

Dundee 20MPH Consultation

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1. Introduction

- 1.1. Dundee City Council (DCC) is considering implementing 20mph limits on roads in residential areas throughout the city. It has been identified by DCC that 20mph limits have clear road safety benefits and these can provide a basis where people feel safer to use more sustainable modes of transport such as walking and cycling.



Figure 1 - Dundee City 20mph Proposed Map

- 1.2. At this consultative stage, the primary objective set by DCC is to **improve the local environment** in residential areas for all road users, including car drivers, by **reducing the number and severity of collisions and casualties** on the city's roads, making the city a safer and better place to live in.

2. General Response

- 2.1. In general, we welcome the consideration of the proposed 20mph speed limits across the city's residential areas. This falls in line with our '[What we want for Scottish Transport](#)' document that was published recently. However, we feel that it would be highly beneficial for all parties involved, to extend the proposed 20mph limit to **shopping streets** so that the retail core areas can become people-centric, not motor-centric as so many of our streets are today.
- 2.2. It's fundamental that we have a people-friendly approach to street design and layout which puts the needs of people above those of motor vehicles. Although a reduction in speed limits is a significant step in the right direction, we feel strongly that DCC should go further to identify key corridors that can also have lower speed limits, particularly in main streets and shopping areas. DCC should also include traffic calming elements and at-grade crossings which again bring in pedestrian priority to key areas.
- 2.3. We fully agree that a 20mph speed limit will improve the quality of life in the residential areas that have been highlighted in Figure 1, especially around schools. However, DCC should take this opportunity as implement a

strategic approach to bring at-grade crossings and active travel priorities to key areas and accident hotspots, particularly in the city centre and shopping areas.

3. Location-Specific

- 3.1. In principle, the proposed coverage is welcome.
- 3.2. However, we propose that the coverage identified could be further extended to all non-primary road networks around the city where there are still relatively high levels of pedestrian activity, particularly on work days and peak times.
- 3.3. In addition, we suggest that the all of the roads within the inner ring road are made 20mph. We feel that there is an opportunity here to make the city centre area as a whole much safer by ensuring that this busy area has a fixed 20mph limit. Primary areas of concern include Seagate and the High Street.

4. Conclusion

- 4.1. In conclusion, Transform Scotland welcomes DCC's vision to bring 20mph limits to a significant area within the city. This will significantly improve conditions for active travel by providing safer walking and cycling environments. We strongly believe that this project should go ahead, but we would like to make sure that this opportunity to bring change in speed limits is as effective as possible:
 - 4.1.1. The entire City Centre within the inner ring road should be 20mph regardless of its priority status in order to improve road safety and provide greater clarity for road users regarding city speed limits
 - 4.1.2. Coverage should be extended to shopping and active areas out with of the city centre and residential areas, including industrial areas
 - 4.1.3. Consideration should be given to at-grade crossings and other traffic calming measures as part of a strategic approach in key areas of high pedestrian and cycle traffic where speeds need to be reduced.

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