

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE – 26 SEPTEMBER 2017**

**20MPH SPEED LIMITS AT SCHOOLS  
ISLA PRIMARY SCHOOL**

**REPORT BY THE HEAD OF TECHNICAL AND PROPERTY SERVICES**

**ABSTRACT**

This report seeks approval from the committee to install a part time 20mph speed limit at Isla Primary School.

**1. RECOMMENDATIONS**

It is recommended that the Committee:

- (i) agree to the implementation of a part-time 20mph speed limit on the C24 outside Isla Primary School;
- (ii) requests the Head of Technical and Property Services to initiate the promotion of the necessary traffic order associated with the proposal.

**2. ALIGNMENT TO THE ANGUS COMMUNITY PLAN/SINGLE OUTCOME AGREEMENT/CORPORATE PLAN**

This report contributes to the following local outcomes contained within the Angus Community Plan and Single Outcome Agreement 2013-2016:

- Our communities are prosperous and fair
- Our communities are safe and strong
- Our communities are sustainable

**3. BACKGROUND**

- 3.1 In 2003/04 a comprehensive appraisal was carried out where all schools in Angus were considered for potential 20mph speed limits, following the provision of central government ring-fenced funding in the first year (2003/04). There are generally a number of speed management options to consider when introducing such specific speed limits but the most appropriate for school sites are 20mph part-time speed limits or 20mph zones (see **Appendix A**). The measures already implemented at Angus schools, 34 part-time limits and 12 20mph zones, has been reported to committee.
- 3.2 Government funding for implementing 20mph limits at schools ended on 31 March 2008. Information available at that time indicated that only a minority of authorities in Scotland introduced 20mph limits at all their schools. The outcome of the appraisal in Angus, as reported to Committee on 27 November 2007 (Report No 1125/07), identified some schools where the introduction of a 20mph limit was not considered appropriate. There was a total of 14 schools identified, however this number has been reduced to 11 as one school has now closed (Barry PS), and three schools have now merged and been re-located to a new school site (Glen Isla PS, Kilry PS and Lintrathen PS now merged to form Isla PS).
- 3.3 Report No 597/10 stated that consideration should be given to the introduction of a part-time 20mph speed limit at the school entrance once Isla Primary School is operational.
- 3.4 At the Infrastructure Services Committee meeting of 24 August 2010 the Committee (see **Appendix A** for extract of minutes) agreed to instruct the Director of Infrastructure Services to

establish 20mph speed limits at 7 of the 14 schools; namely Arbirlot, Inverarity, Murroes, Stracathro, Tannadice and Tealing primary schools and Montrose Academy.

#### **4. DETAILS**

- 4.1 Isla Primary School lies on a route (C24) that is subject to the national speed limit (60mph). Access to the school is taken from a service road. The C24 carries low levels of traffic at the school frontage; however traffic speeds are relatively high.
- 4.2 Pupil numbers at Isla Primary School are 33; 18 pupils travel to/from school on school transport and 15 travel to/from school by private cars.
- 4.3 Accident Record – Angus Council Accident Record Database confirms that there have been no reported road traffic injury collisions on the C24 at the school in the last three years.
- 4.4 Indicative costs of introducing a 20mph limit are shown in **Appendix A**. If a 20mph limit was introduced at Isla Primary School, costs would be in the region of £11,000, although it should be noted that detailed costings have not been prepared. Any cost for signing would have to be funded from the road safety budget. In general schemes funded from this budget are evidence based to ensure that the most hazardous sites are targeted on a priority basis.

#### **5. FINANCIAL IMPLICATIONS**

The estimated cost to introduce a 20mph limit at Isla Primary School is £11,000 which could be funded from the 2017/18 Traffic Capital Budget.

#### **6. CONSULTATION**

The Chief Executive, Strategic Director – Place, Strategic Director – People, Head of Schools & Learning, Head of Corporate Finance, Head of Legal & Democratic Services and the Chief Constable have been consulted in the preparation of this report.

