

## The Highland Council

### Planning, Development and Infrastructure Committee

2 November 2016

Agenda Item	<b>18</b>
Report No	<b>PDI/ 73/16</b>

#### Road Safety Activities – Update

#### Report by Director of Development and Infrastructure

##### Summary

This report is brought to Committee to provide information on the activities of the Road Safety Team within Transport Planning. One particular aspect of the activities is the preparation and implementation of the 20mph speed limit schemes across the Council area and a detailed update is provided within this report.

#### 1. Background

- 1.1 The Road Safety Team transferred from Community Services to Development and Infrastructure Services in 2015 as part of the Transport Planning Team. There have been some staffing changes with the current Road Safety Team that now consists of 3.15 full time equivalent posts (4 x staff). This has resulted in a review/change of the focus of tasks being undertaken.
- 1.2 The small Road Safety Team has a wide remit including:
  - collision Data Collection and Collision Investigation;
  - 20mph Schemes across the Council area;
  - Safer Routes to School Scheme (funding through Cycling Walking & Safer Streets);
  - Highland Road Safety Group (ensuring delivery of the HRSG Action Plan); and
  - Road Safety Education and Training including:-
    - Over 20 Driving Ambition sessions per year
    - Cycle Volunteer Training
    - Junior Road Safety Officer Training
- 1.3 There have been four previous reports to the TECS Committee in relation to the 20mph speed limit project:
  - August 2009 (TECS-57-09) detailed the types of 20mph speed limits available and included a list of the limits already in place within Highland at that time;
  - January 2010 (TECS-08-10) outlined the criterion developed for prioritising 20mph schemes, this methodology was approved by Committee;
  - August 2013 (TECS-60-13) outlined a programme of proposed 20mph schemes for both Residential Areas and for Town and Village Centres; and
  - February 2014 (TECS-06-14) detailed information on blanket 20mph limits.
- 1.4 An annual update on activities of the Highland Road Safety Group, including the Council's Road Safety Team, has been presented to the Communities and Partnerships Committee. A report was presented to the Communities and Partnerships Committee on 10 December 2015 (CPE-05-15).

## **2. Education and Partnership Working**

- 2.1 The Road Safety Unit continues to work towards achieving the road casualty reduction targets set out in Scotland's Road Safety Framework to 2020. This is achieved through various methods including Education, Engineering, Partnership Working with the Highland Road Safety Group, the Safer Routes to School Programme and many more initiatives as detailed in the Road Safety Update Report presented to the Communities and Partnerships Committee.
- 2.2 The next annual update will be reported to the Communities and Partnerships Committee to be held on 08/12/2016.
- 2.3 Additional information about the Road Safety Team can be found on the Council web site [www.highland.gov.uk/roadsafety](http://www.highland.gov.uk/roadsafety).

## **3. 20mph Limit Schemes**

- 3.1 The current guidance used in Scotland for setting local speed limits, including all 20mph limits, is 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006'. The 'Traffic Signs Regulations and General Directions' (TSRGD) document is used to design the details of each scheme and the Transport Scotland 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2' document is used to ensure the most effective implementation of each scheme.
- 3.2 The legislative changes in the new version of the TSRGD published in 2016 along with the Scottish Government review of the Good Practice Guidelines June 2016 has reviewed the guidance on the setting of speed limits and relaxed the level of traffic calming that is required for the implementation of a 20mph speed limit.
- 3.3 The reduction in speed limits to 20mph directly links with the National Road Safety Strategy and casualty reduction targets and outcomes as detailed in 'Scotland's Road Safety Framework to 2020 – Go Safe on Scotland's Roads it's everyone's responsibility'. This framework has 8 national priorities for road safety in Scotland – one of which is speed. The ultimate vision being zero road fatalities and much reduced serious injuries on Scotland's roads. A mid-term review of this Road Safety Framework was undertaken in 2015/early2016 and identified the following 3 priority focus areas for activity going forward to 2020 and beyond:
  - Speed and Motorcyclists;
  - Pre-drivers, Drivers aged 17 to 25 and Older Drivers; and
  - Cyclists and Pedestrians
- 3.4 20mph Limit Schemes completed across the Council area to date are as follows:
  - Arisaig
  - Auldearn
  - Avoch
  - Conon Bridge
  - Fortrose (20mph limit operational, a couple of Engineering measures require completion)
  - Maryburgh
  - Munlochy (20mph limit operational, a couple of Engineering measures require completion)

- Park Area - Inverness
- Portree
- Smithton – Inverness

3.5 Capital funding for the implementation of 20mph speed limit schemes has been approved at a level of £50,000 per annum until 2022/23.

