



ROAD SAFETY FRAMEWORK 2030 (20MPH)

Report by Chief Officer, Assets and Infrastructure

PURPOSE

- 1.1 The purpose of the Report is to seek the approval of the Comhairle to progress the implementation of 20mph areas initially utilising Temporary Traffic Regulation Orders.

EXECUTIVE SUMMARY

- 2.1 'Scottish Government and Scottish Green Party Shared Policy Programme' published on 1 September 2021 includes the commitment that all appropriate roads in built up areas will have a safer speed limit of 20mph by 2025. This National Strategy for 20mph speed limits aims to expand 20mph speed limits across Scotland and ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025.
- 2.2 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 and wheel, 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.
- 2.3 Transport Scotland issued criteria to be used when undertaking road assessments to identify roads that would be appropriate to change to a 20mph limit. This identified 128 roads within the Western Isles network that were considered appropriate. The complete list is available on request from the Chief Officer, Assets and Infrastructure.
- 2.4 Initial roll out is to focus generally on areas where flashing 20mph signs are currently in operation. Implementation of the speed limits will be carried under a single Temporary Traffic Regulation Order (TTRO). Monitoring of performance of the speed limits will be undertaken during the 18 month period of the TTRO. Consultation with residents and users of the affected streets will be undertaken prior to the end of the TTRO to allow a measured and informed decision to be made as to whether the 20mph speed limit should be refined or modified prior to becoming permanent or if it should revert back to a 30mph limit.
- 2.5 Works involved in the initial roll out will be limited to signing and lining, this will enable the identification of routes that may require additional measures to manage traffic speeds while avoiding unnecessary expenditure on roads that already have a natural speed limit of 20mph.
- 2.6 Expenditure directly related to the implementation of the 20mph roll out can be reclaimed from Transport Scotland.

RECOMMENDATION

- 3.1 **It is recommended that the Comhairle agrees to the implementation of 20mph zones as detailed in the Appendix to the Report, initially utilising the Temporary Traffic Regulation Order process.**

Contact Officer:	Calum Mackenzie, Chief Officer, Assets and Infrastructure
Appendix:	Proposed 20mph Routes
Background Papers:	None

IMPLICATIONS

4.1 The following implications are applicable in terms of the Report.

Resource Implications	Implications/None
Financial	Costs incurred in the delivery of the 20mph programme will be recoverable from Transport Scotland.
Legal	Use of Temporary Road Traffic Regulation Orders in the first instance which will run for a period of 18 months. Permanent Road Traffic Regulation Orders will then be required to move the appropriate roads to a permanent 20mph speed limit.
Staffing	Roads officers will be involved in the design, implementation and monitoring of the proposals.
Assets and Property	Traffic signs and lining will require to be renewed to facilitate implementation.
Strategic Implications	Implications/None
Risk	None
Equalities	implementation of 20mph speed limits can support walking, cycling and wheeling which has health, wealth and wellbeing benefits. The outline design of any physical measures to support 20mph speed limits will take into consideration the needs of those with impairments to their mobility.
Corporate Strategy	“Ensure our planning and connectivity infrastructure meets the needs of our communities” under the main theme of “Support Caring and Resilient Communities and Quality of Life”
Environmental Impact	Reduced traffic speed has a positive effect on the street environment which in turn can lead to a reduction in emissions. Reduced speed limits also support a modal shift from cars to walking, cycling and wheeling which has a positive contribution to reducing emissions.
Consultation	Consultation will be part of the process of putting TROs in place to move the appropriate roads to permanent 20mph speed limit

BACKGROUND

- 5.1 The ‘Scottish Government and Scottish Green Party Shared Policy Programme’ published on 1 September 2021 included the commitment that all appropriate roads in built up areas will have a safer speed limit of 20mph by 2025. This National Strategy for 20mph speed limits aims to expand 20mph speed limits across Scotland and ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025.
- 5.2 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 and wheel, 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.
- 5.3 In 2022, Transport Scotland requested all local authorities to carry out a 'Road Assessment' by March 2023. This was 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 and is summarised below:

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 20mph 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); and
- 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.

- 5.4 The outcome of the road assessment for the Western Isles network identified 128 roads that, under the assessment criteria, would be considered appropriate to change the speed limit from 30mph to 20mph.

