

REPORT TO: CITY DEVELOPMENT COMMITTEE - 12 DECEMBER 2011

REPORT ON: LOCAL SPEED LIMIT REVIEW

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 500-2011

1 PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek Committee approval on the assessment and outcomes from the speed limits review that has been undertaken for all A and B class roads within the Dundee City Council area. This review was carried out in accordance with Circular No 1/2006 guidance.

1.2 RECOMMENDATION

- a Note that officers have undertaken a review of speed limit in line with Scottish Government guidance.
- b Approve the outcomes of the speed limit review as detailed in the report

2 FINANCIAL IMPLICATIONS

- 2.1 There are no significant financial implications as a result of this report.

3 BACKGROUND

- 3.1 The Scottish Government produced updated speed limit guidance in 2006 (Circular No 1/2006) on setting local speed limits and this guidance has placed an obligation for Road Authorities to undertake a review of speed limits for all A and B class roads within their area by the end of 2011. This guidance is to be used for setting all local speed limits on single and dual carriageway road, other than 20 mph limits, in both urban and rural areas. There is separate Scottish Government 20 mph guidance that must be used for limits below 30 mph.
- 3.2 Vehicle Speed has an impact on road accidents and injuries as well as developing safer, better environments for all road users within a road system which supports wider economic and environmental sustainable objectives. The setting of speed limits is a part of this and it is important that speed limits they are derived through clear evidence, self explaining and seek to reinforce of what is a safe speed to travel. Speed limits should encourage self compliance and not seen by drivers as being a target speed at which to drive in all circumstances.
- 3.3 Speed limits are covered by legislation set out in Part VI of the Road Traffic Regulation Act 1984. The setting of national speed limits for different road types, and the identification of which exceptions to the general limits can be applied, is the responsibility of the UK Government. The three national speed limits are:
- The 30 mph speed limit on restricted roads (in Scotland Class C or unclassified roads with street lighting);
 - The speed limit of 60 mph on single carriageway roads;
 - The 70 mph limit on dual carriageways and motorways.

- 3.4 These national limits are not, however, appropriate to all roads. The responsibility for determining local speed limits lies with Road Authorities having regard to guidance issued by the Scottish Government together with relevant advice from the Department for Transport.
- 3.5 In August 2006 Central Government formally requested all Local Authorities to undertake a speed limit review on A and B class roads in their areas by 2011 using Circular No. 1/2006 as guidance. The key purpose of the guidance for speed limits are:
- the provision of up to date and consistent advice to Roads Authorities;
 - improved clarity, which will aid greater consistency of speed limits across the country;
 - the setting of more appropriate local speed limits, including lower or higher limits where conditions dictate;
 - local speed limits which better reflect the needs of all road users, not just motorised vehicles;
 - improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural communities;
 - improved recognition and understanding by road users of the risk involved on different types of road, the different speed limits that apply and the reasons why;
 - improved respect for speed limits, an in turn improved compliance;
 - continued reductions in the number of road traffic accidents, injuries and deaths in which excessive or inappropriate speed is a contributory factor.
- 3.6 The Guidance indicates certain underlying principles that should be used to determine appropriate speed limits on lengths of roads. The main aim of the guidance is to achieve a 'safe ' distribution of speeds which reflects the function of the road and the impacts on the local community. It indicates that mean (average) speed should be used to determine local speed limits as this reflects what the majority of drivers perceive as an appropriate speed to be drive on the road. It is also felt to be easier for road users themselves to understand. The minimum length of a speed limit should generally be not less than 600m to avoid too many changes of speed limit along a route, although shorter distances can be used and although not recommended. Other key aspects should be taken in account when considering a speed limit change are:
- road function and geometry;
 - road environment;
 - level of adjacent development;
 - traffic flow;
 - accidents data.
- 3.7 Roads designations that are classified into 'A' or 'B' class roads which are generally considered as major routes that can carry significant volumes of 'through' traffic and

due to this they are generally designed and constructed to higher standard. Dundee has an 'A' and 'B' class network that links important city districts and provides key external connections to the rest of Scotland. These types of roads form a key part of the strategic road network and are crucial to supporting economy of the city. Therefore careful assessment is required before changes are to be made.

