

# Report

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>1 November 2022</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>20mph Speed Limits</b>
----------	---------------------------

## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the National Strategy for 20mph speed limits

## 2. Recommendation(s)

2.1. The Forum is asked to approve the following recommendation(s):-

- (1) that the contents of the report be noted and supported.

## 3. Background

3.1. The Scottish Government launched Scotland's Road Safety Framework to 2030 on 25 February 2021. This sets national targets and measures for casualty reduction to 2030, to which each roads authority contributes towards. Transport Scotland's Strategic Transport Projects Review 2 (STPR2) phase 1 had previously committed to develop a National Strategy for 20mph zones and limits in Scotland to support a range of policies that assist those government national outcomes and indicators relevant to this area.

3.2. Furthermore, the 2021 Programme for Government committed "*We will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025, forming a task group to plan the most effective route for implementation*". For clarity, and in the context of the National Strategy for 20mph speed limits, an appropriate road is considered to be all 30mph roads unless after the road assessment, a valid reason is provided as to why they should remain at a speed limit of 30mph.

3.3. Road safety themed policies previously approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) include 'The Council will support and encourage driving at 20mph or below in residential areas and outside schools' which correlates with the above National Framework and National Strategy for 20mph.

## 4. National Strategy for 20mph

4.1. The National Strategy for 20mph aims to expand 20mph speed limits across Scotland and will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025.

- 4.2. The Strategy seeks to introduce a consistency for 20mph speed limits across the country, simplifying speed limits for drivers. It seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users and will contribute to the implementation of the safe system.
- 4.3. To shape the direction of the Strategy and gain agreement on the most appropriate route to implement 20mph speed limits, an assessment of the existing road network is required, and each local authority has been asked to undertake this work. The outcome of the road assessment will assist in the decision-making process and will be used to inform policy, guidance and ministerial updates.
- 4.4. Guidance has been developed and approved through the National 20mph Task Group, whose membership includes the Society of Chief Officers of Transportation in Scotland (SCOTS), Police Scotland, Sustrans and Transport Scotland, and has been provided to local authorities alongside funding for this work.
- 4.5. Guidance sets out place criteria and the assessment process in order to assist road authorities in the collection of the required information. This is detailed within appendices 1 to 3. Until the roads are assessed, it is not possible to determine the specific number of roads affected or the financial implications.

## **5. Outputs**

- 5.1. The conclusion of this assessment, as set out in the National Strategy for 20mph guidance, will result in the completion of a road assessment form for South Lanarkshire detailing the below information:-

- ◆ overall number of existing 20mph roads remaining at 20mph
- ◆ overall number of existing 20mph roads changing to a 30mph – detailing these changes
- ◆ overall number of existing 30mph roads remaining at 30mph – detailing why no change
- ◆ overall number of existing 30mph roads changing to 20mph – detailing change and if the road is a restricted road (typically those that are C class or unclassified and have street-lighting)
- ◆ provide a red/amber/green rating for indicative implementation costs where speed reduction measures will be required (red), may be required (amber) or will require 20mph signing only (green)

- 5.2. Provision of:-

- ◆ Geographic Information System (GIS) map containing the current position of existing 20mph and 30mph roads
- ◆ GIS map containing the proposed 20mph and 30mph roads after the assessment

## **6. Future Impacts**

- 6.1. Completion of this assessment by all roads authorities across Scotland will shape future national policy and local actions required.
- 6.2. It should be noted that recent and planned works in relation to 20mph speed limits, such as enhancement works at part-time 20mph schools, will remain effective despite any future policy implementations or local actions required as part of the national approach to 20mph speed limits. This national 20mph focus has been kept in mind during recent works discussions and plans.

## **7. Employee Implications**

- 7.1. This road assessment will be issued to tender and a contractor appointed to undertake this work. A scope is currently being prepared and it is anticipated that an award will be made by the end of the calendar year. This study is expected to be complete by spring 2023.

## **8. Financial Implications**

- 8.1. Following agreement by the Scottish Government and COSLA leaders, funding of £1.4 million has been distributed across the 32 local road authorities to resource the commencement and completion of the 20mph road assessment in spring 2023. South Lanarkshire Council's share of this funding is £84,000.
- 8.2. Significant funding will be required to progress and implement any outcome of this assessment. A similar exercise proposed previously concluded that there would be the need to allocate an estimated £3 million to such works, requiring the need to seek external funding. This figure is likely to be nearer £4 million today.

## **9. Climate Change, Sustainability and Environmental Implications**

- 9.1. There are no significant implications in terms of climate change, sustainability and environmental implications associated with this report.

## **10. Other Implications**

- 10.1. There are no significant risks associated with this report.

## **11. Equality Impact Assessment and Consultation Arrangements**

- 11.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and, therefore, no impact assessment is required.

