

ITEM No ...6...

REPORT TO: CITY DEVELOPMENT COMMITTEE – 13 MAY 2019
REPORT ON: 20MPH SPEED LIMITS IN THE GLENS AREA
REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 150-2019

1 PURPOSE OF REPORT

1.1 Following on from a citywide consultation (Article VIII of the Minute of the Meeting of the City Development Committee of 12 December 2016 - Report 385–2016, Article VIII refers) it was agreed to install a trial 20mph speed limit in the Glens area of the city. The trial began in May 2018 and this report informs committee of the impacts of the trial approximately one year after its implementation.

2 RECOMMENDATION

2.1 It is recommended that the Committee endorses the results of the trial and approves that the 20mph limit is installed on a permanent basis rather on an experimental Traffic Regulation Order, and approves the preparation of Traffic Regulation Order for this purpose.

2.2 The cost of implementing the 20mph in the Glens area was approximately £16,000. This covered the cost of the signs and lines that supports the new limit.

3 FINANCIAL IMPLICATIONS

3.1 None.

4 BACKGROUND

4.1 A citywide 20mph consultation was undertaken in 2016 to gauge the views of Dundee residents on 20mph speed limits. The consultation exercise was based on a signage only proposal and any widespread implementation of 20mph limits would not be accompanied by extensive traffic calming measures. The consultation indicated that there was a small majority (51.3%) in favour of 20mph speed limits within the city following this it was approved at committee that a trial 20mph speed limits would be implemented in the glens area to enable the council to gauge its impact. The trial 20mph speed limit included roads:

- Johnston Avenue;
- Glenogil Avenue;
- Glenprosen Terrace;
- Glenmarkie Terrace;
- Glenprosen Drive;
- Glentruim Terrace;
- Glenclova Terrace;
- Glenmoy Avenue; and
- Glenaffric Terrace.

4.2 An experimental Traffic Regulation Order was introduced to support the trial and this order along with associated signage and road markings were installed at the beginning of May 2018. The council have subsequently monitored vehicle speeds within the area so a comparison can be made with the previous 30mph national speed limits. This has allowed officers to measure the impacts of the signage only 20mph speed limits. The speeds and changes can be seen in the table below.

	Before April/May 2017		After May/June 2018		After September 2018	
	Average Daily Volume	Average Speed (mph)	Average Daily Volume	Average Speed (mph)	Average Daily Volume	Average Speed (mph)
Glenmarkie Terrace (North)	174	19	127	20	169	19
Glenmarkie Terrace (South)	216	20	217	20	212	20
Glenclova Terrace	147	19	100	19	107	18
Glenogil Avenue	217	19	203	19	210	18
Glenmoy Avenue	263	22	238	21	242	20
Glenprosen Terrace	681	21	660	20	660	21
Johnston Avenue	6,359	29	5,970	25	6,076	26

4.3 It can be seen that there has not been any significant change in speeds in the minor roads of the Glens area as vehicle speeds were already low before the introduction of the new 20mph speed limit. This can easily be explained as the nature of these roads are generally short, narrow with significant amounts of parking and these are the major speed determining characteristics rather than the speed limit. These circumstances reduce speed and it is no surprise that speeds are low and so the installation of the 20mph speed limit in these roads has been negligible.

4.4 On Johnston Avenue which is a C-class road and carries significant volumes of traffic it can be seen from the data that vehicles speeds have reduced from 29mph initially to 25mph then slightly increased to 26mph. This indicates that there have been a 3 to 4mph reduction due to the introduction of the new 20mph speed limit. While this reduction is welcomed many drivers are still driving illegally above the new 20mph limit. The Council has a permanent Automatic Traffic Count (ATC) site in this road and Johnston Avenue will continue to be monitored as a check on traffic speeds. This will allow the council to ascertain how the 20mph speed limit is performing in the longer term.

4.5 Road Safety and Injury Accidents Information

In the three years prior to the installation of the 20mph there were no injury accidents in the Glens area and that this indicates that the 30mph limit did not pose a significant road safety issue. There was a fatal accident at the mini-roundabout junction of Strathmore Avenue/Johnston Avenue/Brantwood. This accident was not within the Glens 20mph area and was not speed related. In the short period between the installation and the present day again there has been no injury accidents in the 20mph area and therefore the impact of the new limit on accident reduction has been zero. Road Safety Measures are typically assessed over a 3 year period and similar to the 'before' period for a proper comparison to be made. This is to allow sufficient time to collect and collate accident data. Officers will continue to monitor the road accidents in the area to ensure that the new limit is performing sufficiently well.

4.6 Next Steps

Transport Scotland's good practice guide suggests that 20mph speed limits should really only be introduced without supporting traffic calming measures where the mean speed is 24mph and below. It can be seen that Johnston Avenue was significantly above this threshold before the 20mph limit was installed with an average speed of 29mph. Since the new limit vehicle

speeds have reduced but are still above it with averages at around 25-26mph. Therefore vehicles speeds are out with the range suggested by the good practice guide. It is early days with the new limit and it is proposed to convert the experimental Traffic Regulation Order into a permanent order and continue to monitor the speeds to gauge the 20mph limit in the longer term. Police Scotland have been undertaking speed enforcement in Johnston Avenue to support the new limit.

- 4.7 The council will continue to monitor Johnston Ave vehicle speeds and road accidents. Any new 20 mph limits should not require additional or rely upon extensive police enforcement as the new limits should essentially be self-enforcing due to the existing road geometry. It is proposed the council will consider other suitable areas considering the experience gained from the Glens area and the city wide consultation that was undertaken in 2016. The principal road network identified in report 369-2015 (Article IV of the Minute of the Meeting of the City Development Committee of 23 November 2015 - Report 369-2015 refers) and Transport Scotland's good practice guide will also be very relevant when going forward with any future 20mph areas.

5 POLICY IMPLICATIONS

- 5.1 This report has been subject to an assessment of any impacts on Equality and Diversity, Fairness and Poverty, Environment and Corporate Risk. There are no major issues.

6 CONSULTATIONS

- 6.1 The Council Management Team were consulted in the preparation of this report. Police Scotland were also consulted.

7 BACKGROUND PAPERS

- 7.1 None.

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