

**ANGUS COUNCIL**

**INFRASTRUCTURE SERVICES COMMITTEE**

**13 OCTOBER 2009**

**20 MPH SPEED LIMITS AT SCHOOLS – FORFAR ACADEMY**

**REPORT BY DIRECTOR OF INFRASTRUCTURE SERVICES**

**ABSTRACT**

This report advises the Committee with regard to the monitoring of the traffic calming measures which were installed in Taylor Street in 2007 and makes recommendations for minor adjustment to the physical measures.

**1 RECOMMENDATIONS**

1.1 It is recommended that the Committee:

- (i) notes the comparison of speed checks carried out pre and post installation of the traffic calming measures in Taylor Street, Forfar;
- (ii) notes the outcome of the public consultation;
- (iii) agrees not to proceed with the installation of further sets of speed cushions;
- (iv) agrees to a minor amendment to the lateral spacing of some of the original speed cushions in order to improve their effectiveness.

**2 BACKGROUND**

2.1 In 2001, in order to create safer road traffic conditions around Forfar Academy and in order to encourage walking and cycling, as part of the Safer Routes to Schools initiative, it was originally proposed to provide traffic calming measures on Taylor Street, Turfbeg Road and Lochside Road with funding provided by the Scottish Government.

**3 CURRENT POSITION**

3.1 Due to concerns raised by some residents that the original proposals were excessive, it was agreed to limit the proposals to Taylor Street only. It was also agreed to increase the length of spacing between sets of cushions at locations towards the east and west ends of the street. Thus, the number of sets of cushions was reduced. The measures were introduced in 2007.

3.2 In order to assess the effectiveness of the physical measures, automated speed surveys were carried out over 24 hours, seven days a week at three locations in Taylor Street, between 19 and 26 May 2008. A further 24 hour, seven day automated speed survey was carried out at the east and west ends of the street (coincident with the increased spacing of cushions) between the 9 and 16 March 2009 and 10 and 17 August 2009.

3.3 The results of the above speed surveys showed that there was an initial reduction in speeds at the east and west ends of Taylor Street. However, after a further settling down period, the March 2009 checks show that traffic speeds, over the surveyed time period, had increased at the east and west ends of the street. The results of the traffic speed surveys are summarised in Appendix 1.

#### 4 PROPOSALS

- 4.1 Since traffic speeds were still higher than the 20mph target at the east and west ends of Taylor Street it was proposed to introduce one further set of cushions in each of these locations.
- 4.2 The proposals are detailed on the plan attached in Appendix 2.
- 4.3 A consultation exercise was carried out throughout June 2009 where residents were questioned about the effectiveness of the original scheme and their comments sought on the new proposals. Other interested parties such as the emergency services, the cyclist touring club, local councillors and Forfar Community Council were also consulted.
- 4.4 The responses to the consultation survey demonstrate opposition to the proposal, with 87.9% (29 people) stating that the proposed additional speed cushions in Taylor Street go too far.
- 4.5 Only a small minority of four people thought that traffic calming measures should be extended into Robertson Terrace (12.5% of those answering that question) or Lochside Road (12.1% of those answering that question).
- 4.6 Opposition to the plans appears to reflect two broad responses to the 2007 measures, which 78.1% (25 people) stated they had opposed.
- 4.7 One group however, appears to have opposed the proposals on the basis that the 2007 measures have not greatly reduced speeds or calmed traffic and as such have not been a success despite causing inconvenience. A perception clearly not borne out by the traffic speed surveys, which show that speed reductions of up to 10mph were achieved shortly after installation.
- 4.8 A significant minority 36.3% (12) felt that traffic had not slowed since 2007, with 11 of these 12 respondents of the view that the measures had not done enough to calm traffic. Of these 11 people, 10 felt that the 2007 measures had not made it safer for pedestrians, cyclists or children and did not feel that the traffic calming had been a success. It is interesting to note that of these 10, some 8 people think that the current proposals go too far.
- 4.9 The second group of respondents are overwhelmingly of the view that the 2007 measures have reduced speed 61.8% of respondents to the survey (21 people) and that they have done enough to calm traffic, 65.7% of respondents to the survey (23 people). On this basis they feel that no further measures are needed.
- 4.10 The most interesting finding perhaps is that more people agreed with the principle of traffic calming 38.2% (13 people) than the practice 3.1% (one person), in terms of the 2007 measures. This may suggest that opposition to specific measures, such as speed cushions, does not apply to all potential measures, such as pedestrian crossings or speed warning signs. Some of the comments returned suggest that a flexible solution that addressed the specific issues relating to the volumes of children and vehicles at peak times would be a potential option. It should be noted, however, that other comments suggest that these periods of congestion in themselves are sufficient to calm traffic.
- A summary analysis of the consultation results is presented in Appendix 3.
- 4.11 In addition, some residents submitted comments via the council's web site. Of these, 17 people objected to the proposals, one person supported the proposals and two people requested an extension of the proposals into Turfbeg Drive and Robertson Terrace, respectively. Tayside Police and Tayside Fire Brigade expressed no objections to the proposals and the cyclists' representative positively supports the proposals. Forfar Community Council objects to the proposals and suggests that a new drop off facility be provided within the school grounds, accessed from Kirriemuir Road.