DETAIL

- 6.1 Following this initial assessment, Officers reviewed the results to identify the best way to progress towards implementation to achieve the National Strategy 2025 target date. It was decided that the initial implementation would focus on areas where existing temporary 20mph signage exists around school locations. These areas are listed below, plans showing these locations are also included in the Appendix to the Report:

- Castlebay – extending either side of existing permanent 20mph section. From Nask junction to extent of existing 30mph to the east of Castlebay;
- Eoligarry – extend area covered by existing temporary flashing 20mph signs;
- Balivanich – extend area covered by existing temporary flashing 20mph signs to include residential areas;
- Bayhead School – from junction with A865 to Kyle Paible junction;
- Leverburgh - extend area covered by existing temporary flashing 20mph signs to beyond shop;
- Tarbert – Main Street, Ferry Road, Pier Road, Macqueen Street, Leverhulme Road, Cnoc na Greine (existing temporary flashing 20mph signs on A859 to remain);
- Stornoway – two areas comprising residential roads:
 - Area 1 – streets bounded by B8027 Matheson Road and Perceval Road/Anderson Road; and
 - Area 2 - Willowglen Road/Assaye Place/Canada Crescent;
- Back - extend area covered by existing temporary flashing 20mph signs, School Road/Lighthill Branch; and
- Ness - extend area covered by existing temporary flashing 20mph signs.

- 6.2 It is intended that a single Temporary Traffic Regulation Order (TTRO) will be issued covering all areas identified in the initial roll out. The use of TTRO to implement 20mph speed limits allows for progress to be made with implementation, gives the community time to experience the change and for the lower speed limit to be monitored and evaluated over a maximum period of 18 months. During this period, a measured and informed decision can then be made as to whether the 20mph speed limit can be refined or modified by:
- length and/or width;
 - Introducing additional speed management measures; or used as an opportunity to implement local plans that are complemented by the lower speed limit, such as active travel measures; and/or
 - accepting that the road is not appropriate and reverted to a speed limit of 30mph.

CONCLUSION

- 7.1 It is proposed to progress with the implementation of the 20mph speed limits detailed within this report using a single TTRO covering all of the areas. The TTRO would be in place for a maximum of 18 months.
- 7.2 Further phases of implementation will be developed in consultation with the Transportation and Infrastructure MOWG and by means of update Reports to Comhairle.

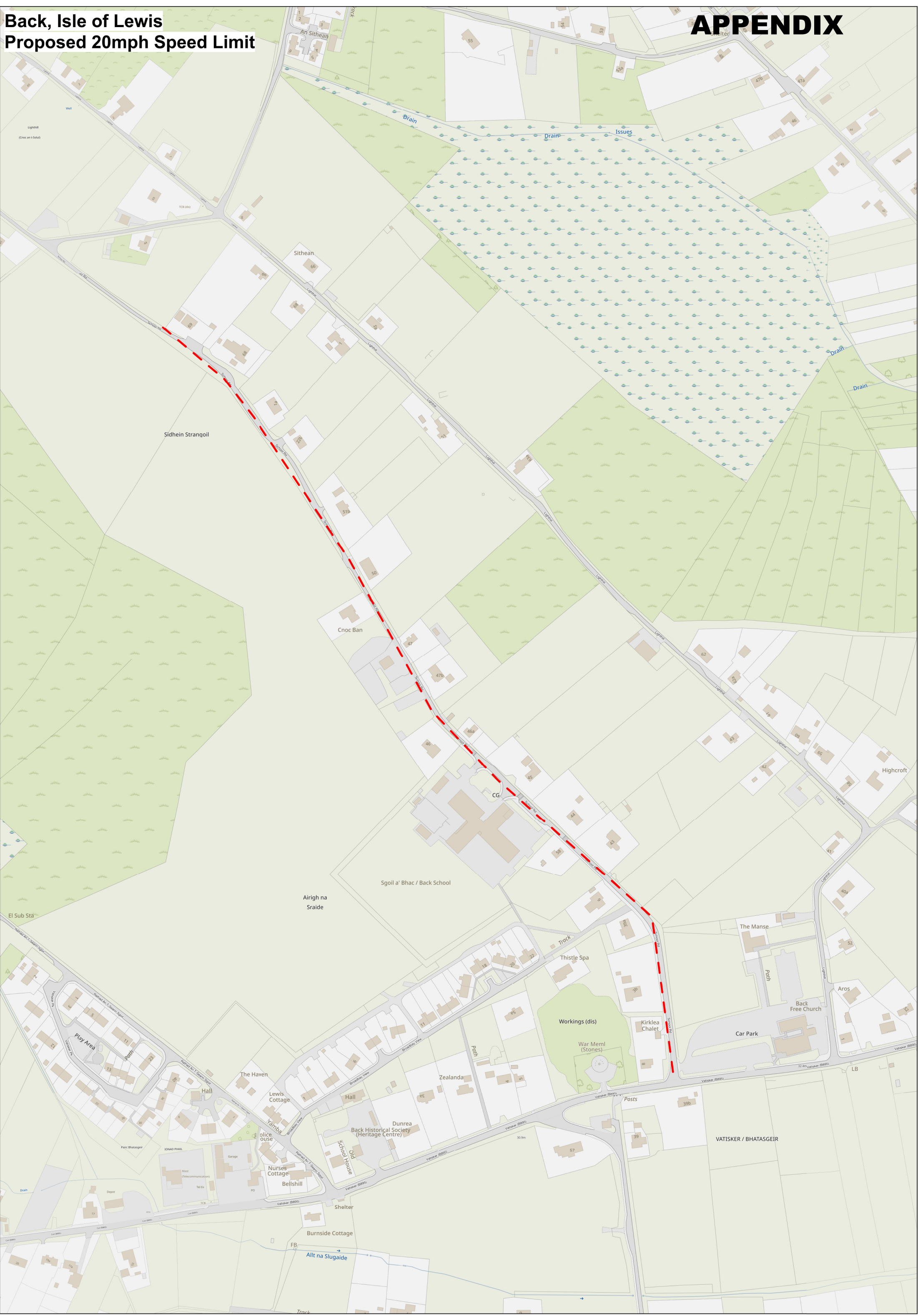
Ness, Isle of Lewis
Proposed 20mph Speed Limit

