



## **20 mph Limit Strategy**

### **Report by Head of Commercial Operations**

#### **1 Purpose of Report**

At its meeting of Tuesday 17 December 2013 Council;

- noted that work was continuing to develop a strategy for the introduction of 20 mph areas and would be the subject of a full report following receipt of advice from Transport Scotland; and
- the Director Resources would arrange a seminar of Council to discuss the introduction of 20 mph areas when the draft strategy was available.

This report provides details of the indicative Transport Scotland advice and as a consequence outlines a strategy for consideration to extend 20 mph areas across Midlothian.

#### **2 Background**

- 2.1** The Midlothian Council Petitions Committee at its meeting of 25 June 2013 were advised of a petition containing 254 signatures from Janet Jerome, 2a Elm Row, Lasswade, in the following terms, viz:-

*"Plea*

*This petition seeks to create an enhanced and safe road environment for the residents of Midlothian's Conservation Village of Lasswade by, creating a "20's Plenty" speed limit on the A768 High Street and its adjacent feeder roads as outlined on the appended map.*

*The decision of the meeting was to agree that "After discussion, Councillor Russell, seconded by Councillor Baxter, moved that the petition be referred to the Director, Corporate Resources with the recommendation that a 20 mph speed limit be introduced in Lasswade Village".*

*Further to this meeting, a further report was submitted to Midlothian Council Cabinet on 27 August 2013 whereby it was agreed to bring forward a report detailing a strategy for the implementation of 20 mph speed limits within Midlothian.*

Arising from this petition the matter of 20 mph speed limits on Midlothian roads has been considered as follows:-

Date	Committee	Comments/Notes
27 August 2013	Cabinet	As above
3 September 2013	Performance Review and Scrutiny	Call in Cabinet decision 27 August 2013
8 October 2013	Cabinet	Advise Cabinet of Call In
5 November 2013	Council	Recommendations from Cabinet
17 December 2013	Council	Await advice being developed by T'port Scotland

The intention of the developed, costed strategy is to establish 20mph limits in a sequence that would make logical sense to road users. For example if a through-road is 20 mph prior to residential side streets, not only are road users likely to "rat run" through side streets but 30 mph signs would face road users leaving a main route into a residential cul-de-sac or street, encouraging them to increase speeds. If 20 mph limits are introduced in a strategic order it will be more acceptable to drivers and compliance with the lower speed limits should rise with the introduction of more schemes over time.

## 2.2 Scottish Government Guidance

New government guidance is in final draft (as at 18 November 2014) and is due to be published imminently. The 'Good Practice Guide on 20 mph Speed Restrictions' is likely to focus on the following:-

- *transformation of our towns and cities to ensure people are prioritised over motor vehicles and increasingly choose to walk or cycle when they make short journeys*
- *aims to ensure that people improve their health, especially in disadvantaged communities*
- *seek to encourage initiatives that cut speed, particularly near schools, in residential areas and in other areas...where there is a significant volume of pedestrian or cyclist activity*
- *these are only one element of speed management, they should not be set in isolation, but considered as part of a package*
- *without additional traffic calming, it is likely to be recommended that 20 mph limits should primarily be considered where existing mean speeds are no greater than 24 mph.*

The purpose of the 20 mph limit strategy is to alter driver's behaviour and improve the walking and cycling environment. The introduction of 20 mph speed limits in residential areas may have little impact on reducing the small number of injury accidents presently occurring in these areas and may only achieve a small reduction in speeds on some roads within the proposed zones.

Based on data available, during the past 3 years there have been 542 road crashes causing injury on Midlothian's roads. On closer examination of the road accidents causing injury, 57 (11%) occurred within residential areas throughout Midlothian. Of the 57 road crashes, 23 occurred on existing 20 mph zones with traffic calming measures.

Following the programme of 20mph speed limits introduced around schools in Midlothian in 2001, it is considered logical to extend 20 mph areas as follows:-

- Adjacent to nursery schools,
- residential areas adjacent to existing 20mph zones,
- residential areas (not covered by schools or through routes),
- shopping streets (High Streets etc), and
- through routes, villages etc .

This hierarchical approach to the introduction of 20 mph limits allows experience to be gained in regards to compliance and calls to retrofit traffic calming. It is likely that the phasing of these works will require to be carried out over a period of time of between 24 and 36 months.

The use of signage and road markings only option is being taken proposed, however this does increase the likelihood of requests for traffic calming in any street where there is non-compliance. This is the experience of other local authorities who have introduced similar schemes.

The adoption of the strategy will reduce the ad hoc requests for 20 mph speed limits and also provide a clear explanation to, if and when, 20 mph limits may be implemented on any one street/road.

- 2.3** A mapping exercise was undertaken of existing 20 mph limits and zones throughout Midlothian and the costs involved in extending the 20 mph areas takes this information into account.

## **2.4 Phase 1 Nursery Schools**

All nursery Schools, other than those included within Midlothian Primary Schools are listed below with reference to proposals for any 20 mph limit. Nursery schools within Primary Schools already operate within 20 mph traffic calmed zones or part-time 20 mph limits.

