

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE – 20 APRIL 2021**

**20MPH SPEED LIMITS AT SCHOOLS  
ARBROATH HIGH SCHOOL  
ABBEY VIEW CAMPUS (HAYSHEAD & ST THOMAS RC PRIMARY SCHOOLS)**

**REPORT BY DIRECTOR OF INFRASTRUCTURE**

**ABSTRACT**

This report seeks the approval to install part time 20mph speed limits at Arbroath High School and Abbey View Campus (Former Hayshead Primary School & St Thomas' Primary School), Arbroath.

**1. RECOMMENDATION**

It is recommended that the Committee:

- (i) notes the inclusion of a recommendation for a Speed Management Plan in the 'Strategic Transport Projects Review 2 Update and Phase 1 Recommendations' and the inclusion of this action, which will include the use of 20mph speed limits generally and specifically at school sites, in the action plan the Angus Road Safety Member/Officer Working Group;
- (ii) agree to the implementation of a part-time 20mph speed limit on Lochlands Drive, Arbroath outside Arbroath High School;
- (iii) agree to the implementation of a part-time 20mph speed limit on Hayshead Road, Arbroath outside Abbey View Campus; and
- (iv) instructs the Service Leader – Roads & Transportation to initiate the promotion of the necessary traffic orders associated with the proposals.

**2. ALIGNMENT TO THE ANGUS COMMUNITY PLAN/COUNCIL PLAN**

This report contributes to the following local outcomes contained within the Council Plan 2019-2024 and Community Plan 2017-2030:

- an inclusive and sustainable economy;
- a reduced carbon footprint;
- safe, secure, vibrant and sustainable communities; and
- an enhanced, protected and enjoyed natural and built environment.

**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 several speed management options to consider when introducing such specific speed limits but the most appropriate for school sites and in particular school frontages are 20mph part-time speed limits or 20mph zones (see **Appendix A**).
- 3.2 Measures already implemented at Angus schools, 34 part-time limits and 12 20mph zones, has been reported to committee on 28 August 2007 (reference Report No. 767/07).

- 3.3 Seven further schools were added from a list of 14 (reference Report Nos. 1125/07 & 597/10): Arbirlot, Inverarity, Murroes, Stracathro, Tannadice and Tealing Primary Schools and Montrose Academy. Isla Primary School was added (reference Report No. 328/17). However, this list reduced to 11 as one school has now closed (Barry Primary School), and three schools have now merged and been re-located to a new school site (Glen Isla Primary School, Kilry Primary School and Lintrathen Primary School now merged to form Isla Primary School).

