

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE
25 FEBRUARY 2002**

REPORT ON: SPEED LIMIT – GOURDIE BRAE

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 62-2002

1 PURPOSE OF REPORT

- 1.1 To seek approval to extend the 30mph speed limit on Gourdie Brae north to protect concealed accesses and to introduce a 40mph limit on the remaining length of road.

2 RECOMMENDATIONS

- 2.1 Committee is asked to approve that a Speed Limit Order be promoted to extend the 30mph limit northwards on Gourdie Brae to include the concealed accesses to Gourdie Cottages and the Scottish Crop Research Institute. The new start point of the limit would be immediately south of the U328 Liff (Hospital) Road junction as detailed on the attached plan.
- 2.2 From the U328 Liff (Hospital) Road junction northwards to the junction with the A923 at Birkhill a 40mph limit be introduced to achieve speeds more suited to this road with horizontal and vertical visibility problems along its entire length.

3 FINANCIAL IMPLICATIONS

- 3.1 It is anticipated that the cost of the proposal will be £2,500. This will require to be met from the Planning and Transportation Revenue Budget for financial year 2002-03, subject to the availability of resources.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 There are no implications.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 There are no implications.

6 BACKGROUND

- 6.1 Gourdie cottages and the Scottish Crop Research Institute (SCRI) take access from Gourdie Brae approximately 150m north of the sharp bend in the road at the extreme west end of Old Liff Road.
- 6.2 Many drivers travel at speeds in excess of that appropriate for the limited visibility available throughout the length of Gourdie Brae. South of the Liff (Hospital) Road junction there are two concealed accesses which are frequently used by slow moving farm machinery consequently there is a significant risk.
- 6.3 The relocation of the 30mph limit and the associated road markings and signs will improve the safety of the accesses.

- 6.4 There is no bus stop in place here and drivers use their discretion when required to stop. It is not proposed to change these circumstances.
- 6.5 The Scottish Executive have been asked for special authorisation to use the concealed access signage.
- 6.6 From the consultation with The Chief Constable over the 30mph limit proposal the response included a recommendation that a 40mph limit on the remaining length of Gourdie Brae would be appropriate.
- 6.7 Recent surveys of speeds on the northern section of Gourdie Brae indicate speeds in excess of 60mph do occur. There has been only one injury accident throughout the length of Gourdie Brae during the three calendar year period 1998-2000 which occurred at the Liff (Hospital) Road junction. Excess speed was not a contributory factor but should this occur then severe injury would be most likely.
- 6.8 An opportunity exists here to be pro-active with a low cost remedial measure.

7 CONSULTATIONS

- 7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning and the Chief Constable have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 None.

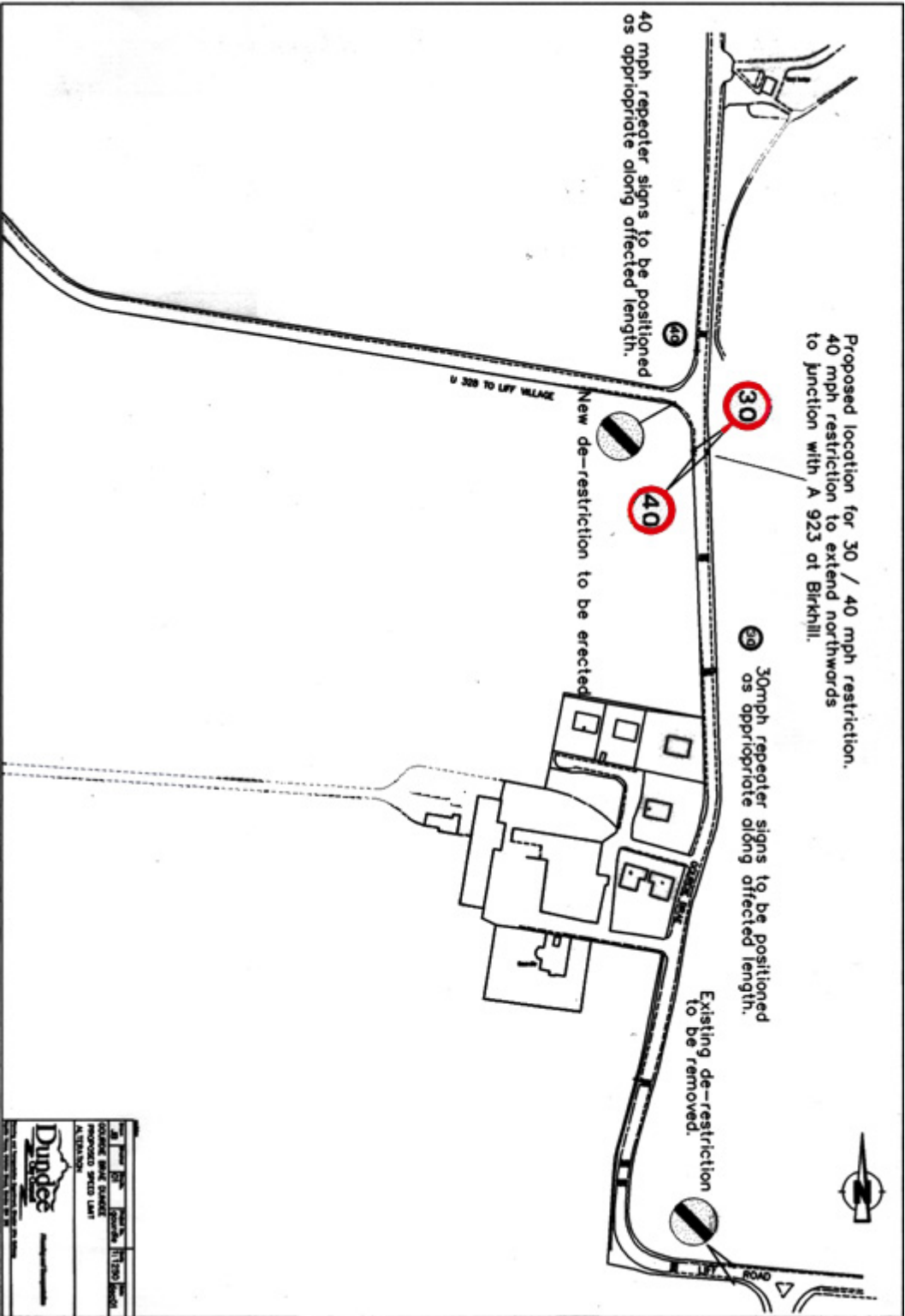
Mike Galloway
Director of Planning and Transportation

Iain Sherriff
Roads and Transportation Manager

11 February 2002

IFS/EES

Dundee City Council
Tayside House
Dundee



DATE	BY	PROJECT	NO.
11/20/2011
DRAWING SHEET NUMBER			
PROPOSED SPEED LIMIT			
ADDRESS			