

## **20 mph Limit Strategy**

### **Report by John Blair, Director, Resources**

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

At its meeting of 27 August 2013 Cabinet requested the Director, Resources to bring forward a 20 mph limit strategy for Midlothian. This report presents the strategy and outlines the funding implications for the first stages of implementation.

#### **2 Background**

- 2.1** The Midlothian Council Petitions Committee at its meeting of 25 June 2013 were advised of a petition to *create* a "20's Plenty" speed limit on the A768 High Street and its adjacent feeder roads.

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.

#### **2.2 Scottish Authorities Position**

Setting Local Speed Limits: Guidance for Local Authorities: Circular1/2006 published by The Scottish Executive in August 2006 refers to factors including average speeds, numbers of pedestrians and cyclists and the function of the street.

The purpose of a 20 mph limit strategy would be to change driver's behaviour and improve the walking and cycling environment.

At a meeting on 10 December 2013 of the SCOTS (Society of Chief Officers of Transportation) Road Safety Group there was a general consensus that the introduction of 20 mph zones were not considered cost effective in terms of reducing speeds and casualties given current financial constraints. However further advice is due to be developed by Transport Scotland in conjunction with SCOTS.

- 2.3** Preliminary work has been undertaken to develop a strategy for the introduction of 20 mph zones. It is however recommended that before this is finalised it would be prudent to await the advice being developed by Transport Scotland before finalising the strategy for Council's consideration.

### **3 Report Implications**

#### **3.1 Resource**

The costs of introducing 20 mph zones would be detailed in any future reports in line with the strategy recommended options.

#### **3.2 Risk**

The risk of putting in place 20mph 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 20mph limits may reduce accidents and hence improve performance on casualty reduction targets.

However, given the relatively good road safety record within these 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**

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

#### **3.6 Involving Communities and Other Stakeholders**

Substantial consultation would be required prior to the introduction of 20 mph areas.

#### **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 recommended to:-

- a) Note that work is continuing to develop a strategy for the introduction of 20 mph areas. This will be the subject of a further report following receipt of advice from Transport Scotland; and
- b) Require the Director, Resources to arrange a seminar of Council to discuss the introduction of 20 mph areas when the strategy is available.

**12 December 2013**

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**Background Papers:**