- 3.8 The city is primarily an urban area and therefore the majority on the roads in the city are 30 mph speed limit as this is the national limit which applies through out the UK. The 'A' and 'B' class roads can be seen in Appendix A.
- 3.9 The outcomes of the review are detailed below for both A and B Class Roads.

'A' Class Roads in Dundee

A85 Riverside Avenue/Riverside Drive - A85

- 3.10 This road functions as a main link road that connects the A90 Trunk Road to the city centre including the Tay Bridge which links north Fife to the city. The current speed limit on this road is 50 mph between the A90/A85 junction at the Landmark Hotel roundabout to just west of the access roundabout to the Tesco store on Riverside Drive. It then reduces to 40mph from this location until just west of the road access to the railway station where it becomes a 30mph road.
- 3.11 On the 50mph speed limit section the average vehicle speed is greater than 40mph. The road serves a strategic function by carrying traffic to and from the A90 trunk road as well as being a road that can be used to serve Ninewells Hospital. It is proposed that the speed limit from the Landmark Hotel Roundabout until Tesco access roundabout is reduced from 50mph to 40mph and this is to support future development and pedestrian infrastructure. Tayside police have been consulted on this proposal and have concerns that without engineering measures a 40 mph speed limit will have little impact on vehicle speeds and will require significant police enforcement. It will also be necessary to consult with Perth & Kinross Council as a section of Riverside Avenue is within their area and they would have to concur with the change of this section of road. Minor changes on the transition point between the 40mph and 30 mph speed limits are also proposed as this is associated with the progress of the Central Waterfront Development.

A923 - Coupar Angus Road - A923

- 3.12 The A923 Coupar Angus Road is the main road that carries traffic to the northwest of the city and connects Dundee to Angus. The road is a 50 mph limit from the Angus Council Boundary to just North East of the Faraday Street/Camperdown Park Roundabout. From this roundabout to the City Centre the speed limit is 30 mph as this is within the main urban area. The 50 mph section of road north of Faraday Street is one of the few rural type roads within the Dundee City boundary where the speed limit is higher than the 30 mph speed limit that is predominant in Dundee. In the recent past this section of road has been identified as a Road Safety Accident Investigation and Prevention (AIP) site and measures have been undertaken to mitigate any road safety problems. It is proposed that this section of road is reduced to 40mph as part of these AIP measures and to accommodate the needs of all road users. It is also proposed to retain the existing 30 mph speed limit in from Faraday Street/Camperdown Street to the City Centre as this is the most appropriate limit for the road.

A911 - Marketgait

- 3.13 The A911 Marketgait forms the inner ring road that surrounds the more pedestrianised city centre. This road facilitates traffic movements around the city centre and connects crucial arterial routes such as Coupar Angus Road/Tay Road Bridge/A92 Trunk Road/A85 Riverside Drive. This road is a dual carriageway of high standard that carries significant volumes of traffic. The current speed limit is 30 mph and it is proposed that this speed limit is retained as this is the most appropriate given the nature and function of the road.

A92 Arbroath Road

- 3.14 The A92 between the city centre and Scott Fyffe roundabout is the responsibility of Transport Scotland/BEAR as it is a Trunk Road. Dundee City Council is responsible for the A92 from Scott Fyffe Roundabout to the Angus Council boundary. The current speed limit on the road is 30 mph until approximately Monymusk park area where it increases to 40 mph. It remains as a 40 mph road until it reaches the Angus Council Boundary. The character of the road changes from single carriageway to dual carriageway at Claypotts signalised junction. It then remains dual carriageway until the town of Arbroath. On the dual carriageway section of road vehicle speeds has been an issue since the road was converted from single to dual carriageway. There is evidence that vehicles are speeding on the dual carriageway section of road even though enforcement is regularly undertaken by Tayside Police. The accident history of the A92 road resulted in the construction of the dual carriageway and one of its main aims was to improve road safety and it is considered that the 40 mph limit assists in maintaining this safety and should be retained. The Council will continue to monitor vehicles speeds on this section of road.