#### **4. CURRENT POSITION**

- 4.1 A Speed Management Plan has been identified as an action in the Strategic Transport Projects Review 2 Update and Phase 1 Recommendations. At a local level this will form part of the delivery plan for the Road Safety Framework to 2030, which is included in the action plan for the Road Safety Member Officer Working Group (reference Report No. 44/21). The use of 20mph speed limits generally and specifically at school sites forms part of this consideration. It is anticipated that a new Speed Management Plan for Angus, which would supersede the current Speed Limit Strategy (reference Report No. 266/08), would be forthcoming for approval of committee as part of the delivery plan for the Road Safety Framework to 2030. In the meantime, concerns about the speed of vehicles travelling outside and near our schools continue to be addressed, as detailed in this report.
- 4.2 Concerns were recently raised by a local member regarding the speed of vehicles travelling along Lochlands Drive, Arbroath, particularly in the vicinity of the pedestrian access into Arbroath High School, and the safety of pedestrians crossing the road.
- 4.3 Arbroath High School lies on Keptie Road, Arbroath, which is subject to a part-time 20mph speed limit. Although the main vehicular access to the school is taken from a service road off Keptie Road, pedestrian access to the school is split between the service road leading from Keptie Road and a footpath leading from Lochlands Drive. Lochlands Drive is currently subject to a 30mph speed limit and carries relatively high levels of traffic, particularly at the start and end of the school day, and traffic speeds are considered to be relatively high.
- 4.4 Pupil numbers at Arbroath High School are 875; 46 pupils travel to/from school on school transport buses (19 on a 33-seat vehicle and 27 on a 41-seat vehicle), which drops off/picks up pupils from Lochlands Drive. Additionally, 16 pupils travel to/from school on school transport/Schools & Learning vehicles (3 vehicles), which drops off/picks up at the front entrance of Arbroath HS. The remaining pupils travel to/from school by private car, cycle or walk.
- 4.5 Road Traffic Accident Record – Angus Council's Accident Record Database confirms that there have been no reported road traffic injury accidents on Lochlands Drive in the vicinity of the school transport drop off/pick up point and pedestrian access to the school in the last three years (31/12/2017 – 30/12/2020).
- 4.6 In light of the concerns of traffic speeds at this school transport drop off point Committee are asked to agree to the implementation of a part-time 20mph speed limit on Lochlands Drive, Arbroath. Other school transport drop off points and alternative school entrances will be reviewed to determine if they may benefit from similar measures, and if so further reports will be brought before Committee.
- 4.7 On Tuesday 7 November 2017, the Children and Learning Committee approved the creation of a new shared campus for Hayshead Primary School, St Thomas' Primary School and an early years' facility. The new Abbey View Campus was completed in January 2020 with staff and pupils occupying the building in February 2020.
- 4.8 Pupil numbers are 469 at Hayshead PS, 103 at St Thomas' Primary School and 70 at the early years facility. All pupils travel either by private car, cycle or walk to/from the Campus.
- 4.9 The newly formed main entrance to Abbey View Campus lies on Hayshead Road, Arbroath. Hayshead Road is currently subject to a 30mph speed limit, carries relatively high levels of traffic, particularly at the start and end of the school day, and traffic speeds are relatively high.
- 4.10 Road Traffic Accident Record – Angus Council's Accident Record Database confirms that there have been no reported road traffic injury accidents on Hayshead Road in the vicinity of the school entrance in the last three years (31/12/2017 – 30/12/2020).

- 4.11 Indicative costs of introducing a 20mph speed limit are shown in Appendix A. If a 20mph speed limit was introduced at Arbroath HS and Abbey View Campus, costs would be in the region of £8,000 (£4,000 for each location), although it should be noted that detailed costings have not been prepared. Any cost for signing would have to be funded from the Traffic Capital budget for road safety. In general, schemes funded from this budget are evidence-based to ensure that the most hazardous sites are addressed on a priority basis.

## **5. PROPOSALS**

- 5.1 It is proposed to introduce a 20mph speed limit at Arbroath High School.
- 5.2 It is proposed to introduce a 20mph speed limit at Abbey View Campus.

## **6. FINANCIAL IMPLICATIONS**

- 6.1 The estimated cost to introduce a 20mph speed limit at Arbroath High School is £4,000, which could be funded from the 2021/22 Traffic Capital Budget.
- 6.2 The estimated cost to introduce a 20mph speed limit at Abbey View Campus is £4,000, which could be funded from the 2021/22 Traffic Capital Budget.

## **7. EQUALITY IMPACT ASSESSMENT**

- 7.1 An Equality Impact Assessment has been completed for this report – see **Appendix B**.
- 7.2 The Assessment concludes that there are either no impact or neutral impact on protected characteristic groups for the proposals contained in this report.

## **8. CONSULTATION**

- 8.1 The Chief Executive, Deputy Chief Executive, Director of Finance, Director of Legal and Democratic Services, Director of Schools & Learning and the local Police Commander for Tayside Division were 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 No. 44/21 Road Safety Framework to 2030 Update - Communities Committee 23 February 2021
- Report No. 328/17 20mph Speed Limits at Schools – Isla Primary School – Communities Committee 26 September 2017
- Report No. 597/10 20mph Speed Limits at Schools – Schools with no proposals for a 20mph Speed Limit – Infrastructure Services Committee 24 August 2010
- Report No 266/08 Speed Limit Review - A & B Class Local Roads - Infrastructure Services 4 March 2008
- 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  
Appendix B: -Equality Impact Assessment

## 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 speed limit can be introduced on roads with a 30mph speed limit, but advanced warning signs would also be required where a part-time 20mph speed 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:

- A 30mph speed limit requires two part-time 20mph flashing speed limit signs and two standard 30mph speed limit signs at an approximate total capital cost of £4,000 per site.
- A route subject to the national speed limit requires two part-time 20mph flashing speed limit signs, two standard national 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.