4.12 Reasons for objecting to the proposals from people who submitted comments, included:

- Proposals unnecessary,
- Inconvenience,
- Damage to vehicles,
- Expense/money better spent elsewhere,
- Pupil behaviour contributory,
- No accident record,
- Large vehicles/ 4 x 4 's straddle the cushions and are not slowed

4.13 Recognising the strength of feeling a further speed check was therefore carried out at the east and west ends of the street in August 2009. This survey showed a significant reduction in traffic speeds over those surveyed prior to the installation of the traffic calming measures.

4.14 It is now proposed not to introduce one further set of speed cushions at each end of Taylor Street.

4.15 However, it is proposed to make slight amendments to the lateral spacing of some of the existing sets of cushions, where appropriate, in order to prevent smaller vehicles passing at increased speeds.

## **5 FINANCIAL IMPLICATIONS**

5.1 The cost for implementing the proposals is estimated to be £5,000 and can be contained within the Traffic Supplementary Capital Budget. On going maintenance of the speed cushions will require to be contained within future years Road's Division Revenue Budget for Structural and Cyclic Maintenance.

## **6 HUMAN RIGHTS IMPLICATIONS**

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

## **7 EQUALITIES IMPLICATIONS**

7.1 The issues dealt with in this report have been the subject of consideration from an equalities perspective (as required by legislation). An [equalities impact assessment](#) is not required.

## **8 SINGLE OUTCOME AGREEMENT**

8.1 This report contributes to the following local outcomes contained within the Single Outcome Agreement for Angus.

- Communities in Angus are safe, secure and vibrant.

## **9 CONSULTATION**

9.1 The Chief Executive, Director of Corporate Services, Head of Finance and Head of Law and Administration have been consulted in the preparation of this report.

## **10 CONCLUSION**

10.1 The introduction of one further set of speed cushions at each end of Taylor Street has been considered. The public consultation which has been undertaken shows a significant level of objection to further physical additions and therefore it is recommended that no further cushions should be installed.

- 10.2 A slight amendment to the lateral spacing of some of the existing sets of cushions, where appropriate, will prevent smaller vehicles passing at increased speeds, and is therefore recommended.

**ERIC S LOWSON  
DIRECTOR OF INFRASTRUCTURE SERVICES**

NOTE

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

- Report No. 1398/06 – 20MPH Speed Limits at Schools – Infrastructure Services Committee on 23 November 2006
- Report No. 84/07 – 20MPH Speed Limits at Schools – Infrastructure Services Committee on 25 January 2007

