

REPORT TO: CITY DEVELOPMENT COMMITTEE – 23 FEBRUARY 2015

REPORT ON: 20 MPH SPEED LIMITS

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 43-2015

1 PURPOSE OF REPORT

- 1.1 To inform the committee of the new Good Practice Guide on 20mph Speed Restrictions published by Transport Scotland. The Guide is intended for use by all Scottish Local Authorities.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee note Transport Scotland's Good Practice Guide on 20mph Speed Restrictions. This Good Practice guide supersedes all other guidance on 20mph limits that has been set by the Scottish Government. It is proposed that officers should use this Good Practice guide when developing and implementing 20mph within the city.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no direct funding implications associated with this report; however, any extensive introduction of 20 mph zones and mandatory limits within the city would have significant capital and revenue costs for the Council.

4 BACKGROUND

- 4.1 The Scottish Government is committed to improving the safety, health and the environment for the people of Scotland. The Government believes that the introduction of 20 mph restrictions can help in meeting the objectives and targets set down in Scotland's Road Safety Framework to 2020 – Go Safe on Scotland's Roads it's Everyone's Responsibility. It also considers that by reducing speed on the roads it can create streets where the space is shared more equally between road users and create a safer environment, encouraging people to make active travel choices. This also supports the Government's Cycling Action Plan for Scotland (CAPS).

- 4.2 Following on from the introduction of 20mph throughout Edinburgh, Transport Scotland have published a Good Practice Guide on 20 mph Speed Restrictions and it is intended that all Scottish Local Authorities use this guidance for developing future 20mph schemes. This Guidance replaces all other guidance on 20mph issued by the Scottish Government/ Executive and Local Authorities are encouraged to use this Good Practice Guide. Key elements of the Guidance can be seen below with the full guidance available at

<http://www.transportscotland.gov.uk/news/new-guidance-20-mph-limits-released>

Paper copies have been forwarded to Group Leaders, Baillie Scott, Baillie Borthwick and Councillor MacPherson.

- 4.3 **Good Practice Guide on the 20mph Speed Restrictions Guidelines**

Factors to be considered when setting 20mph speed restrictions

When considering the introduction of a 20mph speed restriction there should be an awareness that these are only one element of speed management. They should not be set in isolation, but should be considered as part of a range of other measures to manage speeds, improve safety and meet other objectives, including the encouragement of active travel.

A number of factors should be taken into account when making an assessment about whether to introduce a 20 mph limit, which include – but are not restricted to:

- road/street functions
- composition of road users
- existing traffic speed
- accident data
- road environment
- local community

4.4 Speed Measurement

It is important that the vehicle speeds are recorded as this is a key element of setting the speed limit as imposing a 20mph limit on a road where the existing vehicle speeds are high may have little or no impact on speeds and will be totally inappropriate. Mean Speeds and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Local authorities should collect and assess both when considering introducing a 20 mph speed limit and in the monitoring of an initiative. However, mean speeds should be used as the basis for determining whether to introduce 20mph speed restrictions. Should local authorities desire to reduce speed on a road to 20 mph or below, then additional engineering or traffic calming measures may be required in order to achieve the appropriate traffic speed.

4.5 Police Enforcement

Any decision to lower speed limit to 20mph should seek to avoid the need for extensive police enforcement, as 20 mph will not be routinely enforced, unless absolutely necessary and in the interest of casualty reduction. The only exception to this is the enforcement of 20 mph speed limits outside schools. Where compliance levels are not at an acceptable level, consideration should be given to the addition of traffic calming or reverting to a 30 mph limit, necessary.

4.6 20mph Speed Limit zones / 20 mph limits

The two main 20 mph speed restrictions schemes specified in the guidance and these are 20mph Speed Limits zones and 20 mph limits.

20 mph speed limit zones

These schemes use traffic calming measures, such as speed humps, and road narrowing. To reduce the adverse impact of motor vehicles on built up areas. In Scotland, to date most 20 mph speed limit zones have been introduced to reduce casualties in residential areas, with particular emphasis on child pedestrian accidents around schools. However, it is no longer the case that 20 mph speed limit zones need to be confined to residential areas.

20mph limits

Local authorities can also consider the introduction of mandatory 20mph limits indicated by speed limits signs only and with no supporting speed reducing features. However the guidance specifies that 20 mph limits should not be introduced on roads where there is no realistic expectation they will achieve decreases in traffic speeds. Schemes should aim for compliance with the new speed limit and speeds should be monitored after introduction. One of the main advantages of introducing a mandatory limit rather than a 20 mph limit zone is cost. However, without additional traffic calming it is recommended that 20 mph limits should primarily be considered where existing mean speeds are no greater than 24 mph. Where speeds are higher then consideration should be given to install additional speed reducing features to support the lower limit.

Variable/Part-time speed Limits and Advisory 20 mph Speed Limits.

The Good practice Guidance on both part-time which relates to the roads in the vicinity of schools and the guidance recognises that local authorities have already ensured that speeds are restricted to 20mph around the vast majority of existing schools in Scotland.

The guidance indicates that no new advisory 20mph should be introduced as Local authorities should be implementing speed limits zones or mandatory limits. Existing advisory limits can still be used where they have already been implemented by Local authorities

4.7 Conclusion

The Good Practice guide on 20mph limits produced by Transport Scotland is very much intended to be used by Scottish Local Authorities to support the overall Governments aims and objectives. This guide replaces all other Scottish Government 20mph speed limit guidance and it is considered that officers will use the new good practice guide in any future 20 mph limits introduced in Dundee.

5 POLICY IMPLICATIONS

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

6 CONSULTATIONS

- 6.1 The Chief Executive, the Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 Committee Report 273-2014

Mike Galloway
Director of City Development

Neil Gellatly
Head of Transportation

NG/EG/EC

11 February 2015

Dundee City Council
Dundee House
Dundee