

Agenda Item	12
Report No	LA/8/20

HIGHLAND COUNCIL

Committee: Lochaber Area Committee

Date: 19 February 2020

Report Title: 20-mph Speed Limits

Report By: Executive Chief Officer Infrastructure and Environment

1 Purpose/Executive Summary

- 1.1 This report is brought to the Lochaber Area Committee to provide information and background on the preparation and introduction of 20 mph speed limits within Lochaber and the wider Highland Council area.

2 Recommendations

- 2.1 Funding sources for the implementation of any new 20 mph schemes to be sought corporately with an update report to be taken to a future ECI committee.
- 2.2 Community Services to continue to seek funding sources/opportunities for implementation of new schemes.

3 Implications

- 3.1 Resource – currently no identified source of funding for new scheme implementation.
- 3.2 Legal - 20mph speed limits require to be supported by formal Road Traffic Regulation Orders.
- 3.3 Community (Equality, Poverty and Rural) – None arising from this report.
- 3.4 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.
- 3.5 Risk – None arising from this report.

3.6 Gaelic - None arising from this report.

4 Background

4.1 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.

4.2 The reduction in speed limits to 20mph directly links with National Strategy as set out in 'Scotland's Road Safety Framework to 2020 – Go Safe on Scotland's Roads it's everyone's responsibility'. This sets out Scotland's Road Safety Vision, Targets and Commitments to casualty reduction with speed being a key priority focus area. It has also been identified as a Highland Council corporate priority as set out in the Community Services Service Plan, 'continue to introduce 20 mph speed limits and work with partners to improve road safety on all our roads.'

5 Highland Council programme

5.1 The August 2013 TEC/13 paper outlined that £50,000 per annum had been identified for the implementation of the Council 20mph programme. This budget was due to run until 2022/23 however was cut in 2017/18. To date 20 schemes have been delivered throughout the council area with 3 currently in development with the small budget remaining (some utilising alternative funding sources), the most recent being Wick which went live on 02.09.19.

5.2 The implementation of any 20-mph speed limit follows a systematic and legal process which includes the analysis of Collision Data, existing speed surveys, development of the proposal, public consultation, formalisation of legal Road Traffic Regulation Order (RTRO), implementation on the ground (signs, lining and other works) and making of the legal RTRO.

5.3 Given the level of funding that was set by the Council for the 20-mph programme, a process for prioritising schemes was developed. The criteria for implementation was based on collision history, analysing the number of injury collision over the most recent 3-year period, as detailed in the Collision Matrix shown in **Appendix A**.

5.4 This process can take over one year to complete, 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 B**.

5.5 Any new 20 mph scheme is required to be designed to ensure it is self-enforcing. If existing mean average speeds are 24 mph or below the new reduced limit can be introduced with signing and lining only. If existing mean average speeds are higher than 24 mph, traffic calming measures are required to be implemented before a 20-mph limit can be introduced

6 Lochaber Area

- 6.1 To date, in the Lochaber Area, permanent 20 mph limits have been introduced in Arisaig (part of the HC Programme), Caol (part of the new school development), Glencoe, Lundavra, Inverlochy, Mallaig, Strontian and Kinlochleven (areas around the school). In addition to this there are numerous part time 20 mph restrictions around schools in the Lochaber Area and 8 'Twenty's Plenty' (non-enforceable) schemes.
- 6.2 As per 3.1, in order to implement any new schemes in the Lochaber Area funding sources will require to be identified.

7 Average cost of implementing a 20 mph Scheme

- 7.1 Schemes will vary in price depending on size, number of signs, roundels, new poles, whether traffic calming is required etc. Basing estimates on completed schemes to date, signing and lining schemes alone can vary from approx. £10k - £30k and schemes with associated traffic calming will be well in excess of this depending on number of features required.

8 Scottish Government – Proposed Restricted Roads (20mph Limit) (Scotland) Bill

- 8.1 In September 2018 Mark Ruskell MSP put forward a Private Members Bill to the Scottish Parliament which proposed to reduce the general speed limit on restricted roads (C and U class roads in built up areas) to 20mph. The Highland Council was called to give evidence at the Scottish Parliaments Rural Communities & Connectivity Committee meeting held on Thursday 28th February 2019 in relation to this. Highland Council supported the proposal put forward by the MSP, this support was tempered by the need for the Scottish Government to make available suitable funding for Local Authorities to enable implementation.
- 8.2 MSP's voted against the Bill in the Scottish Parliament in June 2019 therefore at present there will be no funding forthcoming from the Government to implement 20 mph schemes as had been hoped.

Designation: Executive Chief Officer Infrastructure and Environment

Date: 28 January 2020

Author: Lisa MacKellaich, Road Safety Officer

Background Papers: PDI Committee – 2 November 2016 – Road Safety Activities – Update – (PDI/73/16)

Collision Matrix

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	
Total Collision Matrix Score				

20mph Limit Scheme 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.