## Equality Impact/Fairer Scotland Duty Assessment Form

### Step 1

**Name of Proposal** (includes e. g. budget savings, committee reports, strategies, policies, procedures, service reviews, functions): 20mph Speed Limits at Schools Arbroath High School Abbey View Campus (Hayshead & St Thomas RC Primary Schools) - Committee Report

### Step 2

Is this only a **screening** Equality Impact Assessment ~~Yes~~/No

**(A)** If Yes, please choose from the following options **all** reasons why a full EIA/FSD is not required:

- |  |                    |
|--|--------------------|
| (i) It does not impact on people   | <del>Yes</del> /No |
| (ii) It is a percentage increase in fees which has no differential impact on protected characteristics | <del>Yes</del> /No |
| (iii) It is for information only   | <del>Yes</del> /No |
| (iv) It is reflective e.g. of budget spend over a financial year                                       | <del>Yes</del> /No |
| (v) It is technical  | <del>Yes</del> /No |

If you have answered yes to any of points above, please go to **Step 16**, and sign off the Assessment.

**(B)** If you have answered No to the above, please indicate the following:

Is this a full Equality Impact Assessment	Yes/ <del>No</del>
Is this a Fairer Scotland Duty Assessment	<del>Yes</del> /No

If you have answered Yes to either or both of the above, continue with Step 3.  
If your proposal is a **strategy** please ensure you complete Step 13 which is the Fairer Scotland Duty Assessment.

### Step 3

(i) Lead Directorate/Service:

Infrastructure/Road & Transportation

(ii) Are there any **relevant** statutory requirements affecting this proposal? If so, please describe.

The implementation of a part-time 20mph speed limits will require Traffic Regulation Orders, which have statutory requirements.

(iii) What is the aim of the proposal? Please give full details.

To agree to the implementation of a part-time 20mph speed limit at two schools in Arbroath.

(iv) Is it a new proposal?      Yes/No      Please indicate      OR

This is a proposal for new part-time 20mph speed limit at two schools in Arbroath as detailed in the committee report.

Is it a review of e.g. an existing budget saving, report, strategy, policy, service review, procedure or function?      Yes/No      Please indicate

#### **Step 4: Which people does your proposal involve or have consequences for?**

Please indicate all which apply:

Employees      Yes/No

Job Applicants      Yes/No

Service users      Yes/No

Members of the public      Yes/No

#### **Step 5: List the evidence/data/research that has been used in this assessment (links to data sources, information etc which you may find useful are in the Guidance). This could include:**

**Internal data** (e.g. customer satisfaction surveys; equality monitoring data; customer complaints).

Concerns were recently raised by a local member regarding the speed of vehicles travelling along Lochlands Drive, Arbroath, which affects Hayshead and St Thomas RC Primary Schools, particularly in the vicinity of the pedestrian access into Arbroath High School, and the safety of pedestrians crossing the road.

**Internal consultation** (e.g. with staff, trade unions and any other services affected).

N/A.

**External data** (e.g. Census, equality reports, equality evidence finder, performance reports, research, available statistics)

N/A.

**External consultation** (e.g. partner organisations, national organisations, community groups, other councils).

The local Police Commander for Tayside Division was consulted.

**Other** (general information as appropriate).

N/A.

**Step 6: Evidence Gaps.**

Are there any gaps in the equality information you currently hold? ~~Yes~~/No

If yes, please state what they are, and what measures you will take to obtain the evidence you need.