APPENDIX



Back, Isle of Lewis
Proposed 20mph Speed Limit

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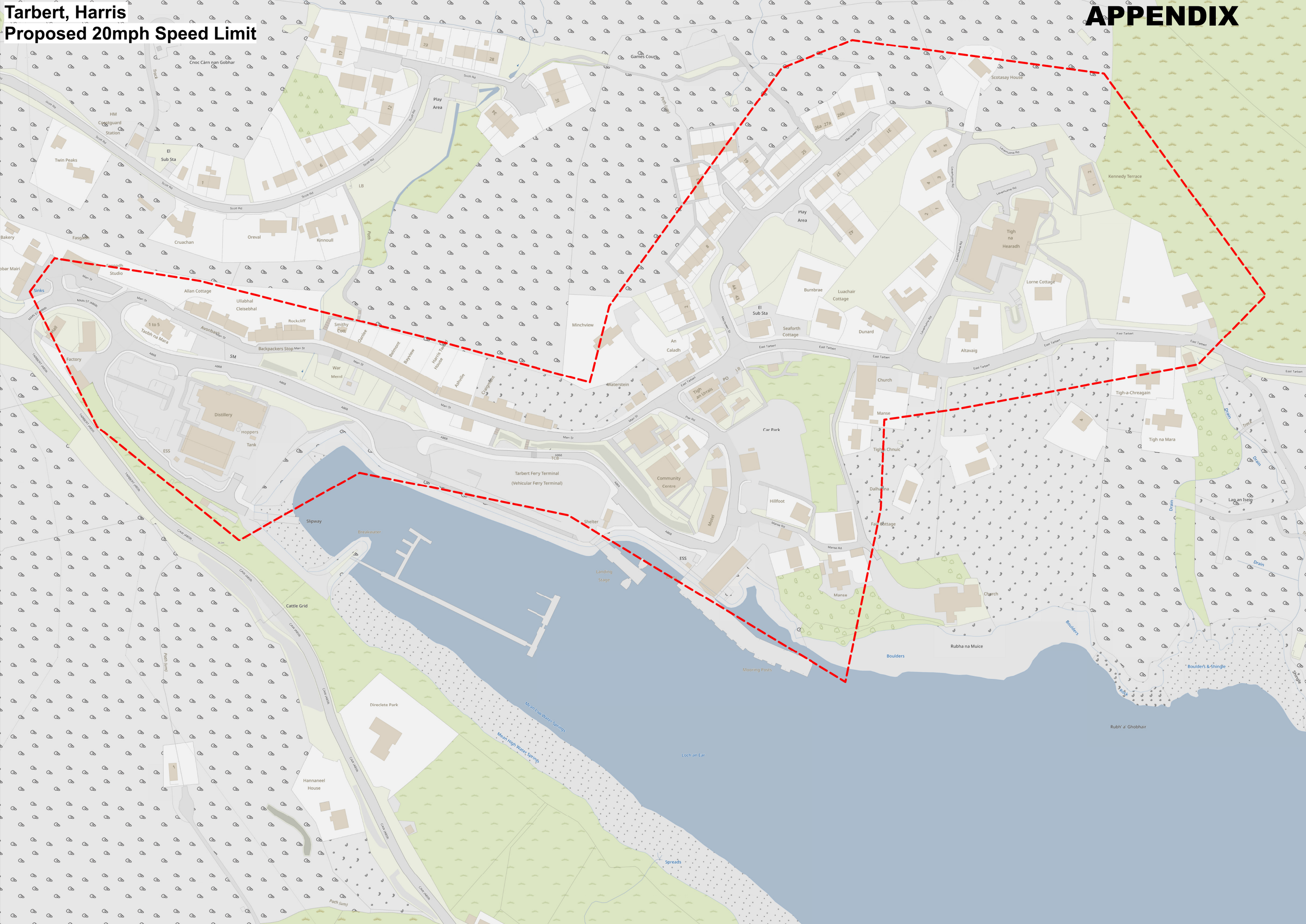
Stornoway
Proposed 20mph Speed Limit

