

Agenda Item	5.
Report No	CC/03/18

THE HIGHLAND COUNCIL

Committee: Caithness Committee

Date: 21 February 2018

Report title: 20mph Speed Limit Implementation

Report by: Director of Development and Infrastructure

1. Purpose/Executive Summary

- 1.1 This report is brought to Committee to update Members on the progress of the implementation of the Councils 20mph speed limit project in the Caithness Area and seeks Members approval for the specific proposal detailed for Wick Road Traffic Regulation Order (RTRO).

2. Recommendation

- 2.1 The Committee is invited to approve the proposed RTRO for the implementation of a 20mph speed limit in Wick.
- 2.2 Officers to implement the scheme in the event there are no sustained objections.
- 2.3 A further report will only be brought back to Committee in the event of sustained (relevant) objections.

3. Background

- 3.1 Capital funding for the implementation of 20mph speed limit schemes across the Highland Council Area has been approved at a level of £50k per annum until 2022/23. In addition £100k Carbon Clever Capital contribution funding was awarded to the project, and a proportion of this has already been spent on other schemes.
- 3.2 The November 2016 (PDI/73/16) Road Safety Activities Update Paper details the outline and structure being used for the implementation of the 20mph project in Highland. Appendix 3 of this paper details the schemes that are being worked on by the Road Safety Team for delivery and is available [here](#).

4. Specific 20mph Speed Limit Schemes

- 4.1 Transport Scotland was contacted about a combined scheme incorporating part of the Trunk Road into the 20mph scheme for Wick. Transport Scotland declined the offer for a collaborative approach.
- 4.2 Ward Members have already seen and had chance to comment on the proposal. Members will be able to comment further at Committee.
- 4.3 **Wick**
The scheme extent proposal is detailed in **Appendix 1**. The scheme will consist of gateway signage, roundels, 20mph repeater signs and Speed Indication Devices. The scheme proposal was circulated to Ward 3 Members on 5 September 2017 and it was noted that Members were content with the scheme at the Ward Business Meeting held on 18 September 2017.

5. Implementation Timescales

The process for implementation of a 20mph scheme is detailed in **Appendix 2**. As can be seen the implementation of any speed limit is a lengthy process thus, with Committee approval, the aim is to implement the proposed schemes in financial year 2018/19. This is subject to further consultation and any procurement timescales.

6. Implications

- 6.1 Resource – Capital programme funding of £50k per annum until 2022/23 to support the introduction of 20mph schemes. Additional Carbon Clever Contribution of £100k awarded Nov '16.
- 6.2 Legal – 20mph speed limits require to be supported by formal Road Traffic Regulation Orders.
- 6.3 Community (Equality, Poverty and Rural) – There are no equality, poverty or rural implications arising from this report.
- 6.4 Climate Change/Carbon Clever – 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.

- 6.5 Risk – There is a finite budget allocated to schemes across the Highlands. The delivery of each scheme may be influenced by available funds.
- 6.6 Gaelic – There is no adverse impact on Gaelic considerations arising from this report.

Designation: Director of Development and Infrastructure

Date: 24 January 2018

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APPENDIX 2 – 20mph Speed Limit Process

Stage	Description	Sub-activities		Time (Weeks)	Narrative
1	Collision Analysis	A	Collision plotting and analysis of results	1	
2	Speed Surveys	A	Prepare and undertake survey	3	Dependant on availability of survey resources
		B	Analysis of data	1	
3	Consultation	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	Statutory Traffic Regulation Order (TRO)	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	Implement scheme of works	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		46 – 58	

- 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.