

Meeting Notes Speed Table

2.2/2.6/2.7/2.8

The speed table was advertised as part of the whole proposal for the 20mph limit and wider traffic calming measures. Therefore, the feedback quoted in section 2.6 cannot be considered representative of the separate issue of the speed table issue which affects the residents of Dovedale road specifically, as oppose to the wider area. The feedback in this case should come from residents most affected shown in drawing I&C/20/SEA20AREA/002. Therefore, I would request point 2.6 not be considered in resolving this issue.

Consideration of objections

The 'consideration of objections' to my previous letter fail to address my concerns over increased noise and pollution caused by speed tables. This is an issue caused by speed tables recognised by the AA and no response has been provided in the consideration of this issue as seen in appendix B of the meeting notes. This could be viewed as an evasive response and suggests the council has no solution to this issue.

Safety

The councils defence of this proposal appears to be reliant on increasing safety around the crossing area on Dovedale road. Figure 1 provided from CrashmapUK (data provided by the department of transport) shows the crash locations on Dovedale Road for the past 5 years.

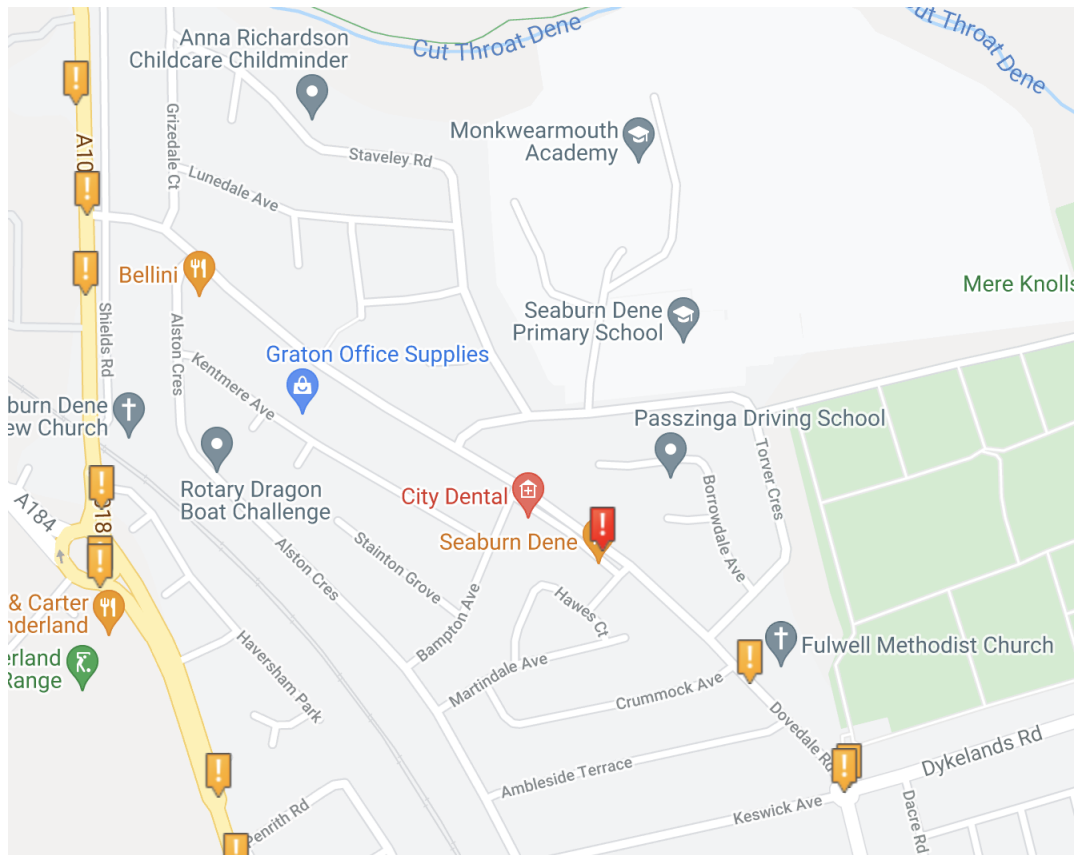


Figure 1

In this time period 5 accidents occurred, one at the intersection with shields road, two at the roundabout with Dykelands road, one near the intersection with Crummock Avenue and one near the Dovedale bus stop towards the entrance to Hawes court. Crucially there has not been a single accident at the crossing point near Torver Crescent suggesting the current measures of two traffic wardens at peak times are adequate.

To further illustrate this point, Figure 2 provides the crash locations for the past 10 years.

