

# Report

Report to:	<b>Road Safety Forum</b>
Date of Meeting:	<b>21 November 2023</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>20mph Speed Limits</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of progress towards 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.

## 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 (STPR) 2 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. In 2022, Transport Scotland wrote to all local authorities asking that a 'Road Assessment' is undertaken. This is to inform the development of the National Strategy for 20mph and to ensure that a consistent method of assessment was used across Scotland. Guidance on how to undertake the 'Road Assessment' was provided by Transport Scotland.
- 4.4. The assessment will be used to find out the number of roads affected and the financial costs for implementation of the National Strategy for 20mph.
- 4.5. The outcome of these road assessments will help in the decision-making process. They will also be used to inform policy, guidance, Ministerial updates as well as ensure that a consistent approach in their implementation is taken across Scotland.
- 4.6. Roads require to be assessed against the 'Place Criteria', provided by Transport Scotland, which indicate which 30mph roads are considered appropriate for a reduction to 20mph.
- 4.7. A minimum road length for the speed limit is suggested between 400m and 600m. The length adopted will depend on the conditions at or beyond the end points.
- 4.8. 'Place Criteria' which each road is assessed against is as follows:-
  - ◆ Is the road within 100m walk of any educational setting (for example; primary, secondary, further and higher education)?
  - ◆ Does the number of residential or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400m and 600m?
  - ◆ Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre?
  - ◆ Does the make-up of road users suggest a lower speed of 20mph 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)?
  - ◆ Will the road environment, surrounding environment, community and quality of life impact (for example; severance, noise, or air quality) be improved by implementing 20mph speed limits?
- 4.9. Following assessment against the above 'Place Criteria', roads are grouped into 3 categories:
  - ◆ **Green** – roads are suitable for 20mph with signage alone
  - ◆ **Amber**– roads may require speed reduction measures after an evaluation of the sign-only setting
  - ◆ **Red**– roads will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

- 4.10. Where amber and green routes are identified discussion will take place with Transport Scotland regarding the cost implications of these routes being included in the 20mph roll out.

## **5. Outcomes of Assessment**

- 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:-

- a) Overall number of existing 20mph roads remaining at 20mph.
- b) Overall number of existing 20mph roads changing to a 30mph – detailing these changes.
- c) Overall number of existing 30mph roads remaining at 30mph – detailing why no change.
- d) 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).
- e) 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:-

- a) GIS map containing the current position of existing 20mph and 30mph roads
- b) GIS map containing the proposed 20 and 30mph roads after the assessment.

- 5.3. A traffic consultant was appointed to undertake the assessment on all existing 20mph and 30mph roads within South Lanarkshire. This exercise is due to be complete by the end of November 2023. An initial draft of the assessment was received in June 2023.

- 5.4. Initial draft results from the above exercise have identified the following:-

- ◆ Overall number of existing 20mph roads remaining at 20mph – 1200
- ◆ Overall number of existing 20mph roads changing to a 30mph – 0
- ◆ Overall number of existing 30mph roads remaining at 30mph – 100
- ◆ Overall number of existing 30mph roads changing to 20mph – 4,085

- 5.5. A sense check will be undertaken on all roads identified as being suitable for a 20mph speed limit to ensure a consistent approach is applied across the Council area.

- 5.6. Examples of the assessment outcomes are shown in appendices 1, 2 and 3.

## **6. Future Impacts**

- 6.1. Completion of this assessment by all roads authorities across Scotland will shape future national policy and required local actions required.
- 6.2. Currently the introduction of a speed limit other than 30mph on a restricted road is subject to the successful promotion of a Traffic Regulation Order (TRO). This process can take between 6 to 9 months to complete and can be objected to by members of the public as it goes through an extensive consultation process.
- 6.3. The Society of Chief Officers of Transportation in Scotland (SCOTS) is concerned that the TRO approach will complicate the timing of the roll out. It will be down to each

council to develop their implementation plan and the resource available in individual councils is variable. They can foresee a situation where the promotion of many TROs will not be a top priority for a council and, therefore, the roll out will be slow, or indeed may not happen. If this were to be the case then any advantages of a “big bang” approach will be lost, or at the very least diluted.

- 6.4. A national change to the Restricted Roads speed limit from 30mph to 20mph would forgo the requirement to promote TROs for restricted roads. TROs would still be required to introduce 20mph speed limits on non-restricted roads (A class and B class roads) and to retain 30mph speed limits on restricted roads.
- 6.5. Discussions are ongoing between SCOTS and Transport Scotland to determine the best method to progress this project.

## **7. Employee Implications**

- 7.1. A consultant has been appointed to undertake the 20mph roads assessment work and this is expected to be complete by the end of November 2023.

## **8. Financial Implications**

- 8.1. Following agreement by Scottish Government and COSLA leaders, funding of £1.4 million was distributed across the 32 local road authorities to resource the commencement and completion of the 20mph road assessment. South Lanarkshire Council’s share of this funding was £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)**

26 October 2023

## **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, 20mph Speed Limits, 1 November 2022

### **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:-

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## Appendix 1

Example of a road not meeting place criteria for a 20mph speed limit

Settlement	Road Name	Road Location Start	Road Location End	USRN	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Relevant Criteria	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
East Kilbride	Newlandsmuir Road	261097.2, 652584.69	260778.6, 652636.25	48305146	30	30	N	N		0				



Place criteria met - None

## Appendix 2

Example of road meeting place criteria for a 20mph speed limit

Settlement	Road Name	Road Location Start	Road Location End	USRN	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Relevant Criteria	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
East Kilbride	Abercromby Crescent	264785.05, 655025.03	264843.95, 655252.97	48304262	30	20	N	Y	B	Green	20mph Signing only			



Place criteria met - 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? Yes

### Appendix 3

Example of road meeting place criteria for a 20mph speed limit but may require additional speed reduction measures

Settlement	Road Name	Road Location Start	Road Location End	USRN	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Relevant Criteria	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
East Kilbride	Cornwall Street	263231.1, 654088.74	263454.71, 654183.38	48306447	30	20	N	Y	C	Amber	May require speed reduction measures			



Place criteria met - Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre? Yes