## SUMMARY OF TRAFFIC SPEED SURVEYS CARRIED OUT IN TAYLOR STREET, FORFAR

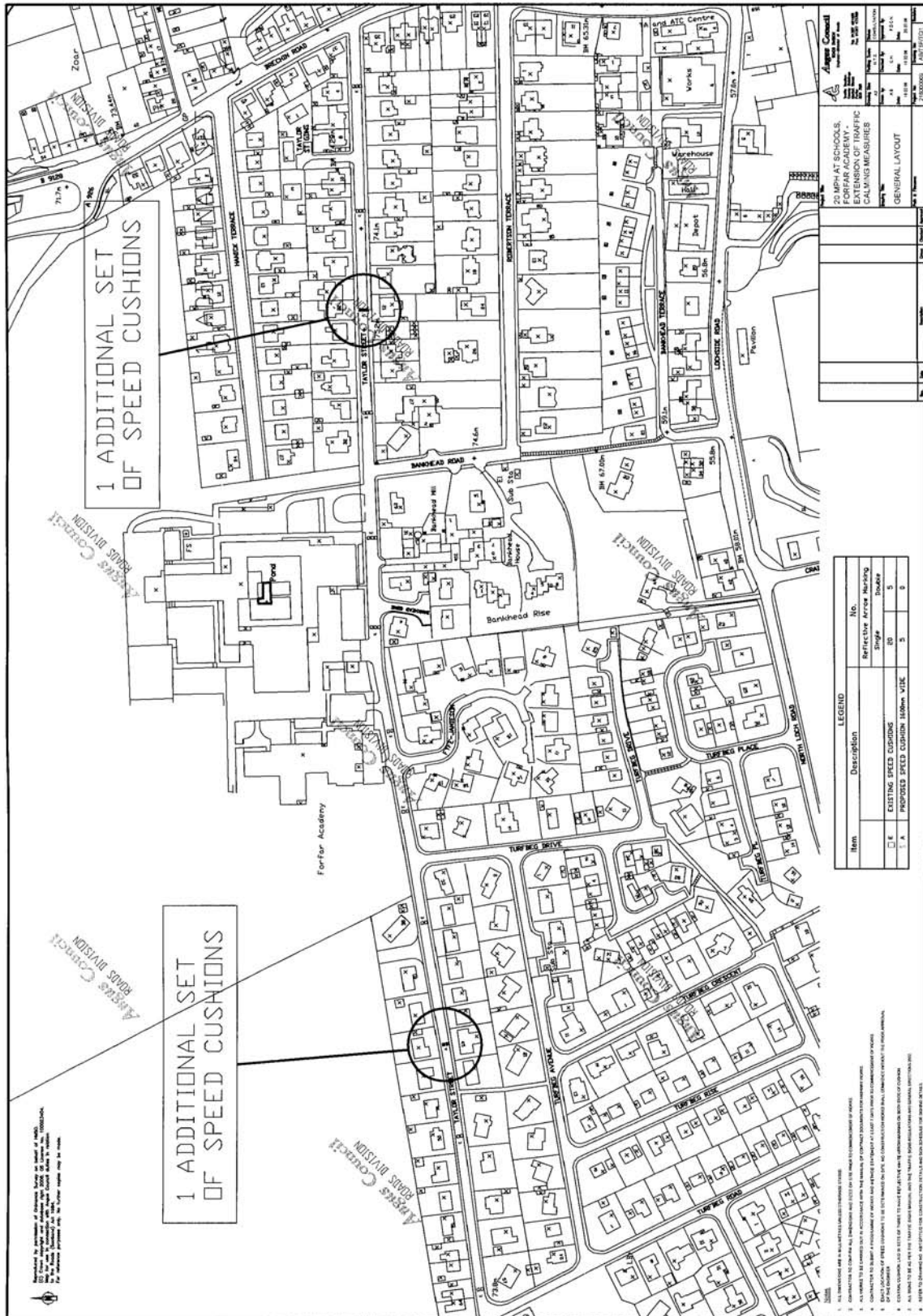
Table 1 – Mean Average Speeds (mph)

	Survey Dates				Speed Differential (mph)			
	2006	2008	March 2009	August 2009	2006 – 2008	2008 – 2009 (Average)	2006 – March 2009	2006 – August 2009
Survey Location	Traffic Speeds (mph)							
West End	30	23.5	24.5	20.4	- 6.5	- 1.0	- 5.5	- 9.6
At School	22	22.3	N/A	N/A	+ 0.3	N/A	N/A	N/A
East End	30	18.5	24.1	21.1	- 11.5	+ 4.1	- 5.9	- 8.9

