

ANGUS COUNCIL

ROADS COMMITTEE

17 OCTOBER 2002

'TWENTY'S PLENTY' SCHEMES

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT

This report discusses the introduction of various 'Twenty's Plenty' schemes throughout Angus.

1 RECOMMENDATIONS

It is recommended that the Committee agree (subject to consultation with residents) to the introduction of 'Twenty's Plenty' Schemes throughout Angus as listed in Appendix A.

2 INTRODUCTION

Concerns are often received from the general public about the speed of vehicles. On investigation, these complaints are often about inappropriate speed rather than illegal speeds.

Report No 1347/01 approved by Angus Council Roads Committee on 22 November 2001 discussed the criteria involved in selecting appropriate speeds and recommended a policy for the introduction of new speed limits in Angus.

Circular 6/2001 published by the Scottish Executive in August 2001 provided local authorities with guidance on the introduction of both mandatory and advisory 20 mph speed limits.

The guidance recommends that the sites selected should be in self-enclosed residential areas used mainly by local residents and with little or no through traffic. Areas with similar characteristics, particularly a small group of streets, a whole housing estate or a readily identifiable sector of a community, are suitable for new advisory 20 mph speed limits. In general, roads which carry through traffic, bus routes or roads which have a significant volume of non-resident traffic are unlikely to be suitable because of the difficulty in obtaining widespread public support.

It has been necessary to limit the numbers of potential sites by considering other factors such as the proximity of schools. In addition, some larger self-enclosed areas with limited access points have been included since they provide good value for money, a large area can be covered by very few signs. The sites identified are shown in Appendix A.

The length of road on which an advisory 20 mph speed limit should apply and the availability of alternative routes for drivers are important factors. In general, drivers should not be required to travel more than 600 metres before reaching the end of the advisory speed limit.

The zones will be signed at each point of entry. As the legal 30 mph limit is unaffected by the advisory 20 mph speed limit, no exit signs are required. Road markings will be provided within the zone, similar to those current in the existing mandatory 20 mph zones, of Clifftown, Arbroath and Gallowshade, Forfar respectively. These roundels will be at intervals of not more than 120 metres.

By their nature, the police cannot enforce advisory speed limits and action cannot be taken to enforce the limit. Any enforcement taken by the police can only be in regard to the existing legal limit. Therefore consultation with local residents needs to be carried out. Gaining the support of local residents is crucial to the success of an advisory 20 mph speed limit. A leaflet, which will explain the advisory 20 mph zones, will be widely distributed in these areas to be included in the project (see Appendix B). If necessary, following this consultation process, a further report will be prepared for Committee amending the list of proposed zones in Appendix A.

The proposed zones will be monitored to gauge their success before considering further sites.

3 FINANCIAL IMPLICATIONS

The estimated cost of implementing the proposals is £27,000. An allowance of £25,000 is included within the proposed utilisation of Local Roads Grant (see Report No 1347/01 approved by Angus Council Roads Committee on 22 November 2001), whilst the balance of £2,000 can be contained within the Capital allocation for Safe Routes to School (contained within the Road Safety/Traffic Calming block allocation of £150,000).

4 HUMAN RIGHTS IMPLICATIONS

There are no human rights implications arising from the proposals in this report.

5 CONSULTATION

The Chief Executive, the Director of Law and Administration, the Director of Finance and the Chief Constable have been consulted in the preparation of this report.

6 CONCLUSION

Promoting community safety and development is one of the Council's aims. The introduction of advisory 20 mph zones will provide a crucial step in making communities safer for all vulnerable road users.

Ronnie McNeil
DIRECTOR OF ROADS

NOTE:

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information), were relied on to any material extent in preparing this Report:-

Report No. 1347/01 – Angus Council Speed Limit Policy - Angus Council Roads Committee – 22 November 2001.

SEDD circular No 6/2001, 20 mph Speed Limits – issued by the Scottish Executive Development Department in August 2001.

SOID Circular No 1/93 Speed Limits – Guidance for Local Authorities issued by the Scottish Office in February 1993.

Report No 516/02 – Proposed Utilisation of Local Roads Grant - Angus Council Roads Committee – 2 May 2002.

AGG/JSG

2 October 2002

REPORTS/twenty.plenty

APPENDIX A

ANGUS COUNCIL
‘TWENTY’S PLENTY’ SCHEME

TOWN	LOCATION
Arbroath	Hospitalfield Area Inverbrothock Primary School Area Glenisla Drive Area
Brechin	Andover Primary School Area High School Brechin Area
Birkhill	Dronley Road Area
Carnoustie	MacDonald Smith Drive Area Carlogie Primary School Area
Forfar	Graham Crescent Area Easterbank Area
Kirriemuir	Prosen Road Area
Monifieth	Wemyss Crescent Area
Montrose	Panter Crescent Area
Newtyle	Newtyle Primary School Area

Council-Wide Aims

Promoting healthy, caring and safe communities and improving the environment and quality of life in Angus are two of the Council's key themes. With the introduction of this scheme we aim to reduce the number of accidents involving pedestrians and make communities even safer.

What Next?

We need the views of all residents at this stage. Comments or concerns from residents will be considered and discussed, prior to determining the prioritisation for programming the implementing of advisory 20mph limits within any area.

Any comments/observations concerning this initiative should be addressed in the first instance to:

- Director of Roads
- Angus Council
- County Buildings
- Forfar
- DD8 3WR

APPENDIX B

TWENTY'S Plenty

Hit by a vehicle...

