

PERTH AND KINROSS COUNCIL

ENTERPRISE AND INFRASTRUCTURE COMMITTEE

9 November 2016

20mph Speed Limit Strategy

Report by Director (Environment)

This report discusses the various factors to be considered when consideration is being given to the possible introduction of a 20mph speed limit within the Perth and Kinross Council area. It proposes a general strategy to be followed to advise on requests for 20mph limits.

1. BACKGROUND

- 1.1 The speed of traffic is an on-going concern for many communities.
- 1.2 Amongst many other speed-related pressures for the Local Roads Authority, this concern has also resulted in an increasing number of requests for 20mph speed limits - the number of which far outstrips the Service's resources to deliver.
- 1.3 Some years ago, part-time 20mph speed limits were introduced outside every school in Scotland. While there was some opposition to this initiative at the time, there was a recognised rationale behind this and over time these limits have been generally accepted and understood.
- 1.4 As a result of the number of 20mph speed limit requests which were being considered by all Local Roads Authorities across Scotland, in June 2016 the Scottish Government via Transport Scotland issued their "Good Practice Guide on 20mph Speed Restrictions", as attached as Appendix 1.
- 1.5 It is recognised that widespread introduction of 20mph speed restrictions could result in a large number of such limits which, in turn, may not result in improved driver behaviour. In fact, such a proliferation could result in motorists continuing to drive in their standard manner rather than modifying their behaviour when required in a justifiable 20mph speed restricted area.
- 1.6 This report discusses and proposes a strategy for the prioritising of the introduction of 20mph speed restrictions.

2. PROPOSALS

2.1 In order to ensure that the introduction of any 20mph speed limit produces an appropriate level of benefits, consideration must be given to a number of factors. These are:

- accident data
- existing vehicle speeds
- composition of road users
- function of the route
- road environment
- local community views
- presence of any other pertinent factors

2.2 Each of these factors should be considered individually to determine if there are any significant benefits to be gained from introducing a 20mph speed restriction. One anticipated benefit which would provide a strong case for a 20mph limit, for example, would be a significant reduction in predicted road traffic collisions.

2.3 However, the individual factors should also be considered collectively to ascertain if there is an overall significant benefit, which may be achieved. For example, while there may only be a modest reduction in road traffic collisions, if this is coupled with a predicted reduction in vehicle speeds and a predicted rise in sustainable transport users, then a case could be made for a reduced speed limit. If, however, there are a number of more modest predicted benefits, then these will be considered together to determine if a case would be made for recommending a lower speed limit.

2.4 The Good Practice Guide on 20mph Speed Restrictions (Appendix 1) states that “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”.

2.5 Therefore, consideration of a request for a 20mph speed limit should not be considered in isolation, but should review all the factors listed in paragraph 2.1, above, and a conclusion reached.

2.6 In summary, if there would be little or no benefit from the introduction of a 20mph speed limit, then the conclusion should be that such a restriction should not be introduced.

3. CONCLUSION AND RECOMMENDATIONS

3.1 It is concluded that 20mph speed limits should only be introduced where there are likely to be real benefits as a result.

- 3.2 This will ensure that 20mph restrictions are only introduced where it can be demonstrated that there is a real requirement for such a restriction and that it will assist motorists recognising the need to modify their driving behaviour accordingly.
- 3.3 It is recommended that Committee:
- (i) notes the good practice guide attached in Appendix 1.
 - (ii) instructs the Director (Environment) to adopt this strategy, as outlined in Section 2 of the report, as the methodology to utilise in determining requests for 20mph speed limits with immediate effect.

Author

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Approved

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes / None
Community Plan / Single Outcome Agreement	No
Corporate Plan	No
Resource Implications	
Financial	No
Workforce	No
Asset Management (land, property, IST)	No
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	No
Legal and Governance	No
Risk	No
Consultation	
Internal	No
External	No
Communication	
Communications Plan	No

1. Strategic Implications

Community Plan / Single Outcome Agreement

1.1 Not applicable.

Corporate Plan

1.2 Not applicable.

2. Resource Implications

Financial

2.1 Not applicable.

Workforce

2.2 Not applicable.

Asset Management (land, property, IT)

2.3 Not applicable.

3. Assessments

Equality Impact Assessment

3.1 The proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

(i) Assessed as **not relevant** for the purposes of EqIA

Strategic Environmental Assessment

3.2 The proposals have been considered under the Act and pre-screening has identified that the PPS will have no environmental effects, it is therefore exempt.

Sustainability

3.3 Not applicable.

Legal and Governance

3.4 Not applicable.

Risk

3.5 Not applicable.

4. Consultation

Internal

4.1 Not applicable.

External

4.2 Not applicable.

5. Communication

5.1 Not applicable.

2. BACKGROUND PAPERS

2.1 Good Practice Guide on 20mph Speed Restrictions

3. APPENDICES

3.1 Appendix 1 – Good Practice Guide