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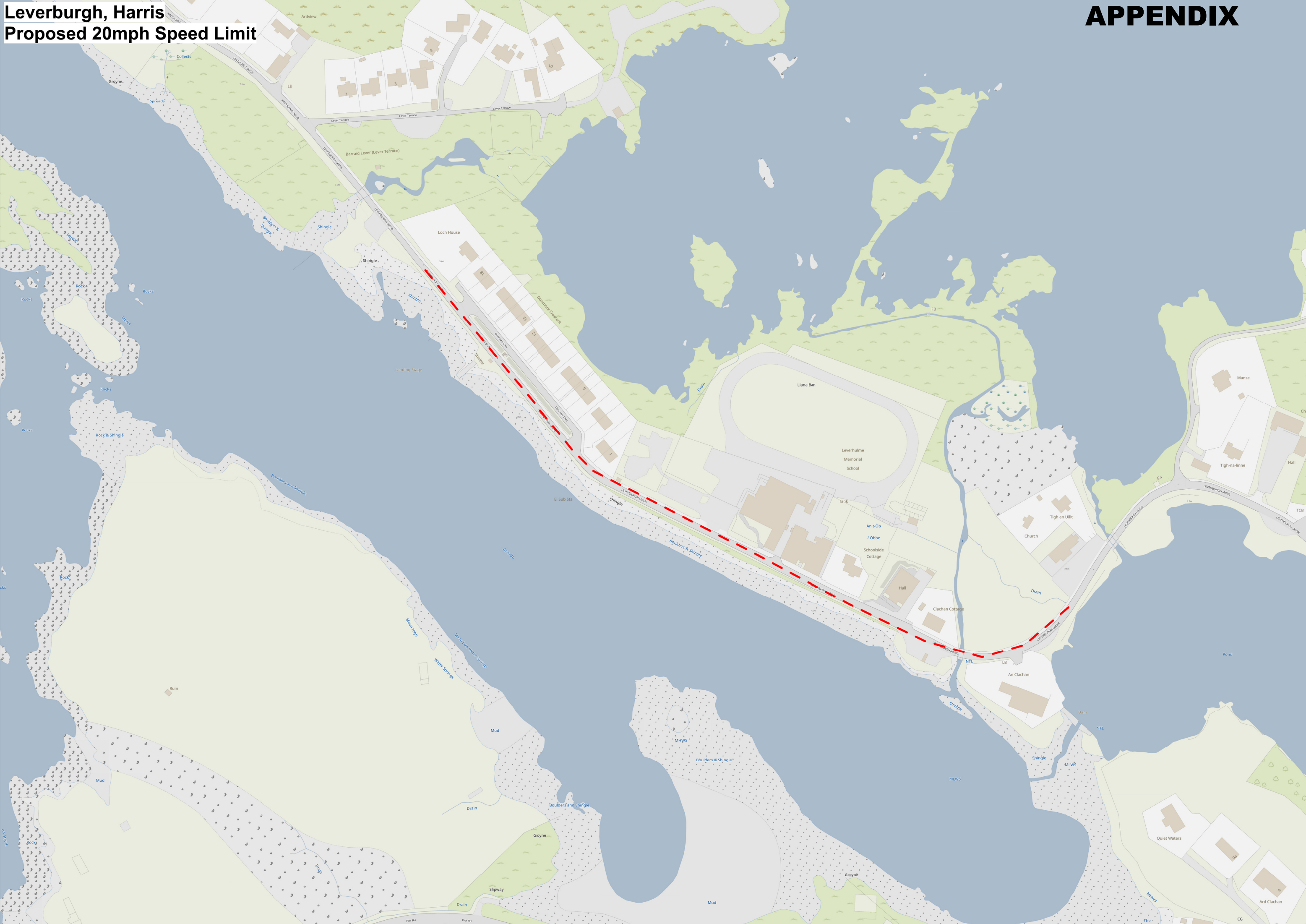
Tarbert, Harris
Proposed 20mph Speed Limit

