



Item 4

19th November 2019

Glasgow Community Planning Partnership Victoria Park Area Partnership

Report by Executive Director of Neighbourhoods and Sustainability

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Traffic Issues in Ward 12

Purpose of Report:

To provide a response to the various points raised by the Jordanhill Community Council and the Whiteinch Community Council at the August meeting of the Area Partnership.

Recommendations:

That the Area Partnership note the contents of this report.

Ward No(s): 12

Citywide:

Local member(s) advised: Yes No consulted: Yes No

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1 Pedestrian Crossings

The criteria for pedestrian crossings are determined by national standards which relate primarily to the volume of traffic and number of pedestrians, as well as geometric considerations.

With respect to the dimension of refuge islands, these are largely constrained by the existing road geometry.

2 Reduce Speed limits

National speed limits are set by central government and are:

- 70mph on motorways and dual carriageways (national speed limit)
- 60mph on single carriageway rural roads (national speed limit)
- 30mph in urban areas where there is a system of street lighting

The Local Authority can determine local speed limits, other than the national limits, by making a speed limit order. However, they must work in consultation with the police, who are responsible for enforcement of speed limits.

The national guidelines that should be considered when setting local speed limits are set out in the DFT Circular 01/2006 and the recommendations for urban areas are given in the table below.

SPEED LIMITS IN URBAN AREAS

Speed limit	Characteristics
20mph	In town centres, residential areas and in the vicinity of schools where there is a high presence of vulnerable road users.
30mph	The standard limit in built-up areas, usually with development on both sides of the road.
40mph	Higher quality suburban roads or those on the outskirts of urban areas where there is little development. Should be few vulnerable road users. Should have good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. Should wherever possible cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.
50mph	Usually most suited to special roads, dual carriageway ring or radial routes or bypasses which have become partially built up. Should be little or no roadside development.

As members of the partnership will be aware: -

- The Clyde Tunnel has a 30mph speed limit due to the restricted geometry of the road i.e. narrow carriageway, steep gradient and relatively tight bends.
- Balshagray Avenue (A739) has a central reservation, no direct frontages with buildings set back, and has all the characteristics of a 40mph road. The speed limit reduces to the default 30mph limit at Crow Road where there is a concentration of adjacent properties, shops and businesses.
- The Clydeside Expressway (A814) has 50mph limit over most of its length, however reduces to 40mph on the approach to Victoria Park Drive South.

A road where there is a 20mph speed limit is signed at the start and end of the restriction and does not require any physical measures other than signage, as repeater signs can be placed along the length of the road.

However, 20 mph speed limit zones consisting of several streets within a local residential area, use traffic calming measures, such as speed humps, road narrowing, and bends, to reduce the speed of vehicles. They are indicated by circular signs with a red border at each entry and exit point of the zone and, as these zones should be designed to keep speeds low, do not require repeater signs.

Advisory “twenty’s plenty” zones, marked by circular signs with a green border, were introduced nationwide to encourage local road users to drive responsibly within their own neighbourhood and are not legally enforceable. These advisory zones are no longer supported and are being phased out. Because of this, the upright green signs and 20 roundel road markings are no longer maintained in these advisory zones.

The Council aims to eventually introduce mandatory 20mph speed limit zones in all residential areas of the City to make streets safer and encourage more walking and cycling. The limited budget for traffic calming gives priority to streets where there is an existing injury accident history, a measured speeding problem and other factors related to vulnerable road users.

3 Street parking

I can advise that in circumstances where parking is an issue, the council can look to introduce enforceable restrictions. However, I can confirm that prior to the implementation of such restrictions; the Council would have to successfully promote a Traffic Regulation Order (TRO). The legal process of promoting such an Order is subject to formal consultation and public advertisement which is open to objection and can take in excess of 18 months – 2 years to complete.

Please note that our resources are currently committed to a full work plan of projects for the next three years. As such, I regret to advise that the promotion of a TRO would not be considered at this time.

I can advise that at present, enforcement of dangerous or obstructive parking where there are no restrictions can only be carried out by Police Scotland. Advice from the Road Policing Unit is that the complainant contacts their local police office when an obstruction occurs however, it should be noted that it has to be an "actual" obstruction.

4 Speeding

Enforcement of the speed limit on the public road network and that issue of street racing, are matters for Police Scotland. The council has no powers to enforce permitted speed limits.

5 School Run

As well as providing physical measures such as warning signs, barriers, zig-zags markings, parking restrictions, part time speed limits, crossing patrollers and traffic calming, Council officers work with all schools in the city to educate pupils, staff and their guardians about road safety and considerate behaviour, as well as promoting sustainable travel methods as an alternative to cars.

Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	There are no new financial implications arising from the report
<i>Legal:</i>	The report raises no new legal issues
<i>Personnel:</i>	There are no direct personnel implications
<i>Procurement:</i>	There are no relevant procurement issues

Council Strategic Plan:

Equality Impacts:

<i>Does the proposal support the Council's Equality Outcomes 2017-22</i>	N/A
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What are the potential equality impacts as a result of this report?

no significant impact

Sustainability Impacts:

Environmental: Reduction in casualties.

Social: Provide safer roads.

Economic: Reduction in cost to taxpayer with reduced number of accidents.

Privacy and Data Protection impacts: None

6 Recommendations

That the Area Partnership note the contents of this report.