

**ITEM No ...8.....**

**REPORT TO: CITY DEVELOPMENT COMMITTEE – 12 DECEMBER 2016**

**REPORT ON: 20MPH SPEED LIMITS CONSULTATION**

**REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT**

**REPORT NO: 385-2016**

**1 PURPOSE OF REPORT**

1.1 To inform Committee of the results of the citywide consultation exercise on 20mph speed limits in residential areas that was undertaken during 2016.

**2 RECOMMENDATION**

2.1 It is recommended that the Committee:

- a notes the outcome from the citywide consultation on 20mph speed limits and endorses its findings. The findings of this report will be used in bringing forward, where appropriate, future 20mph speed limits across the city; and
- b approves an initial twelve month trial of a 20mph zone (signed only) based around the 'Glens area'.

**3 FINANCIAL IMPLICATIONS**

3.1 There are no direct funding implications associated with this report, however, any introduction of 20mph zones and mandatory limits within the city would have capital and revenue costs for the Council and these will be detailed as each zone is developed.

**4 BACKGROUND**

4.1 On 23 November 2015 the City Development Committee (Article IV, Report 369-2015 refers) approved that officers undertake a citywide consultation to gauge the views of residents and visitors to the city on proposals to take forward 20mph speed limits in Dundee. This report acknowledged that there are societal pressures to reduce traffic speed particularly in residential areas where the 30mph limit was thought not to be appropriate. 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 exercise was also based upon a proposal which involves the minimum necessary signage only along with a public information campaign seeking public recognition and self-enforcement through behaviour change of the 20mph scheme throughout Dundee. The Committee approved the proposed 20mph zones and the excluded principal road network for the consultation exercise and these can be seen in Appendix A.

4.2 The consultation was largely conducted using a web based approach with an online questionnaire although it was also available in hard copy direct from the Council at both East and West Housing Offices and Dundee House. Council Officers attended various meetings including Local Community Planning Partnerships (LCPPs) and other residential and community meetings to discuss the 20mph proposals. The consultation ran from the 23 November 2015 to the 30 June 2016 which allowed residents plenty of opportunity to respond to the proposals.

**4.3 Questionnaire Results**

The council received 921 responses to the consultation with 731 coming via the online web based tool and 190 in hard copy direct to the Council. This level of response is comparable with the response rate of the City of Edinburgh's 20mph consultation which received approximately 3,000 for a city significantly larger than Dundee. The responses to the individual questions are as follows.

a Question 1

*Are you in favour of implementing a 20 mph speed limit in general?*

Yes 472 (51.3%)  
No 449 (48.7%)

b Question 2

*Are you in favour of implementing a 20 mph speed limit in your area?*

Yes 504 (54.7%)  
No 417 (45.3%)

c Question 3

*Are you in favour of implementing a 20 mph speed limit in your street?*

Yes 517 (56.1%)  
No 404 (43.9%)

A more detailed analysis of Question 3 indicates that there are a few streets/ roads in the city where local residents/communities have provided a strong response to the consultation. Their responses are generally in favour of introducing 20mph in the street that they live in. The streets with the strongest responses in favour of 20mph limit are listed below:

- Johnston Avenue – 85 responses - 81 in favour and 4 against; and
- Dryburgh Gardens – 49 responses - 49 in favour and none against.

d Questions 4 and 5

The Council also asked respondents to identify roads in the city that were appropriate and not appropriate for 20mph and this information can be seen at <https://www.dundee.gov.uk/publication/20mph-consultation-responses>. Respondents were allowed to record as many roads in the city as possible and this was to provide information on their opinion on what roads DCC needed to consider in taking any 20mph limits forward or not. It can be seen by the information that the same streets have been identified strongly by residents to be considered as possible 20mph limits. They were also streets that 20mph were deemed suitable by the public and these were:

- Glenogil Avenue;
- Glenprosen Terrace;
- Glenmarkie Terrace;
- Glenprosen Drive; and
- Glenaffric Terrace.

Streets that were identified by the public that were most unsuitable for 20mph were:

- Perth Road;
- Blackness Road;
- Clepington Road; and
- Kingsway.
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- 4.3 The identification of streets suitable for and not suitable for 20mph supported the initial proposal for 20mph zones and recognition that there remains a need/desire to have strategic routes where traffic speed limits should remain at 30mph and 40mph.

- 4.4 Many respondents provided detailed comments relating to the proposed 20mph limits and there were strong opinions on both sides of the argument. These comments can be seen on the Council's website (<https://www.dundee.gov.uk/publication/20mph-consultation-responses>) along with all the other consultation results.

## 5 CONCLUSIONS

- 5.1 The results indicate that there is a narrow majority in favour of 20mph limits in Dundee,
- 5.2 As a Council we are obliged to consider all the consultation responses and promote the implementation of 20mph areas where the appropriate safety and amenity criteria are met. This shall be done as a complement to the principal road network identified in Report 369-2015. This report highlighted that it was very important to have 30 mph roads to support the city as not all roads within the council boundary are suitable for a 20mph speed limit.
- 5.3 It is proposed to introduce a 20mph zone in the 'Glens area' between Clepington Road and Strathmore Avenue on the following streets:
- Johnston Avenue;
  - Glenogil Avenue;
  - Glenprosen Terrace;
  - Glenmarkie Terrace;
  - Glenprosen Drive;
  - Glentruim Terrace;
  - Glenclova Terrace;
  - Glenmoy Avenue; and
  - Glenaffric Terrace.

Traffic monitoring equipment will be used to measure average speeds before and after the 20mph zone is implemented and the findings will be reported back to the City Development Committee in June 2018. These proposals are without traffic calming and are deemed suitable for residential areas while maintaining a resilient 30mph principal road network which underpins the city's economy and longer distance traffic movement.

- 5.4 The assessment and effectiveness of the trial 20mph zone (signed only) will assist members in forming an opinion in terms of a longer term 20mph strategy.

## 6 CONSULTATIONS

- 6.1 The Chief Executive, the Executive Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

## 7 BACKGROUND PAPERS

- 7.1 None.

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NHG/EG/KM

1 December 2016

Dundee City Council  
Dundee House, Dundee



APPENDIX A