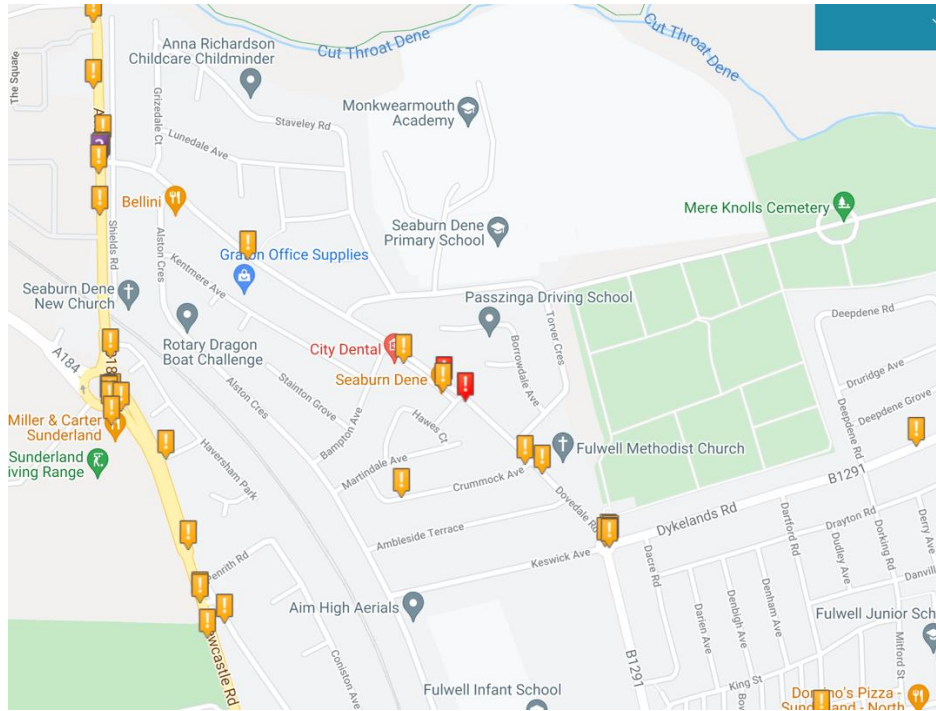


Figure 2

In this time period 5 accidents occurred, 4 at the intersection with shields road, 5 at the roundabout with Dykelands road, one near the intersection with Crummock Avenue and 4 near the Dovedale bus stop towards the entrance to Hawes court. This further illustrates there has not been a single accident at the crossing point near Torver Crescent suggesting the current measures of two traffic wardens at peak times have been and remain to be effective. As such a 16m speed table near the centre of a approximately 1km long road would be ineffective in impacting the danger areas of the road at the busy intersections and does not improve ‘expeditious, convenient and safe movement of vehicular or other traffic’ and therefore does not fulfil the requirements under section 122 of the road traffic and regulation act 1984.

I have attached a third figure from ThinkUK to further demonstrate my point.

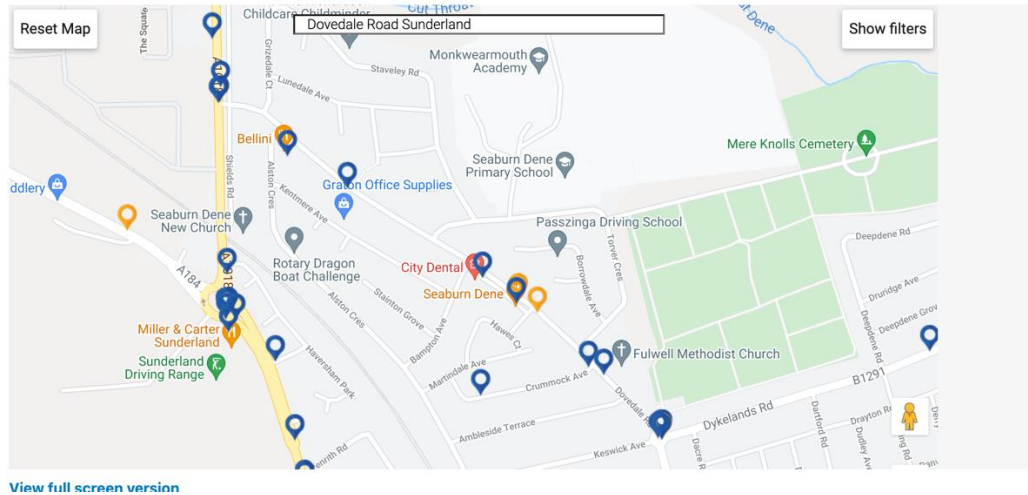


Figure 3

To summarise I will reiterate that I have no objection to the 20mph speed limit proposed in the area, however I must stress that the speed table proposal must be scrapped, or postponed pending review as separate issue with consultations to the affected parties to highlight the issues presented.