40

...at 40mph, 9 out of 10 pedestrians are killed

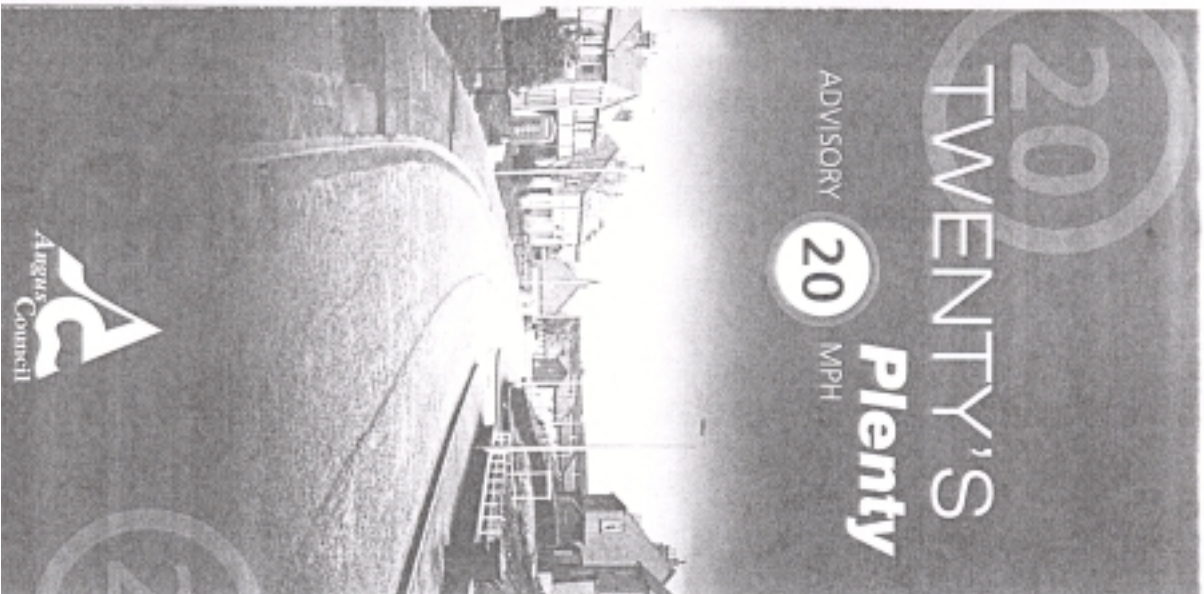
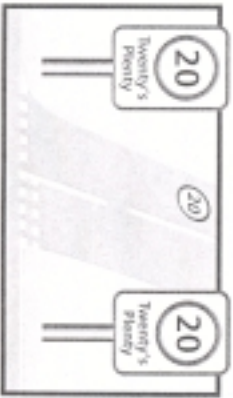
30

...at 30mph, 5 out of 10 pedestrians are killed

20

...at 20mph, 1 Pedestrian is killed but 9 survive

Slowing down can make all the difference between life and death.



Background

Half of all road injuries occur on urban roads within 30mph speed limits. Reducing vehicular speeds can save lives, as well as reducing the number and severity of injuries. A 1mph reduction in vehicle speed can result in a 5% saving in accident numbers and severity. A little change in driver behaviour can therefore have a large impact on the community in general.

Angus Council has received new guidance from the Scottish Executive on the implementation of advisory 20mph speed limits within residential areas. This guidance follows on from the success of the National trials recently undertaken in connection with low cost advisory 20-mph zones.

The Council has decided to introduce advisory 20mph zones in Angus. This was influenced by the success of the national trials and the authorisation from the Scottish Executive and the demands from the public for lower vehicle speeds in residential areas.

The Proposals

These radical proposals will see the introduction of advisory 20mph speed zones, without physical traffic calming, to some residential areas within Angus. The new Scottish Executive guidance details the suitability of areas in which to implement the advisory 20mph schemes. It also makes a number of recommendations to ensure the effectiveness of these proposed new measures.

Implementation

The Roads Department is currently developing plans, which will enable the implementation of 20mph advisory signing and lining on a substantial number of streets.

Consultation

The intention of this leaflet is to advise all local residents of the nature of the proposals and to give an indication of the types of residential streets that are likely to be treated, prior to advisory limits being put in place.

The roads in question are local residential roads with primarily local traffic. The proposed measures are advisory and the onus is on the local communities to make the schemes self-regulating. It is therefore important that local residents support the proposals.

Angus Council has prioritised areas that should have an advisory 20mph zone. This choice of areas has been influenced in some cases by the proximity of schools nearby.

The sheer scale of this initiative means it is not possible to notify every affected individual householder specifically as to when the signing and lining will be implemented in their street. The intention is to advertise in the relevant local newspaper and notify local Councillors and community councils immediately prior to preparing a report for approval by the Roads Committee.

At this stage, the Council is seeking the views of all residents to be addressed, as any unresolved objections will dictate the prioritisation of implementation within any area.

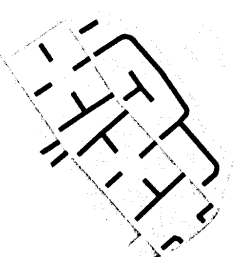
Applicable Areas

The Scottish Executive suggest that self enclosed residential areas, involving a small group of streets, a whole housing estate or a readily identifiable sector of a community, with roads used mainly by local residents and with little or no through traffic, may be suitable for advisory 20mph speed limits.

The guidance also recommends that advisory 20mph speed limits are likely to be most effective on roads where average speeds are lower than 30mph.

The Roads Department has investigated that the areas already identified comply with these recommendations.

The schematic diagram below gives an idea of the types of residential roads that may be treated, and those that are unlikely to conform to the guidance.



The roads coloured green on the diagram above indicate self enclosed residential areas with roads which would be used mainly by local residents and hence would be suitable for advisory 20mph speed limits. The white coloured roads indicate typical distributor roads, which would carry buses and other through traffic and which would not be suitable for the advisory signing.