

**REPORT TO: ECONOMIC DEVELOPMENT & INFRASTRUCTURE SERVICES  
COMMITTEE ON 23 FEBRUARY 2010**

**SUBJECT: INFORMATION ON 20 MPH SPEED LIMITS**

**BY: DIRECTOR OF ENVIRONMENTAL SERVICES**

**1. REASON FOR REPORT**

1.1 At its meeting on 13 October 2009 the Committee asked the Director of Environmental Services to bring a report outlining the conditions pertaining to 20mph speed restrictions.

1.2 This report is submitted to Committee in terms of the Council's Administrative Scheme relating to traffic management functions, including the preparation and implementation of traffic management schemes.

**2. RECOMMENDATION**

**2.1 Committee is asked to note the contents of this report.**

**3. BACKGROUND**

3.1 Following a previous report to this Committee on 13 October 2009, Committee requested a further report detailing the conditions surrounding the introduction of 20 mph speed limits.

3.2 This report details the four different types of 20 mph speed limit available to the Moray Council along with the differences and conditions for each.

3.3 The four types of 20 mph speed limit available to Scottish Councils are:

- a) Advisory
- b) Part-time
- c) Speed Limit
- d) Zone

3.4 **Appendix A** gives the details of each type of limit with an explanation of each.

3.5 Advisory limits have not been used in the Moray area since the initial pilot study in Den Crescent, Keith and Grant Drive, Forres because of the limitations placed on their use and the potential commitment to install expensive traffic calming in future years.

3.6 **Appendix B** shows a flow chart to determine whether to consider a 20 mph speed limit or a 20 mph zone.

3.7 Documents relevant to 20 mph speed limits:

- 1. The Road Traffic Regulation Act 1984.
- 2. Scottish Executive SEDD Circular No. 6/2001.

3. Scottish Executive ETLLD Circular No. 1/2004.
4. Department for Transport Traffic Advisory Leaflet 9/99.

#### **4. SUMMARY OF IMPLICATIONS**

**(a) Single Outcome Agreement/Service Improvement Plan**

**There are no implications arising from this report.**

**(b) Policy and Legal**

**This report explains with national guidance and legislation regarding 20 mph speed limits.**

**(c) Resources (Financial, Risks, Staffing and Property)**

**None.**

**(d) Consultations**

**Alistair McEachan, Principal Solicitor (Commercial & Conveyancing) has been consulted and has no comments to make.**

#### **5. CONCLUSION**

- 5.1 This report offers an explanation of the different types of 20 mph speed limit available to the Moray Council and the situations in which each is appropriate.

Author of Report: A R Duff, Senior Engineer (Traffic)

Background Papers: None

Ref: GRH/ ARD

## **20 MPH SPEED LIMITS**

There are 4 different types of 20 mph speed limit available to the Moray Council to use:-

- 1 Advisory 20 mph limit
- 2 Part-time 20 mph speed limit
- 3 20 mph speed limit
- 4 20 mph zone

### **ADVISORY SPEED LIMIT** (also known as “Twenty’s Plenty”)

This type of speed limit is only applicable in Scotland (i.e. it is not available in the rest of the UK).

It consists of the numeral 20 inside a green roundel with green text “Twenty’s Plenty” underneath. It can also have a street or area name in green. There are associated road markings with the signage.

It is not enforceable.

There are numerous conditions to be met before it can be applied and these are detailed below:

It must be reassessed between 1 and 3 years after implementation with a view to converting to a mandatory 20 mph speed limit or zone with traffic calming as required.

Its main function is therefore as a transition phase before converting an existing mandatory 30 mph limit into a mandatory 20 limit.

It requires consultation before installation.

The legal speed limit must be 30 mph.

Requires repeater road markings.

Must be in self-enclosed residential area.

Must have little or no through traffic.

Must be no more than 600m long.

85<sup>th</sup> percentile speeds before installation must be in the range 25 – 30 mph.

Must be monitored 1 – 3 years after implementation.

### **PART-TIME 20 MPH SPEED LIMIT**

There are two types of signage for a part-time 20 speed limit – full and “low-cost”.

The only difference between the two versions is the type and number of signs required. The “low-cost” signage is only available in Scotland. The two systems cannot be mixed.

Both types are enforceable.

Requires a Traffic Regulation Order.

Part-time speed limits are usually only used around schools (the “low-cost” version can only be used at schools).

Part-time speed limits use timers to activate electronic signs which then bring the lower speed limit into force. At all other times, the prevailing speed limit remains in force.

This means the 20 mph speed limit is in force when it is required and not in force when it is not required, meaning that traffic is not restricted for no reason.

Electronic advance warning signage required where speed limit is more than 30 mph.

### **20 MPH SPEED LIMIT**

Enforceable.

Requires a Traffic Regulation Order.

Signed by two roundels at the start and finish of the limit.

Requires repeater signing.

Any traffic calming must be separately signed and appropriately lit.

### **20 MPH ZONE**

Enforceable.

Requires a Traffic Regulation Order.

Signed by two roundels with “zone” plate at each entry and special sign at each exit.

Must have traffic calming at maximum 100m centres within zone.

No repeaters required.

No signing or lighting required for traffic calming.

Alternative routes must be available for through traffic.

No point must be more than 1 Km from a boundary road.