<b>Location</b>	<b>Proposal</b>
Abacus Nursery, Dalkeith	A new 20 mph limit
Clover Country Nursery, Fala	A new 20 mph limit
Cranston Country Nursery, Edgehead	A new 20 mph limit
Forest Friends Nursery, Roslin	This nursery is on a private road where the owners can erect signs if they wish.
Happy Days Nursery, Dalkeith	This nursery is on a private road where the owners can erect signs if they wish.
Little Hawthorn Nursery, Loanhead	This nursery is on a commuter route and would be suitable only for a part time 20 mph limit which will be assessed in future phases.
Milton Bridge Nursery, Penicuik	This nursery is on a private road where the owners can erect signs if they wish.
Pinocchio's Children's Nursery, Eskbank	Currently this nursery is on a private road but adjacent development will mean that in the future this road will be adopted and a 20 mph speed limit feasible. As Police Scotland have a headquarters on this road also, initial consultation would be required taking into account emergency vehicle activity.
Pinocchio's Children's Nursery, Lasswade	A new 20 mph limit
Pinocchio's Children's Nursery, Penicuik	This nursery is within an existing school 20 mph zone
Temple Nursery and Playgroup, Gorebridge	This nursery is within an existing 20 mph speed limit
Wizkidz Nursery, Newtongrange	A new 20 mph limit
Mayfield Nursery School	This nursery is within an existing school 20 mph zone
Mount Esk Nursery School	A new 20 mph limit
<b>Total Cost – Phase 1 Nursery Schools £30,000</b>	

## 2.5 Phase 2 Near to Schools in Residential Areas

The next stage would be to extend existing 20 mph zones around schools into residential areas (by means of speed limits rather than a zone with traffic calming).

Location	
Dalkeith	Gorebridge
Bonnyrigg	Roslin
Penicuik	Rosewell
Loanhead	Danderhall
Mayfield and Easthouses	Bilston
Newtongrange	
Total Cost £200,000	

## 2.6 Phase 3 Complete Residential Areas

This phase would include residential streets not adjacent to existing 20 mph zones but would not include through routes. The total cost of this phase would be £250,000.

As these proposed speed limits are reliant on compliance particularly by residents and the wider population, an additional £10,000 will be required to carry out advance consultation and produce publicity material.

In summary, the total cost of introducing 20 mph areas across phases one to three detailed amounts to £490,000.

Phase 1 Nursery Services	£30,000
Phase 2 Next to schools in residential areas	£200,000
Phase 3 Complete residential areas	<u>£260,000</u>
	<u>£490,000</u>

## 2.7 Further phases

Further phases would include shopping streets, through routes including villages and settlements on main routes. However, based on information gathered from other local authority areas these are considered to be more complex, and if completed together with phases one to three would in effect change the urban speed limit to 20 mph.

Given the complexity of these areas no detailed costs are available at this time.

# 3 Report Implications

## 3.1 Resource

Costs have been detailed amounting to £490,000 to allow for the introduction of 20 mph areas across Midlothian in line with the guidance from Transport Scotland.

The cost of this project would require to be funded from the General Services Capital Plan. This is likely to be spread over the financial years 2014/15, 2015/16 and 2016/17 should a decision be taken to carry out all initial three phases.

The borrowing costs are estimated at, £29,400 in total and will be phased between financial years in line with the anticipated spend. This will be added to future years revenue budgets.

Council will be aware of the constraints in Capital Funding and the Revenue Budget Gap and therefore any additions will result in pressure arising in other areas of spend.

It should be noted that there are ongoing maintenance costs in the order of £5,000 associated with the new road infrastructure to support the introduction of 20 mph areas.

Further reports will come forward in the event that these maintenance costs cannot be contained within future budget.

### **3.2 Risk**

The risk of establishing 20 mph speed limits with signs and road markings only is that drivers may not comply and vehicle speeds may remain unchanged. In the event this may generate a number of requests for physical traffic calming features.

### **3.3 Single Midlothian Plan and Business Transformation**

Themes addressed in this report:

- ☒ Community safety
- ☐ Adult health, care and housing
- ☐ Getting it right for every Midlothian child
- ☐ Improving opportunities in Midlothian
- ☒ Sustainable growth
- ☐ Business transformation and Best Value
- ☐ None of the above

### **3.4 Impact on Performance and Outcomes**

A strategic plan of putting in place 20 mph limits may reduce accidents and hence improve performance on casualty reduction targets.

However, given the road safety record within the areas identified any reductions may be minimal at best. It should improve the environment for walking and cycling and improve performance in Midlothian of increasing sustainable transport and reducing road traffic.

### **3.5 Adopting a Preventative Approach**

The use of 20 mph limits provides safe environments for walking and cycling. If behavioural change is achieved by strategically implementing them, road casualties could be prevented.

### **3.5 Involving Communities and Other Stakeholders**

A budget has been included in this proposal to include consultation and publicity in addition to the required legal processes for changing a speed limit.

Specifically the Council will write to all nursery schools where new limits are proposed and to other schools where extensions are to be provided to the existing 20 mph limits.

In addition to writing to statutory consultees eg Fire, Police, Ambulance, Community Councils and Elected Members the Council will include articles in the Midlothian News publicising the proposals.

### **3.7 Ensuring Equalities**

There are no equalities issues associated with this report

### **3.8 Supporting Sustainable Development**

20mph limits provide safe environments for walking and cycling. Walking and cycling are sustainable forms of transport and contribute to this objective.

### **3.9 IT Issues**

There are no IT issues associated with this report.

## **4 Recommendations**

Council is asked to :-

- a) Consider the 20 mph Limit Strategy for Midlothian as detailed in this report, and determine if the proposals should be introduced.
- b) If minded to support any or all of the phases as set out in Sections 2.4, 2.5 and 2.6 Council require to be aware of financial implications.

**13 November 2014**

Report Contact:Lindsay Haddow Tel No 0131 271 3501

E-mail [lindsay.haddow@midlothian.gov.uk](mailto:lindsay.haddow@midlothian.gov.uk)