Table 2 – 85<sup>th</sup>ile Speeds (mph)

	Survey Dates				Speed Differential (mph)			
	2006	2008	March 2009	August 2009	2006 – 2008	2008 – 2009 (Average)	2006 – March 2009	2006 – August 2009
Survey Location	Traffic Speeds (mph)							
West End	33	28.1	29.7	26.2	- 4.9	- 0.1	- 3.3	- 6.8
At School	26	27.6	N/A	N/A	+ 1.6	N/A	N/A	N/A
East End	34	23.8	29.5	26.0	- 10.2	- 1.7	- 4.5	- 8.0

PROPOSALS PRIOR TO UNDERTAKING PUBLIC CONSULTATION



Approved by the Council of the City of Edinburgh on 14th March 2009. The Council has considered the report of the City Engineer and the City Surveyor and has agreed to the proposed measures. The Council also notes that the proposed measures are in accordance with the Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2002.

1. CONTRACTOR TO CHECK ALL DIMENSIONS AND SET OUT FOR THE ROAD TO BE CALMED IN ORDER.
2. ALL WORKS TO BE COMPLETED WITHIN A REASONABLE PERIOD OF TIME AND TO BE COMPLETED WITHIN THE PERMITTED TIME FRAME.
3. CONTRACTOR TO NOTIFY THE CITY ENGINEER AND THE CITY SURVEYOR AT LEAST 7 DAYS PRIOR TO COMMENCEMENT OF WORKS.
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**SUMMARY OF CONSULTATION SURVEY RESULTS**

From your experience of Taylor Street, do you think that traffic has slowed down since the 20mph zone and speed cushions were introduced in 2007?

Yes 61.8% (21)                                      No 35.3% (12)                                      Don't Know 2.9% (1)

From your experience of Taylor Street, do you think that the 20mph and speed cushions, introduced in Taylor Street in 2007, have done enough to calm traffic?

Yes 65.7% (23)                                      No 31.4% (11)                                      Don't Know 2.9% (1)

Do you think that the traffic calming measures introduced in Taylor Street in 2007 have made it safer for:

	Yes	No	Don't Know
Pedestrians	36.4% (12)	51.5% (17)	12.1% (4)
Cyclists	21.2% (7)	63.6% (21)	15.2% (5)
Children	54.5% (18)	33.3% (11)	12.1% (4)

Do you think that the traffic calming measures introduced in Taylor Street in 2007 have helped you to drive more carefully elsewhere?

Yes 3.2% (1)                                      No 90.3% (28)                                      Don't Know 6.5% (2)

Did you agree with the introduction of the traffic calming measures in Taylor Street in 2007?

	I Agreed	Neither Agreed nor Disagreed	I Disagreed
In principle	38.2% (13)	8.8% (3)	52.9% (18)
In practice	3.1% (1)	9.4% (3)	87.5% (28)

Do you think that the traffic calming measures introduced in Taylor Street in 2007 have been an overall success?

Yes 18.8% (6)                                      No 78.1% (25)                                      Don't Know 3.1% (1)

Do you think the proposed extra speed cushions in Taylor Street:

Don't go far enough 9.1% (3)                                      Are just right 3.0% (1)                                      Go too far 87.9% (29)

Do you think the proposed traffic calming measures should be extended into:

	Yes	No	Don't Know
Turfbeg Road	0.0% (0)	96.8% (30)	3.2% (1)
Robertson Terrace	12.5% (4)	81.3% (26)	6.3% (2)
Lochside Road	12.1% (4)	84.8% (28)	3.0% (1)

I am:

A pedestrian who uses Taylor Street	75.8% (25)
A wheelchair user of Taylor Street	0.0% (0)
A pushchair user of Taylor Street	6.1% (2)
A cyclist who uses Taylor Street	30.3% (10)
A motorist who use Taylor Street	90.9% (30)
A parent of a child who uses Taylor Street	33.3% (11)