

Agenda Item	12
Report No	TEC 60/13

20mph Speed Limits – Proposed Schemes

Report by Director of Transport, Environmental and Community Services

Summary

This report invites Members to approve the development of 20mph speed limits at the locations listed in **Appendices A & B** during 2013/14 and 2014/15.

1. Background

- 1.1 There have been two previous reports to the TECS Committee in relation to 20mph speed limits. The first in August 2009 (TECS-57-09) outlined the various types of 20mph speed limits available and a list of the various speed limits that have been put in place. The second report in January 2010 (TECS-08-10) outlined the methodology for identifying schemes to be considered for the introduction of 20mph speed limits. This methodology used a scoring system based on the level of accidents that have occurred on residential street within town and village centres, the speed and volume of traffic and the environmental character of the area considered.
- 1.2 Capital funding of £50,000 per annum has been made available to fund the approved schemes.
- 1.3 Based on the available funding, the proposed sites are limited to areas where traffic calming is not required or is of a limited nature.

2. Guidance

- 2.1 The current guidance for setting these local speed limits is contained in the Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No1/2006 – Setting Local Speed Limits. This document covers the framework for setting all speed limits in Scotland. Appendix F & G of this document contain the current legislation for the introduction of the various types of 20mph limits and zones that can be applied in Scotland. Traffic Advisory Leaflet 9/99 also gives relevant information on 20mph Speed Limits and Zones.
- 2.2 The type of speed limit chosen will depend on the road layout and the existing speed of traffic. Equally important is the need for police enforcement to be kept to a minimum.

2.3 Roads Authorities, in consultation with Police Scotland, set the local speed limits on non-trunk roads in their area. These limits are set in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the national speed limit.

3. Assessment of 20mph Limit Schemes - General

3.1 To identify potential sites, the Council's accident database was interrogated to determine all injury accidents located in 30mph speed limits for the last 5 years. This search revealed that there were a total of around 540 injury accidents recorded in these urban areas for the period January 2008 to December 2012. About 240 of these accidents were recorded in the city of Inverness and its environs.

3.2 From the initial tranche of injury accidents, those on trunk roads and major through routes were removed from the data set as these were the roads where the bulk of the accidents occurred. The accidents in existing 20mph schemes or routes where extensive traffic calming was required to implement a scheme were also removed to leave a base data set from which proposed sites could be chosen. In Inverness for instance the figures reduced from about 240 to 95 accidents. These accidents were plotted to highlight any cluster areas either within residential areas or in town/village centres.

3.3 The plots show that the accidents are generally scattered throughout the Council area, and only a limited number of areas show any accident groups. A range of sites, both residential and town/village centre schemes, have been identified from these cluster areas which will be prioritised to provide a programme for implementation during 2013/14 and 2014/15.

4. 20mph Speed Limit Schemes under Development

4.1 There are a number of 20mph speed limit schemes which have either already been put in place or have Road Traffic Orders completed and are awaiting implementation. These schemes have been funded from a variety of sources including developer contributions as well as various council funded projects.

4.2 The schemes are located in:

- Conon Bridge (Complete)
- Maryburgh (Complete)
- Munloch (Awaiting implementation)
- Avoch (Awaiting implementation)
- Fortrose (Awaiting implementation)
- Inverness (20's Plenty completed)
- Inverness (20mph scheme to be implemented)

4.3 There are also a number of schemes which are either in the early stages of development or are under consideration. These schemes have been proposed to improve the environment as part of a capital project in an urban area or as part of new school projects where 20mph limits are being proposed around the

school as part of the school green travel plan which is aimed at encouraging walking and cycling to school. These include:

- Muir-of-Ord (Capital Project)
- Wick (Schools project)
- Fort William (Schools project)
- Caol. (Schools project)
- Plockton (Safer Routes to School)

5. 20mph Speed Limits in Residential Schemes

- 5.1 A number of residential schemes were identified throughout Council area but the level of accidents on individual streets was generally very low and not confined to an individual street within a scheme.
- 5.2 Where an accident group has been identified on an individual street or a small group of streets within a scheme, it is proposed to expand the proposed 20mph scheme to encompass as many surrounding streets as possible as long as traffic calming is either not required or is very limited in its extent. This will provide speed limit continuity with the various housing areas rather than having changes in speed limit from street to street.
- 5.3 When the extents of a scheme have been initially determined, the proposals will be presented to the local ward members for discussion and agreement. There will then be community and public consultation on the proposals before the scheme is ultimately implemented.
- 5.4 The initial residential schemes identified are listed in **Appendix A**.

6 20mph Speed Limits in Town & Village centres

- 6.1 A number of town and village centres also displayed accident clusters but as in the residential streets actual numbers were generally quite low.
- 6.2 In village centres, the 20mph limit could be expanded to incorporate adjacent residential areas or even the whole village if the requirement for traffic calming is limited. However in town centres, it is envisaged that schemes will be more restrictive and confined to the main shopping areas where the level of vulnerable user traffic is high.
- 6.3 There will be extensive consultation with local Members and the community prior to any scheme being implemented.
- 6.4 The town and village centres identified for consideration are listed in **Appendix B**.