**David Booth**

**Executive Director (Community and Enterprise Resources)**

14 October 2022

### **Link(s) to Council Values/ Priorities/ Outcomes**

#### Values

- ◆ Focused on people and their needs
- ◆ Accountable, effective, efficient and transparent
- ◆ Ambitious, self-aware and improving

#### Priorities

- ◆ We will work to put people first and reduce inequality
- ◆ We will work towards a sustainable future in sustainable places

#### Outcomes

- ◆ Our children and young people thrive
- ◆ Good quality, suitable and sustainable places to live
- ◆ Caring, connected, sustainable communities
- ◆ People live the healthiest lives possible

### **Previous References**

- ◆ Roads Safety Forum Paper, Scotland's Road Safety Framework to 2030, 30 November 2021

### **List of Background Papers**

- ◆ Scotland's Road Safety Framework to 2030

### **Contact for Further Information**

If you would like to inspect any of the background papers or want any further information, please contact:

Colin Smith  
Engineering Officer, Roads, Transportation and Fleet Services  
Tel: 07385370113  
E-mail: [colin.smith@southlanarkshire.gov.uk](mailto:colin.smith@southlanarkshire.gov.uk)

## **Appendix 1**

### **Place Criteria**

Identifying any of the following place criteria will help to indicate the 30mph roads which are considered appropriate for potential alteration to 20mph.

The roads which remain at 30mph will typically be on A and B Class roads with little frontage activity and where people walking, wheeling and cycling do not need to share space with motor traffic.

A minimum road length for the speed limit is suggested between 400-600m. The length adopted will depend on the conditions at or beyond the end points.

- a) Is the road within 100m walk of any educational setting (e.g. primary, secondary, further and higher education)
- b) Does the number of residential and/or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400 - 600m. Other key buildings should also be considered such as a church, shop or school.
- c) Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre.
- d) Does the composition of road users imply a lower speed of 20 mph which will improve the conditions and facilities for vulnerable road users and other mode shift. (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)
- e) Will the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) be improved by implementing 20mph speed limits.

## **Appendix 2**

### **Assessment Process and Scope**

To assist with the decision making a road assessment process has been set out as a flow chart which can be found at Appendix 3.

#### **Existing 20mph Speed Limit**

To apply a level of consistency for 20mph speed limits across Scotland, all roads which currently have an existing speed limit of 20mph, should be assessed against the place criteria. If the road does not meet the place criteria the road authority can consider if speed reduction measures are required; or consider changing to 30mph, recording the details on the road assessment form.

#### **Existing 30mph Speed Limit**

The presumption is that most of the existing 30mph limits in towns and villages will be reduced to 20mph. However, it is recognised that:-

- a) not all 30mph roads which meet the place criteria are appropriate for a 20mph speed limit.
- b) there are 30mph roads which do not meet the place criteria but are suitable for 20mph.
- c) there are some 30mph roads that will remain at 30mph.

For clarity, all 30mph roads should be assessed using the place criteria and the decision/details recorded in the road assessment form. This includes identifying if the existing 30mph road is a restricted road. In addition, the roads which are considered appropriate to reduce from 30mph to 20mph should also be RAG rated with the details recorded on the road assessment form.

#### **Other Existing Speed Limits**

For the purposes of the national strategy for 20mph, roads with a speed limit of 40mph or above are out of scope, however, this does not prevent the road authority from reviewing the speed limit independently. In line with current guidance "[Setting local speed limit: guidance for local authorities](#)"

#### **Consideration of Wider Speed Reduction Measures**

While assessing the road network road authorities should also consider requirements for speed reduction measures to support the credibility of the new speed limit and help encourage compliance so that no enforcement difficulties are created for Police Scotland to address. These should be recorded as a RAG rating, providing details and indicative cost in the road assessment form which will assist to indicate implementation costs.

Examples of speed reduction measures are: village gateways, road layout markings, repeater road markings, vehicle activated signs, raised junctions, rumble strips etc.

#### **Road Adjustments for Short Sections**

Short sections (400m or less) of 30mph road between two sections of 20mph roads should be assessed and adjusted to 20mph allowing for a continuous speed limit to apply depending on the road environment and characteristics.

#### **Buffers Zones**

It may be appropriate to consider an intermediate speed limit, in particular where there are roads with high approach speeds (50mph or above) or outlying houses beyond a village boundary.

Buffer zones should be of a sufficient length in order to allow drivers to adapt their speed in advance of the reduction to 20mph. Desirable minimum length of a buffer is 400m, depending on the road environment and characteristics, however, this can be reduced at the discretion of the road authority for slower approach speeds (40mph or less).

### **Hamlets or Small Settlements**

Where the characteristic of a settlement falls outside the definition of a village (20 or more properties directly fronting the road and a minimum length of 600m) and may have higher speeds running through them, road authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate based on the road environment and characteristics.

### **Wider Road Policies**

Consideration of wider road policies should be given, such as active travel infrastructure, reallocation of road space, bus partnership measures, climate change, low emission zones, 20-minute neighbourhoods and future developments.

Introducing these wider policies alongside 20mph may allow for a joined-up approach to planned delivery and allow resources to be combined.

### **Red-Amber-Green (RAG) Rating for Speed Reduction Measures**

To give an indication on the potential wider speed management measures and the financial cost of implementation, when conducting the road assessment a RAG rating should be applied to the roads which may require changes and recorded in the road assessment form (roads which remain unchanged do not need a RAG rating) as follows:

- Green – 20mph signing only
- Amber – may require speed reduction measures after an evaluation of the sign-only setting
- Red – will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset.

In addition to the RAG rating a brief explanation should be recorded as to what the proposed speed reduction measures are and the indicative costs, as well as identifying the name/location etc of the road and indicating whether the road is a restricted road and/or met the place criteria.

## Appendix 3

### Road Assessment Flowchart