APPENDIX



Leverburgh, Harris
Proposed 20mph Speed Limit

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Bayhead, North Uist
Proposed 20mph Speed Limit

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Balivanich

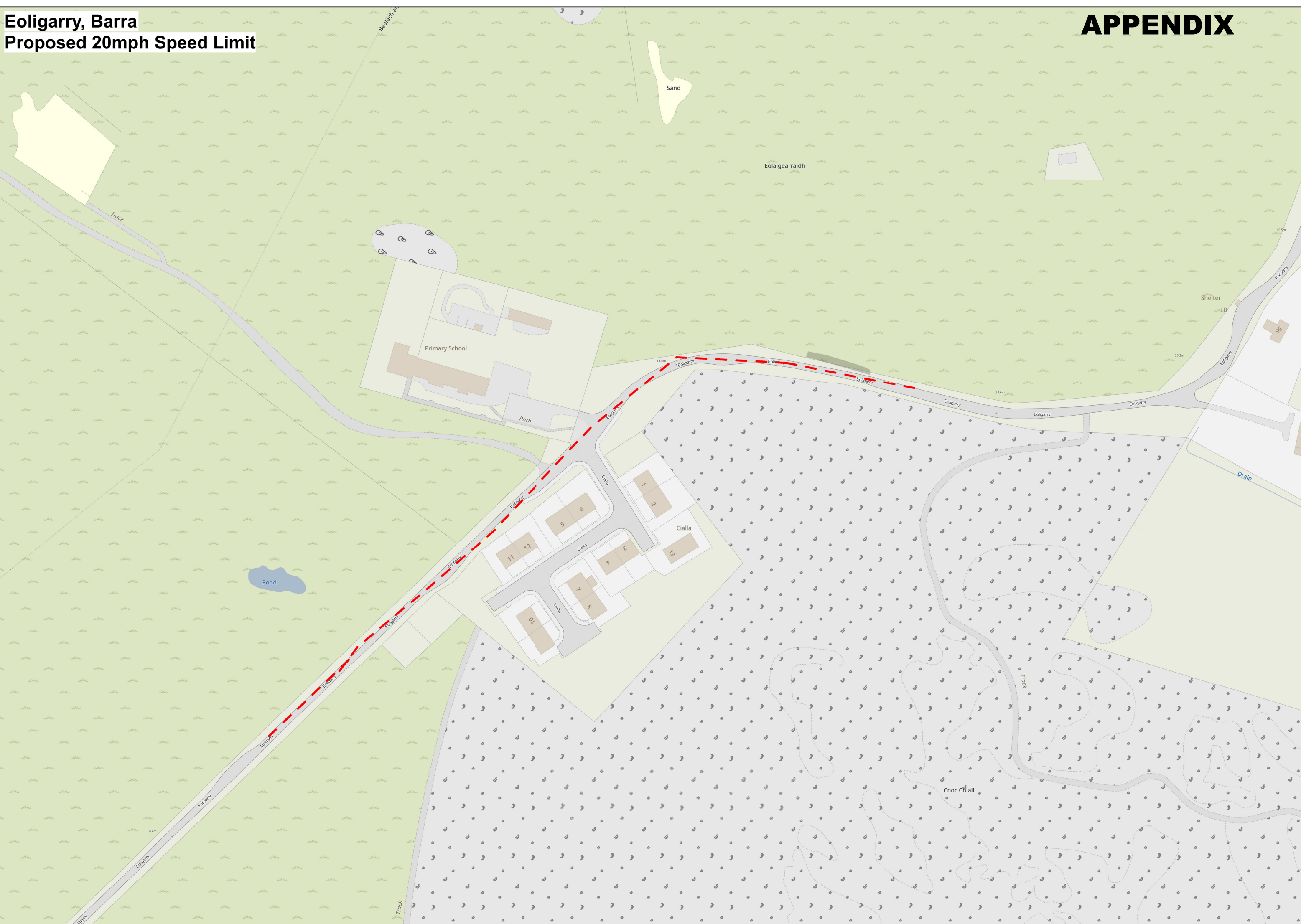
Proposed 20mph Speed Limit

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Eoligarry, Barra
Proposed 20mph Speed Limit

APPENDIX



Castlebay, Barra

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