**Step 7: Are there potential differential impacts on protected characteristic groups?** Please complete for each group, including details of the potential impact on those affected. Please remember to take into account any particular impact resulting from **Covid-19**.

**Please state if there is a potentially positive, negative, neutral or unknown impact for each group. Please state the reason(s) why.**

Age

**Impact:** Neutral to positive benefit from reduction in traffic speeds, specifically for young people. Traffic Signage would be provided for any changes.

Disability

**Impact:** Neutral benefit – Traffic Signage would be provided for any changes. Road layout would not change materially for those with visual impairments.

Gender reassignment

**Impact:** No impact

Marriage and Civil Partnership

**Impact:** No impact

Pregnancy/Maternity

**Impact:** No impact

Race - (includes Gypsy Travellers)

**Impact:** No impact

Religion or Belief

**Impact:** No impact

Sex

**Impact:** No impact

Sexual orientation

**Impact:** No impact

**Step 8: Consultation with any of the groups potentially affected**

If you have consulted with any group potentially affected, please give details of how this was done and what the results were.

No specific protected characteristic groups were consulted.

If you have not consulted with any group potentially affected, how have you ensured that you can make an informed decision about mitigating action of any negative impact (Step 9)?

The local Police Commander for Tayside Division was consulted and the proposal was discussed at the Traffic Coordination Group meeting, which is made up of Police Scotland and officers from a range of council services.

**Step 9: What mitigating steps will be taken to remove or reduce potentially negative impacts?**

No negative impacts.

**Step 10: If a potentially negative impact has been identified, please state below the justification.**

N/A.

**Step 11: In what way does this proposal contribute to any or all of the public sector equality duty to:** eliminate unlawful discrimination; advance equality of opportunity; and foster good relations between people of different protected characteristics?

No or neutral contribution.

**Step 12: Is there any action which could be taken to advance equalities in relation to this proposal?**

N/A.

**Step 13: FAIRER SCOTLAND DUTY**

This step is only applicable to **strategies** which are key, high level decisions. If your proposal is **not** a strategy, please leave this Step blank, and go to Step 14.

Links to data sources, information etc which you may find useful are in the Guidance.

**Step 13(A) What evidence do you have about any socio-economic disadvantage/inequalities of outcome in relation to this strategic issue?**

**Step 13(B) Please state if there are any gaps in socio-economic evidence for this strategy and how you will take measures to gather the evidence you need.**



**Step 13(C) Are there any potential impacts this strategy may have specifically on the undernoted groupings?** Please remember to take into account any particular impact resulting from **Covid-19**.

**Please state if there is a potentially positive, negative, neutral or unknown impact for each grouping.**

**Low and/or No Wealth** (e.g. those with enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future).

**Impact**

**Material Deprivation** (i.e. those unable to access basic goods and services e.g. repair/replace broken electrical goods, warm home, leisure and hobbies).

**Impact**

**Area Deprivation** (i.e. where people live (e.g. rural areas), or where they work (e.g. accessibility of transport)).

**Impact**

**Socio-economic Background** i.e. social class including parents' education, people's employment and income.

**Impact**

**Other** – please indicate

**Step 13(D) Please state below if there are measures which could be taken to reduce socio-economic disadvantage/inequalities of outcome.**

**Step 14: What arrangements will be put in place to monitor and review the Equality Impact/Fairer Scotland Duty Assessment?**

No formal arrangements other than addressing reported impacts.

**Step 15: Where will this Equality Impact/Fairer Scotland Duty Assessment be published?**

As an appendix to this Committee Report at Angus Council website: [angus.gov.uk](http://angus.gov.uk)

**Step 16: Sign off and Authorisation.** Please state name, post, and date for each:

Prepared by: Walter Scott, Service Leader – Roads & Transportation, 25 March 2021

Reviewed by: Doreen Phillips, Senior Practitioner (Equalities), 25 March 2021

Approved by: Ian Cochrane Director of Infrastructure 25 March 2021

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