developments at Upper and Lower Grainbank in recent years has resulted in more children walking from the north side of Glaitness School towards Peerie Sea Loan.

3.4.

Concerns for the safety of children walking to Glaitness School have been raised by staff at the school. Discussions have taken place between officers and representatives from the Parent Council, and the school submitted a draft Travel Plan to the Council's Roads Safety Officer which it hopes to finalise in the new term.

4. Proposals

4.1.

The current speed limit on Pickaquoy Road, Kirkwall, is 30 mph, with a part-time 20 mph speed limit between Tesco and a point 40 metres north of Muddisdale Road, between 09:00 to 09:45 and 15:15 to 16:00 on Mondays to Fridays during term time.

4.2.

The proposal is to extend the current limit by 175 metres, to a point approximately 40 metres north of the junction with Peerie Sea Loan, as indicated on the plan attached as Appendix 1 to this report. The extension of lower speed limit will provide a safer environment for school children going to and from Glaitness School.

5. Equalities Impact

An Equality Impact Assessment has been undertaken and is attached as Appendix 2 to this report.

6. Links to Council Plan

The proposals in this report support and contribute to improved outcomes for communities as outlined in the Council Plan strategic priorities of Connected Communities, Caring Communities and Thriving Communities.

7. Links to Local Outcomes Improvement Plan

The proposals in this report support and contribute to improved outcomes for communities as outlined in the Local Outcomes Improvement Plan priorities of Strong Communities and Living Well.

8. Financial Implications

8.1.

As Roads Authority, the cost of any Traffic Regulation Order, estimated at about £1,000, will be borne by the Council under the relevant section of the roads revenue budget.

8.2.

Costs for alterations to the current signing for the 20 mph part-time limit estimated at £10,000 will be met from the Cycling, Walking and Safer Streets grant received from Transport Scotland. The annual allocation of this specific capital grant amounted to £30,000 for financial year 2018 to 2019, and it is understood that no other competing projects have been identified.

8.3.

As a source of capital grant income, it follows that any Cycling, Walking and Safer Streets works will be capital in nature and should therefore follow the principles set out in the capital project appraisal guide. It is also suggested that the governance surrounding projects of this nature would be improved if the works were including as an addition to the annual Road Asset Replacement Programme going forward.

9. Legal Aspects

9.1.

If the Council wishes to introduce a variable speed limit of 20 mph, it must obtain a Traffic Regulation Order under the Road Traffic Regulation Act 1984. The statutory procedure which must be followed includes consultation and public advertisement.

9.2.

Following the conclusion of the statutory procedure and once the order is in force, the Council may erect signs and put in place road markings to indicate the effect of the order.

10. Contact Officers

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11. Appendices

Appendix 1: Drawing No. Pickaquoy-01.

Appendix 2: Equality Impact Assessment.