**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 597-10                      20mph Speed Limits at Schools – Schools with no proposals for a 20mph Speed Limit – Infrastructure Services Committee 24 August 2010
- Report No. 1125-07                20mph Speed Limits at Schools – Schools with no Proposals for a 20mph Speed Limit - Infrastructure Services Committee 27 November 2007

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List of Appendices:

- Appendix A:    20mph Speed Limits at Schools – Schools with No Proposals for a 20mph Speed Limit
- Appendix B:    Extract from minutes of Infrastructure Services Committee meeting of    24 August 2010

## 20MPH SPEED LIMITS

When considering the introduction of a 20mph speed limit, the following options for speed management may be considered in assessing which may be appropriate and most effectual in accordance with the Council's Speed Limit Strategy (Report No 266/08 refers).

- **20mph Zone**

A 20mph zone must have speed reducing features in place, such as road humps, chicanes, pedestrian islands etc in close proximity to each other as self-enforcing measures to reduce speeds to 20mph or less without the need for traffic police enforcement. 20mph zones are imposed over an area consisting of several roads, such as self-enclosed residential areas with very little or no through traffic and not targeted at individual roads.

Although 20mph zones are effective in managing speed they are expensive and can only be justified at locations where there is a significant accident history.

- **Mandatory 20mph Speed Limits**

Guidance states that this measure can be considered for self-enclosed residential areas with little or no through traffic where traffic speeds are already low. These speed limits can be introduced without the need for expensive speed reducing features as mentioned above. However they should not be introduced where there is no realistic expectation that they will achieve the required decrease in traffic speeds or where the police are unable to give an undertaking to provide an effective level of enforcement. Unrealistic and unenforceable speed limits will not bring about the desired reduction in traffic speed or any expected road safety benefits.

- **Advisory 20mph Speed Limits**

The Council's Speed Limit Strategy states that no more 'Twenty's Plenty' schemes are to be introduced.

- **Part-time 20mph Speed Limits at Schools**

This option allows a 20mph speed limit to operate at the beginning, lunch time and the end of the school day. The lengths of these part time limits are kept as short as possible in front of the main school gates so that drivers will associate the lower limit with the presence of the school. The variable limit confines the duration of the limit to times of potentially conflicting movements (pedestrians) to/from the school.

### Cost Implications

A part-time 20mph limit can be introduced on roads with a 30mph limit but advanced warning signs would also be required where a part-time 20mph limit is used on a route where the national speed limit applies (60mph).

Signage requirements are site specific but if minimum signage is assumed (ie 2 No signs) the approximate minimum costs are as follows:

- With a 30mph limit – requires two part-time 20mph speed limit signs at approximately a total capital cost of £4,000 per site.
- A route subject to the national speed limit – require two part-time 20mph speed limit signs plus two electronic advanced warning signs at approximately £3,500 each. Total capital cost is approximately £11,000 per site.

These costs are indicative and would be subject to detailed site investigation for each specific location.

**Extract from minute of Infrastructure Services Committee meeting of 24 August 2010**

**29. 20MPH SPEED LIMITS AT SCHOOLS: SCHOOLS WITH NO PROPOSALS FOR A 20MPH SPEED LIMIT**

With reference to Article 25 of the minute of meeting of this Committee of 27 November 2007, there was submitted Report No 597/10 by the Director of Infrastructure Services updating members on schools within Angus where a decision has been taken not to introduce a 20mph speed limit and outlining the reasons for each decision.

The report detailing the schools concerned and gave an explanation for the continuance of the view that 20mph limits were not considered appropriate or necessary.

Having heard from the Convener and a number of members the Committee agreed:-

- (i) To note the contents of the report;
- (ii) To instruct the Director of Infrastructure Services to establish 20mph speed limits for Arbirlot, Inverarity, Murroes, Stracathro, Tannadice and Tealing primary schools and Montrose Academy;
- (iii) To note that the estimated cost of these works would be £70,000; and
- (iv) To note that the estimated cost of £70,000 would be met from the Roads capital budget 2011/12 subject to that budget being approved through the normal budget setting process.