A930 - Dundee Road (West)/Dundee Road/Queen Street Monifieth Road/Dalhousie Road

- 3.15 The A930 travels between the A92 Trunk Road at Greendykes junction and the Dundee City Council boundary with Angus Council near North Balmossie Street. The road speed limits vary from 40 mph on the four lane Dundee Road and reduces to 30 mph near Ellieslea Road in Broughty Ferry. It is proposed to adjust the speed limit of the 40 mph section on the A930 between Panmure Street and Guthrie Terrace to 30mph to align with the remainder of the route to the Angus Council boundary.

A929 - Forfar Road/Dura Street/Victoria Road

- 3.16 The A929 links the Kingsway to the City Centre and forms the main arterial road to the north of the city other than the Trunk Road. The road is currently 30 mph and is typically a main urban route for all types of traffic. It is proposed that the 30 mph speed limit is retained as this is the most appropriate given the nature and function of the road.

B Class Roads in DundeeB960 - Clepington Road/Strathmartine Road/Moncur Crescent/Dens Road

- 3.17 The B960 links the Kingsway at the Macapline Road/Clepington grade separated junction to the city centre and forms an arterial road to the North of the city. The road

is currently 30 mph and is typically an urban through route for traffic travelling to/from the St Marys/Ardler/Brackens areas of the city. It is proposed that the 30 mph speed limit is retained as this is the most appropriate given the nature and function of the road.

B959 - Arbroath Road from City Centre to Scott Fyffe Rbt

- 3.18 The B959 connects the Albert Street/Victoria Street/Arbroath Road signalised junction to Scott Fyffe roundabout on the Kingsway. The road is currently 30 mph and is typically an urban through route for traffic travelling east/west and links the Kingsway to the city centre. It is proposed that the 30mph speed limit is retained as this is the most appropriate given the nature and function of the road.

B978 - Kellas Road/Baldovie Road/Claypotts Road

- 3.19 The B978 runs from the Angus Council Boundary in the north to Claypotts signal junction. The Road then follows Claypotts Road towards Broughty Ferry. This road is 30 mph road from the Angus council boundary until it connects to Baldovie Road where it changes to 40 mph as there are dual carriageway sections of road. From Claypotts signalised junction on the A92 until the Claypotts Road junction with the A930 it is a 30 mph speed limit. It is proposed that given the nature and function of the road that the existing speed limits are retained.

B961 - Drumsturdy Road/Drumgeith Road/Douglas Road

- 3.20 The B961 runs from Scott Fyffe Roundabout along Douglas Road/Drumgeith Road and then connects into Drumsturdy Road and onto the boundary with Angus Council. The speed limit on this road is currently 30 mph with a short section of the national speed limit of 60 mph on Drumsturdy road which then travels to the Angus Council boundary. In the recent past there have been accident cluster sites on Drumgeith Road and there is a Tayside Safety Camera Partnership site near Drumgeith Park. The current speed limit of 30 mph is the most appropriate for this road given its nature and function and therefore it is proposed that this is retained.

4 POLICY IMPLICATIONS

- 4.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. The major issues identified are:

a Sustainability

Speed limits have a direct impact on vehicles speed and this can have an impact on sustainability as it has a bearing on fuel consumption, Climate change and air quality.

b Strategic Environmental Assessment

Speed limits have a direct impact on vehicles speed and this can have an impact on the environment as it has a bearing on fuel consumption, Climate change and air quality.

c Anti-poverty

There are no implications in relation to this report.

d Equality Impact Assessment

There are no implications in relation to this report.

e Risk Management

The review, and in some cases recommended reduction, of speed limits in the City is consistent with the Council's Risk Management objective of reducing the likelihood and impact of Road Traffic accidents.

5 CONSULTATIONS

- 5.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), Head of Finance, Assistant Chief Executive and Chief Constable have been consulted and are in agreement with the contents of this report.

6 BACKGROUND PAPERS

- 6.1 Scottish Exec Guidance - ETLLD Circular No. 1/2006 Setting Local Speed Limits
- 6.2 Report No 286 - 2003 - 20MPH Speed Limits

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Appendix A