7. Implications

- 7.1 The capital programme contains £50,000 per annum to support the introduction of 20mph schemes.

- 7.2 There 20mph speed limits will require to be supported by formal Road Traffic Orders.
- 7.3 There are no equality implications arising from this report.
- 7.4 The reduced traffic speeds will have a positive effect on the street environment and reduce carbon emissions.
- 7.5 There are no risk implications arising from this report.

8. Recommendation

- 8.1 Members are invited to approve the development of 20mph speed limits at the locations listed in **Appendices A & B** during 2013/14 and 2014/15.

Designation: Director of Transport, Environmental and Community Services

Date: 2 August 2013

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Background Papers:

1. TECS Committee – 13 August 2009 – 20mph Speed Limits (TECS-57-09)
2. TECS Committee – 21 January 2010 – 20mph Speed Limits – Assessment Criteria (TECS-08-10)

Appendix A - Residential Schemes

There were a number of schemes identified within residential areas where there were injury accidents recorded. Outlined below is a list of residential streets that will be considered for inclusion within the 20mph limit for each scheme. As each scheme is progressed there may be some additional streets added to the list if the threshold speeds recorded are below 24mph and therefore do not require traffic calming.

The schemes detailed below are shown as a priority list but this may change if there are objections to a particular scheme which may take time to resolve.

<i>Inverness - Dalneigh Area</i>	
Fairfield Road (Part)	Montague Row
Harrowden Road	Rangemore Road
Ross Avenue	Planefield Road
Attadale Road	Duncraig Street
Perceval Road	

<i>Thurso - Mountpleasant Area</i>	
Mount Pleasant Road (Part)	Orkney View
Castle Terrace	Morvern Place
Mayfield Road	Hill Place
Park Avenue	Queen Terrace
Dunnet Road	Queen Court
Dunnet Place	Oldfield Terrace
Harald Drive	Oldfield Hill
Stroma Place	Royal Terrace
Stroma Road	Springpark Terrace
Seaforth Road	Laurie Terrace
Murkle View	Angus Court

<i>Inverness - Culloden Area</i>	
Murray Terrace	Tower Brae North
Kenneth Place	Caulfield Road North
Cameron Court	Smithton Villas
Rowan Grove	Forbes Place
Rowan Court	Murray Place
Rowan Way	

<i>Invergordon - South Lodge Area</i>	
Royal Oak Drive	Agincourt
Cromlet Park	Cromlet Drive (Part)

<i>Inverness - Merkinch Area</i>	
Grant Street	Kilmuir Road
Simpsons Lane	Ord Terrace

Lower Kessock Street(Part)	Benula Road
Pumpgate Street	Glendoe Terrace (Part
Wyvis Place	

Appendix B - Town & Village Centres

There were a number of schemes identified within town/city centres and within villages where there were injury accidents recorded. Outlined below is a list of streets within each area that will be considered for inclusion within the 20mph limit. As outlined in appendix A, there may be streets added depending on the measured speeds.

The schemes detailed below are shown as a priority list but this may change if there are objections to a particular scheme which may take time to resolve.

<i>Arisaig Village</i>	
B8008 Main Street (Part)	Strath View
Canon Gillies Place	Station Road
Clan Ranald Place	Arisaig Burial Ground Road
Glengarry Place	Rhue Road (Part)
Roshven View	

<i>Nairn – Town centre + adjacent residential area</i>	
High Street	Burnett Place
Gordon Street	Portland Terrace
Douglas Street	Mill Road (Part)
Castle Lane	Rose Street
Water Lane	Acre Street
Church Street (Part)	Durban Place
Fairlie Lane	Queen Street
Falconers Lane	Millbank Street (Possible traffic calming)
Belivat Place	Millbank Crescent (Possible traffic calming)

<i>Portree - Town centre + adjacent residential area</i>	
The Green (Part)	Park Road
Somerled Square	Park Lane
Bayfield Road	Longarry Crescent
Bank Street	Bosville Terrace
Quay Street	Mill Road
Beaumont Crescent	

<i>Tain - Town centre + adjacent residential area</i>	
Tower Street (Part)	Shore Road (Part)
Lamington Street	Crammond Brae
High Street (Part)	Bank Street
Chapel Street	King Street
St Duthus Place	Market Street
Castle Brae	St Duthus Street
Castle Street	Quarry Lane
Station Road	Ross Street

Inverness - City centre

Bridge Street	Ness Bank
Castle Street	View Place

Auldearn Village

High Street (Part)	Manse Road
Garlichill Court	George Wilson Road
Boath Road	Montrose Avenue
Boath Terrace	Cawdor Road
Innes Terrace	Millcroft Road
Doocot Road	Battlehill
Church Road	Lethan Road (Part)

Lybster Village

Young Crescent	Jeffrey Street
Russell Street	Althorpe Court
Harbour Road	Althorpe Street
Mowat Road	Golf View Place
Shelligoe Road	Golf View Drive
Southend	