3.6 Given the level of funding that was set a process for prioritising schemes was developed. The original assessment process was overly complex and it is now proposed to assess future potential schemes using only a Collision Matrix evaluation which will greatly assist with speeding up the evaluation process.

3.7 A template showing the Collision Matrix is shown at **Appendix 1**. The Collision Matrix works by assessing the number of injury accidents over the most recent 3 year period with additional points awarded for collisions:

1. where speed was the main causation factor;
2. involving pedestrians and cyclists of all ages; and
3. in addition to point 2 above, additional points are awarded for collisions where the pedestrians & cyclists are aged under 16 years old or over 60 years old

3.8 The implementation of a 20mph limit needs to follow a systematic process which includes the following stages:

- analysis of collision data;
- speed surveys;
- development of the proposal;
- consultation with Ward, Community Council, emergency services, residents, any other appropriate parties;
- formalisation of legal Road Traffic Regulation Order; and
- implementation (signs, lining and other works).

3.9 The duration of this process can take over one year, depending on the scheme size/complexity, feedback from consultees requiring subsequent changes, and the status of any sustained objections. A diagram showing the various stages and indicative timescales is set out in **Appendix 2**.

3.10 The Road Safety Team has been working hard to bring forward an effective list of schemes to be taken forward over the forthcoming years. The Collision Matrix has been used to identify a priority list of the previously identified locations.

3.11 The summary table at **Appendix 3** presents the latest information being used by the Road Safety Team for a programme of 20mph schemes. If all of the commitments identified for the 2016/17 schemes are implemented this financial year there will be a forecast overspend in the region of £34k. Discussion with the Carbon Clever Team has indicated a potential for a contribution from Carbon Clever funds. Alternatively, it may be possible to start work and draw down the full £50k budget allocation this financial year and draw down the remaining funds next financial year, effectively straddling two financial years. Officers will work towards the most effective delivery of the approved schemes within the budget constraints.

- 3.12 The consultation process has thrown up an unexpected situation in Lybster where the proposed scheme is not supported. This appears to be due to the desire by the community to include the busier, wider road within the scheme. The wider scheme would require traffic calming measures and would potentially use all of the funding allocation for one year. This scheme has been put on hold.
- 3.13 There are nine schemes already identified for future year implementation. Early work has started on the Alness scheme with a view to potentially coming forward as one of the schemes for 2017/18.
- 3.14 The addition of any new 20mph limit schemes, through the available funding, will be reviewed using the Collision Matrix and where appropriate will be added to the list of schemes for preparation. Where a suggested scheme does not have a Collision Matrix score the Ward Members and any person/group making the request will be informed of the assessment conclusions.
- 3.15 Members will be aware of the focus on the City of Edinburgh, where the Council is in the process of implementing a blanket 20mph scheme for the City. The question has been raised as to whether this would be appropriate for Inverness. There are significant costs associated with this approach, and it is recommended that there is a focus on implementing the existing programme for the time being, whilst monitoring the success of the Edinburgh scheme. As members will note in Appendix 3, there is a scheme, detailed for 2017/18 which will implement a blanket approach for the city centre.
- 3.16 A different approach to the Council directly implementing 20mph schemes is where the requirement to provide such schemes is placed on developers directly as part of the Road Construction Consent process, where appropriate. Recent examples where the Council has taken this approach in new developments include Ness Castle, Tornagrain and Glendoe Terrace, and this ensures that implementation costs are passed to the developer from day one.

## **4 Summary**

- 4.1 The Road Safety Team is part of Transport Planning within Development and Infrastructure Services. The team has a broad range of activities within their remit.
- 4.2 A programme consisting of 17 sites for 20mph schemes has already been identified. The Road Safety Team is working hard to ensure schemes are prepared and brought forward within the allocated budget.
- 4.3 Early work on future year sites has already begun and this will assist with an effective delivery programme of schemes.
- 4.4 The committee is requested to endorse the list of 20mph schemes in preparation (**Appendix 3**) and to agree the use of the Collision Matrix to assist with priority for delivery of future 20mph schemes.

## **5. Implications**

- 5.1 Resources  
The capital programme confirms £50,000 per annum until 2022/23 to support the introduction of 20mph schemes.

- 5.2 Legal  
20mph speed limits require to be supported by formal Road Traffic Regulation Orders.
- 5.3 Equality  
There are no equality implications arising from this report.
- 5.4 Climate Change/Carbon Clever Implications.  
Reduced traffic speeds will have a positive effect on the street environment and reduce carbon emissions. Reduced speed limits also support a modal shift from cars to cycling and walking which will also have a positive contribution to reducing carbon emissions.
- 5.5 Risk/Gaelic/ Rural  
There is no adverse impact on Risk, Gaelic or Rural considerations arising from this report.

