

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 27 SEPTEMBER 2022

ANGUS COUNCIL (SPACES FOR PEOPLE)(VARIATION OF SPEED LIMITS) ORDER 202X

REPORT BY ACTING DIRECTOR OF INFRASTRUCTURE (ROADS & TRANSPORTATION)

ABSTRACT

This report relates to the making of a permanent variation of speed limits that were varied temporarily from 30mph to 20mph at various locations throughout Angus as part of the Spaces for People interventions and to other 30mph and 40mph speed limit variations that were previously approved by committee in November 2021.

1. RECOMMENDATION

It is recommended that the Committee:

- (i) notes the results of the speed surveys from Vehicle Activated Signage installed as part of the temporary variation of speed limits from 30mph to 20mph;
- (ii) notes the objections received during the publication period for the Order to make these 20mph speed limits permanent;
- (iii) notes that no objections to any of the other 30mph and 40mph speed limit variations were received; and
- (iv) approves the making of the Order as proposed, which includes the 20mph and variations to 30mph and 40mph speed limits.

2. ALIGNMENT TO THE ANGUS COMMUNITY PLAN/CORPORATE PLAN

This report contributes to the following local outcomes contained within the Angus Community Plan:

ECONOMY

- An inclusive and sustainable economy

PEOPLE

- We will work collaboratively for and with our citizens to keep them safe in resilient communities.

PLACE

- Safe, secure, vibrant and sustainable communities

3. BACKGROUND

- 3.1 In response to the COVID-19 pandemic, Scottish Government through their agency, Transport Scotland made available funding from April 2020 for temporary measures to improve the uptake of walking, cycling and wheeling. The Spaces for People funding was administered by Sustrans on behalf of Transport Scotland.
- 3.2 The temporary measures introduced in Angus, which were discussed that the Road Safety Member Officer Working Groups over that period, included signage for safe distancing and the introduction of temporary speed limit reductions from 30mph to 20mph in all Burgh towns and

many villages across Angus. All of the locations where the temporary speed limits were introduced are proposed to be made permanent.

- 3.3 Details of all of the locations proposed for the implementation of permanent 20mph speed limits are provided in the List of Proposals, included in **Appendix 1**. Two objections were received in general terms to the 20mph speed limits and one representation in support. One of these objections makes reference to Fowls, which is shown in bold type.

4. CURRENT POSITION

VEHICLE ACTIVATED SIGNAGE

- 4.1 Vehicle Activate Signage (VAS) was introduced along with signing and lining of the 20mph speed limits. The VAS was used as a flashing reminder to traffic that the 20mph was in place. The VAS also allowed for the collection of traffic data, which was to be used for assessment of the compliance and success of the temporary 20mph speed limits.
- 4.2 Given the speed limits and VAS were installed urgently in response to the pandemic, there was no time to collate pre-installation data, and no comparable data is available. The assessment of the results from the VAS is therefore based on knowledge and expert officer judgement on road characteristics and local circumstances at the locations.
- 4.3 The VAS data is included in **Appendix 2** and summarised as follows.

Location	Download 1 September 2021		Download 2 April 2022		Download 3 August 2022	
	Ave. Speed	85%ile	Ave. Speed	85%ile	Ave. Speed	85%ile
17 locations in 7 towns	20.94	26.06	22.12	26.47	21.18	26.29
50 locations in 21 villages	23.44	29.41	24.24	30.41	24.26	30.47

- 4.4 The data shows that the speed of traffic where this is signed and lined at the temporary speed limit of 20mph is lower than the previous 30mph speed limit. As noted above, comparable pre-installation data is not available, however, experience and evidence show that compliance with the previous 30mph would likely result in average speeds above 30mph, in the order of 32-34mph.
- 4.5 The summary of the results presented above does show a slight increase in speeds over the time of the limits being in place. This is considered to be normal in respect of compliance with any reduction in speed limits, however, the speeds will continue to be monitored and evaluated. If further measures in addition to the signing, lining and VAS to reinforce the 20mph speed limits, these will be considered. A few of the locations showing continued excessive traffic speeds, which can be seen in the full details in Appendix 2 are already being investigated by the Traffic Coordination Group.
- 4.6 Based on an assessment of the above results, it is concluded that there has been a significant reduction in the speed of traffic at these locations. These reductions in speeds have an in-direct positive impact on road safety, and it can be contended that this safer environment does meet the original intention of the Spaces for People in encouraging more active forms of travel.

CONSULTATION AND PUBLICATION

- 4.7 The Notice of Proposals was published in the Courier and Advertiser on 15 July 2022. In addition, Public Notices were erected in all of the affected streets.
- 4.8 In response to the publication of the proposals, a total of 2 objections to the proposals were received and 1 representation of support.
- 4.9 With regard to those proposals where objections and a representation were received, the schedule annexed to this report - see **Appendix 3** - details the proposed 20mph speed limits with reference to brief details of the objectors, the grounds for their concerns and the view of the Acting Director of Infrastructure (Roads & Transportation).

- 4.10 Copies of correspondence in connection with the objections are provided in **Appendices 4.1, 4.1a, 4.1b, 4.2, 4.2a, 4.2b** and the representation in support is provided in **Appendix 4.3** for consideration.

5. PROPOSALS

- 5.1 In exercise of its powers under Sections 1(1), 2(1) to (3), 4, 32, 35, 45, 46 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (the Act of 1984) as amended, the Road Traffic Act 1991 and of all other enabling powers in these Acts and otherwise, and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act of 1984, proposes to make the Traffic Regulation Order.
- 5.2 After consideration of the objections received, it is proposed to progress to the making of the Order as published in the Notice of Proposals, as per the recommendation of the report.

6. FINANCIAL IMPLICATIONS

As the majority of signing is in place, except for the 30mph and 40mph highlighted above, there will be no implementation costs for the 20mph, however, if the report was not to be approved the 20mph speed limits would have to be returned to the pre-covid 30mph, the cost implications would be circa £70,000. The estimated cost of implementing the 30mph and 40mph proposals is £17,000, which will be met from the 2022/23 Infrastructure - Roads (Traffic) Revenue Budget. Additional maintenance costs will amount to approximately £7,000 per annum and this will require to be provided for in future years' Roads Maintenance Revenue Budgets.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 An Equality Impact Assessment has been carried out and is attached as **Appendix 5** to this report.
- 7.2 The Assessment concludes that impacts on protected characteristic groups arising from the proposals contained in this report are neutral or positive.

8. CONSULTATION

- 8.1 The Chief Executive, Deputy Chief Executive Director of Finance, Director of Legal and Democratic Services and the Chief Constable of Police Scotland were consulted in the preparation of this report.

NOTE: No background papers, as detailed by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to a material extent in preparing the above report.

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List of Appendices:

Appendix 1 – List of Proposals
Appendix 2 – Speed Data from Vehicle Activated Signage
Appendix 3 – Schedule
Appendices 4.1, 4.1a & 4.1b – Objection No.1
Appendices 4.2, 4.2a & 4.2b – Objection No.2
Appendices 4.3 – Representation in support
Appendix 5 – Equality Impact Assessment