

Stirling Council

Agenda Item No.8

Planning & Regulation Panel

Date of  
Meeting: 1 October 2019

Not Exempt

## The Stirling Council (20mph Speed Limit) (Consolidation and Amendment No 43) Order 2019

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### Purpose & Summary

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The above Order formally proposes to introduce 20mph limits on a number of residential streets throughout the Stirling Council area, namely Fintry, Kippen, Doune and parts of Stirling and Dunblane.

Objections were received during the traffic order's statutory consultation period and as such, Officers are required under the Council's Scheme of Delegation, to ask that the Planning & Regulation Panel decide whether the order should be legally made.

### Recommendations

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The Panel is asked to:

1. note the objections received to this proposal;
2. note the correspondence in support of this proposal; and
3. approve the proposal to introduce 20mph limits on the streets identified in Fintry, Kippen, Doune, Stirling and Dunblane.

### Resource Implications

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A sum of £40k was provided as a budget growth item within the 2018/19 financial year to implement 20mph limits in the Stirling area. This budget was deferred to 2019/20 following the objections to this proposal.

Design work is complete and we have the resource to deliver the project in-house, should approval be granted, this financial year.

### Legal & Risk Implications and Mitigation

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There are no legal or risk implications.

# 1. Background

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- 1.1. 20mph speed limits are set in accordance with Transport Scotland document; Good Practice Guide on 20mph Speed Restrictions 2016 and the Council's own Speed Limit Policy.
- 1.2. As part of the Council's 2018/19 Budget Growth Items, £40k was allocated to the roll out of 20mph limit areas.
- 1.3. The Environment & Housing Committee Portfolio Holder and Depute Portfolio Holder requested that Roads and Land utilise the additional funding to identify, design and implement 20mph areas in a number of suitable locations.
- 1.4. Five areas that meet the criteria for implementation of 20mph limits were identified by the Network Management Team - Fintry, Kippen, Doune, Dunblane & Stirling. (Appendix 1).
- 1.5. Communities where 20mph limits are proposed are those where requests for the reduced speed limit had previously been received and where the local Community Councils and other groups such as Parent Councils, were supportive.

# 2. Considerations

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- 2.1. Implementation of 20mph limits in the proposed areas are designed to;
  - 2.1.1. improve the safety of our residential streets;
  - 2.1.2. reduce perception of risk to promote active travel;
  - 2.1.3. reduce emissions and fuel consumption through a reduction in accelerating, gear changes and braking; and
  - 2.1.4. introduce a measure that is accepted to help address obesity by supporting activity.
- 2.2. There were no objections received from residents or community groups in relation to the 20mph limit proposals in Fintry, Kippen, Doune or the streets included in Stirling.
- 2.3. There were six objections to the 20mph limit proposal from residents in Dunblane. These were in relation to;
  - 2.3.1. the speed reduction likely to be achieved;
  - 2.3.2. the cost of implementation;
  - 2.3.3. doubt over environmental benefit;
  - 2.3.4. suitability of the streets identified; and
  - 2.3.5. inconvenience to motorists.
- 2.4. There were 11 letters of support for the 20mph limit proposal from residents in Dunblane. These included support from the Community Council and local representatives from Parent Councils, the Scout Association and Cycling UK. These highlighted benefits to;
  - 2.4.1. child pedestrian safety;
  - 2.4.2. safety of cyclists, pedestrians, elderly and vulnerable road users;

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- 2.4.3. improving opportunity for physical exercise;
  - 2.4.4. reducing pollution; and
  - 2.4.5. putting people and places before the car.
- 2.5. Implementation of 20mph limits also helps to deliver the ambitions set out in the Local Transport Strategy (2017-2027):
- 2.5.1. A safer Stirling with fewer accidents and casualties.
  - 2.5.2. An active and sustainable Stirling where walking, cycling and public transport trips are encouraged and enabled.
  - 2.5.3. An inclusive Stirling where the transport network enables everyone to access jobs, services and opportunities.
  - 2.5.4. A quality place where our streets enhance the quality of Stirling and add to peoples' experience of it.
  - 2.5.5. A quality transport network which is well maintained, managed and integrated.

## 3. Implications

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### **Equalities Impact**

- 3.1 The contents of this report were assessed under the Council's Equality Impact Assessment process. It was determined that an Equality Impact Assessment was not required as the proposal does not disproportionately affect any groups or people with protected characteristics.

### **Fairer Scotland Duty**

- 3.2 The contents of this report were considered in terms of the Fairer Scotland Duty and were determined not to be of strategic importance.

### **Sustainability and Environmental**

- 3.3 The proposed 20mph limits should help Stirling Council meet its duty in the reduction of carbon emissions related to climate change.
- 3.4 No direct sustainability impact as a result of this paper.

### **Other Policy Implications**

- 3.5 N/A.

### **Consultations**

- 3.6 The Stirling Council (20mph Speed Limit) (Consolidation and Amendment No 43) Order 2019 published 25 January 2019.

## 4 Background Papers

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- 4.1 EqlA Relevance Check.
- 4.2 Stirling's Local Transport Strategy 2017-27.

## 5 Appendices

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- 5.1 Appendix 1 - The Stirling Council (20mph Speed Limit) (Consolidation and Amendment No 43) Order 2019 including area maps.
  - 5.2 Appendix 2 – Summary of Letters of Support and Objections
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Approved by: Bruce Reekie

Date: 20 September 2019

Senior Manager – Environment & Place

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Details of Convener(s), Vice Convener(s),  
Portfolio Holder and Depute Portfolio Holder  
consulted on this report:

Alasdair MacPherson, Planning &  
Regulation Panel Convener

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Wards affected:

Wards 1, 2, 3 and 4 will be affected

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Key Priorities:

F - We will commit and coordinate our resources to ensuring Stirling becomes a must visit destination; with heritage, culture, environment & economic strategies working hand in hand to encourage tourists to stay for minimum 3 days and 2 nights

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Key Priority Considerations:

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Stirling Plan Priority Outcomes:  
(Local Outcomes Improvement Plan)

Resilient - People are part of safe and caring communities within an attractive and sustainable environment

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