## Recommendations

Members are invited to:

- note the contents of this report and the ongoing work of the Road Safety Team;
- note progress to date in the 20mph Speed Limit programme;
- endorse the list of 20mph schemes in preparation (**Appendix 3**) and to agree the use of the Collision Matrix to assist with priority for delivery of future 20mph schemes; and
- note that an annual activity report will be brought back to Committee.

Designation: Director of Development and Infrastructure

Date: 3 October 2016

Report Author: Richard Gerring (Transport Planning Manager)/  
Lisa MacKellaich (Road Safety Officer)

### Background Papers:

TECS Committee – 13 August 2009 – 20mph Speed Limits (TECS 57/09)

TECS Committee – 21 January 2010 – 20mph Speed Limits – Assessment Criteria (TECS 08/10)

TECS Committee – 15 August 2013 – 20mph Speed Limits – Proposed Schemes (TECS 60/13)

TECS Committee – 6 February 2014 – Blanket 20mph Speed Limits – (TECS-06-14)

Communities and Partnerships Committee -10th December 2015 – Road Safety Update (CPE-05-15)

THC Road Safety home page

[http://www.highland.gov.uk/info/20005/roads\\_and\\_pavements/87/road\\_safety](http://www.highland.gov.uk/info/20005/roads_and_pavements/87/road_safety)

Scotland's Road Safety Framework

<http://www.gov.scot/Resource/Doc/274654/0082190.pdf>

Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006'

<http://www.gov.scot/Publications/2006/08/14134225/0>

Transport Scotland 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2

<http://www.transport.gov.scot/system/files/documents/reports/20%20mph%20Good%20Practice%20Guide%20-%20Update%20-%20Version%202%20-%2028%20June%202016.pdf>

Accident Environment		No of Accidents	Rating	Rating value
Injury Accidents	All		10	
Extra Over	Speed causation (STATS 19)		5	
Extra Over	Pedestrian and Cyclist		5	
Extra Over	Pedestrian and Cyclist (Younger and Older)		5	
<b>Total Collision Matrix Score</b>				

**APPENDIX 1 – Collision Matrix**

Stage	Description	Sub-activities		Time (Weeks)	Narrative
1	<b>Collision Analysis</b>	A	Collision plotting and analysis of results	1	
2	<b>Speed Surveys</b>	A	Prepare and undertake survey	3	Dependant on availability of survey resources
		B	Analysis of data	1	
3	<b>Consultation</b>	A	Ward	6	
		B	Area Community Services	6	
		C	Community Council	6	
		D	Emergency Services	2	
		E	Residents	3	Not required unless traffic calming involved
4	<b>Statutory Traffic Regulation Order (TRO)</b>	A	Prepare TRO, Notice & Statement of Reasons	1	
		B	Consult Legal	4	
		Ci	Advertise draft TRO in the newspaper	3	With corresponding paperwork at Service Point
		Cii	Formal process to deal with sustained objections	12 - 24	Formal Hearing required
		D	Sign off by Proper Officer	2	Subject to no sustained objections
5	<b>Implement scheme of works</b>	A	Community Services – Signs, Lines and Other	12 – 24	Subject to other works programme Lining can only be undertaken at certain times of the year
		Total		<b>46 – 58</b>	

- 1) Each stage to be completed before progressing to the next stage.
- 2) Timescales are indicative (much is dependent on timeous responses from consultees)
- 3) Where objections are received officials will endeavour to negotiate a withdrawal otherwise a formal process involves a report to Area Committee.

2016/17				2017/18			
<i>Schemes approved by committee and due to be delivered within financial year 2016/17</i>	Residential	Town/ Village	Indicative Scheme Cost	<i>Schemes already under development</i>	Residential	Town/ Village	Indicative Scheme Cost
Bruce Gardens – Inverness #	✓		£17,000	City Centre – Inverness		✓	£10,200
Merkinch Area - Inverness	✓		£26,000	Raigmore Estate & Wimberley Way - Inverness	✓		£14,000
Muir of Ord	✓	✓	£15,000	Mount Pleasant Area - Thurso	✓		£17,200
Nairn	✓	✓	£26,000	Lybster *		✓	
<b>Total</b>			<b>£84,000</b>	<b>Total</b>			<b>£41,400</b>

2018/19	
<i>Priority list for scheme development based on analysis of collisions for period 2013 - 16</i>	Collision Matrix score
Alness	130
Wick	120
Dingwall	80
Invergordon	60
Tain	55
Kingussie	40
Fort William	35
Maryburgh	20
Caol	10

# Contribution towards the wider 20mph scheme being promoted by Inverness Area Community Services

\* Proposed scheme not supported by Ward Members & Community Council