

County Buildings  
Wellington Square  
AYR KA7 1DR  
Telephone No.01292 612436



31 January 2025

**To: Councillors Lamont (Chair), Cavana, Clark, Dixon, Kilbride, Kilpatrick, Lyons Mackay and Townson**

**All other Members for Information Only**

Dear Councillor

**REGULATORY PANEL (PLANNING)- SPECIAL**

You are requested to participate in the above Panel to be held on **Thursday, 6 February 2025 at 2:30pm** for the purpose of considering the undernoted business.

This meeting will be held on a hybrid basis for Elected Members, will be live-streamed and available to view at <https://south-ayrshire.public-i.tv/>

**Yours sincerely**

**CATRIONA CAVES**  
Chief Governance Officer

**B U S I N E S S**

1. Declarations of Interest.
2. 20 & 30 MPH Settlement Orders for the settlements of Symington, Dunure & Tarbolton (copies herewith) (Appendix 4 to follow)

For more information on any of the items on this agenda, please telephone June Chapman,  
Committee Services on at 01292 272015, at Wellington Square, Ayr or  
e-mail: [june.chapman@south-ayrshire.gov.uk](mailto:june.chapman@south-ayrshire.gov.uk)  
[www.south-ayrshire.gov.uk](http://www.south-ayrshire.gov.uk)

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**South Ayrshire Council****Report by Head of Roads, Regulatory Panel 6 February 2025**

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**Subject: 20 & 30 MPH Settlement Orders for the settlements of Symington, Dunure & Tarbolton**

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**1. Purpose**

- 1.1 The purpose of this report is to seek formal approval for 3 Traffic Regulation Orders (TRO's) - these orders will make speed limit changes under the Road Traffic Regulation Act 1984. This will include reducing the speed limit to 20mph in multiple residential roads with the addition of "buffer zones" with a limit of 30mph where deemed appropriate to do so.

**2. Recommendation**

- 2.1 It is recommended that Panel approve the TRO's imposing 20mph and 30mph limits which are described in 4.1 and shown in the plans in appendix 1, 2 & 3 respectively.

**3. Background**

- 3.1 Three Traffic Regulation Orders (TROs) have been proposed for the introduction of 20mph speed limits in three local communities (Symington, Dunure and Tarbolton). These proposals have come forward following requests from the communities, with the objective of improving road safety and enhancing the quality of life in residential and high-pedestrian areas.
- 3.2 Leadership Panel instructed Ayrshire Roads Alliance to begin the consultation process with local communities with respect to the introduction of new 20mph schemes in 2017. The TRO process provides the legal powers associated with a change to an existing speed limit.
- 3.3 The introduction of 20mph zones aligns with both national and local priorities to reduce road casualties, encourage more active travel, and create safer environments for all road users, particularly pedestrians and cyclists.
- 3.4 The shift towards 20mph limits in residential and urban areas is driven by both safety and environmental concerns. Studies undertaken by the Department for Transport (DfT) have been recognised by Transport Scotland, and used to inform the current Scottish Government position. The studies conducted by the DfT led the Scottish government to call for the introduction of more 20mph speed limits in Scotland. In October 2024 Transport Scotland published their guidance for the implementation of 20mph speed limits in Scotland. This guidance included the recommendation that many 30mph roads are suitable for reduction. Many local authorities in the UK have already implemented 20mph schemes to enhance road safety. Key reasons for introducing 20mph limits include:

- **Improved Safety:** Research shows that reducing speed limits from 30mph to 20mph can significantly reduce the risk of accidents, especially those involving vulnerable road users like children, the elderly, and cyclists.
- **Lower Severity of Collisions:** At 20mph, the risk of fatal or serious injuries in the event of a collision is much lower than at 30mph. Studies have shown that a pedestrian struck by a vehicle at 20mph has a 1.5% risk of being killed, compared to an 8% risk at 30mph and a 31% risk at 40mph.
- **Encouraging Active Travel:** Slower speeds promote walking and cycling, which contributes to healthier communities and reduces car dependency.
- **Improved Quality of Life:** Lower speed limits can reduce noise pollution and make streets more pleasant for residents and road users alike. **Safety Benefits of 20mph**

3.5 Studies have demonstrated that the introduction of 20mph zones leads to a significant reduction in the number of accidents and casualties. According to a study undertaken by Public Health England, referenced by Transport Scotland, areas that have adopted 20mph limits have seen a reduction in child pedestrian accidents of up to 67%.

#### **4. Proposals**

4.1 Details of the proposals for the settlements of Symington, Dunure and Tarbolton are included within Appendices 1 – 3. The TROs for each of these settlements have been progressed in line with the relevant legislation, and the ARA now require the approval of the Panel to make the orders and implement the reduced speed limits.

4.2 Appendix 4 of this report details all affected roads within each settlement. Whilst most affected roads will see a change to a new 20mph limit, the proposals also include the introduction of 30mph “buffer” zones to allow vehicles to safely transition to the proposed 20mph limits.

#### **5. Legal and Procurement Implications**

5.1 The recommendations in this report are consistent with legal requirements and staff resources to implement this TRO can be accommodated using existing resources.

5.2 There are no procurement implications arising from this report.

#### **6. Financial Implications**

6.1 This project is being funded wholly from the existing revenue budget.

#### **7. Human Resources Implications**

7.1 Staff resources to implement this TRO can be accommodated using existing resources

#### **8. Risk**

##### **8.1 Risk Implications of Adopting the Recommendations**

8.1.1 No risk.

## 8.2 Risk Implications of Rejecting the Recommendations

- 8.2.1 The risk associated with rejecting the recommendation is that the ARA will be unable to implement 20mph schemes in the three villages concerned. The TRO provides the legal basis for enforcement of speed limits.

## 9. Equalities

- 9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping process. There are no significant positive or negative equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is attached as Appendix 5.

## 10. Sustainable Development Implications

- 10.1 **Considering Strategic Environmental Assessment (SEA)** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

## 11. Options Appraisal

- 11.1 An options appraisal has not been carried out in relation to the subject matter of this report.

## 12. Link to Council Plan

- 12.1 The matters referred to in this report contribute to the Council strategic objective of 'Enhanced Environment through Social, Cultural and Economic Activities' and within that to the outcome 'Work with partners to improve roads and other infrastructure, to encourage house building and business investment that sustains local communities'

## 13. Results of Consultation

- 13.1 Formal Consultation in line with the appropriate legislation has taken place with the general public as part of the TRO process. There were no maintained objections as a result of the public consultation stage of the TRO process.
- 13.2 Consultation has taken place with statutory stakeholders - there were no maintained objections from stakeholders within the legislative review process.
- 13.3 Consultation has taken place with Police Scotland who support the proposals.
- 13.4 Consultation has taken place with Councillor Bob Pollock, Portfolio Holder for Economic Development, and the contents of this report reflect any feedback provided.

## Background Papers – None

South Ayrshire Council – Leadership Panel, 28 November 2017 – Agenda Item 5(b);  
Transport Scotland – 20mph Speed Limits in Scotland – Implementation Guide.

## **APPENDICES**

**Appendix 1 – Symington Plan**

**Appendix 2 – Tarbolton Plan**

**Appendix 3 – Dunure Plan**

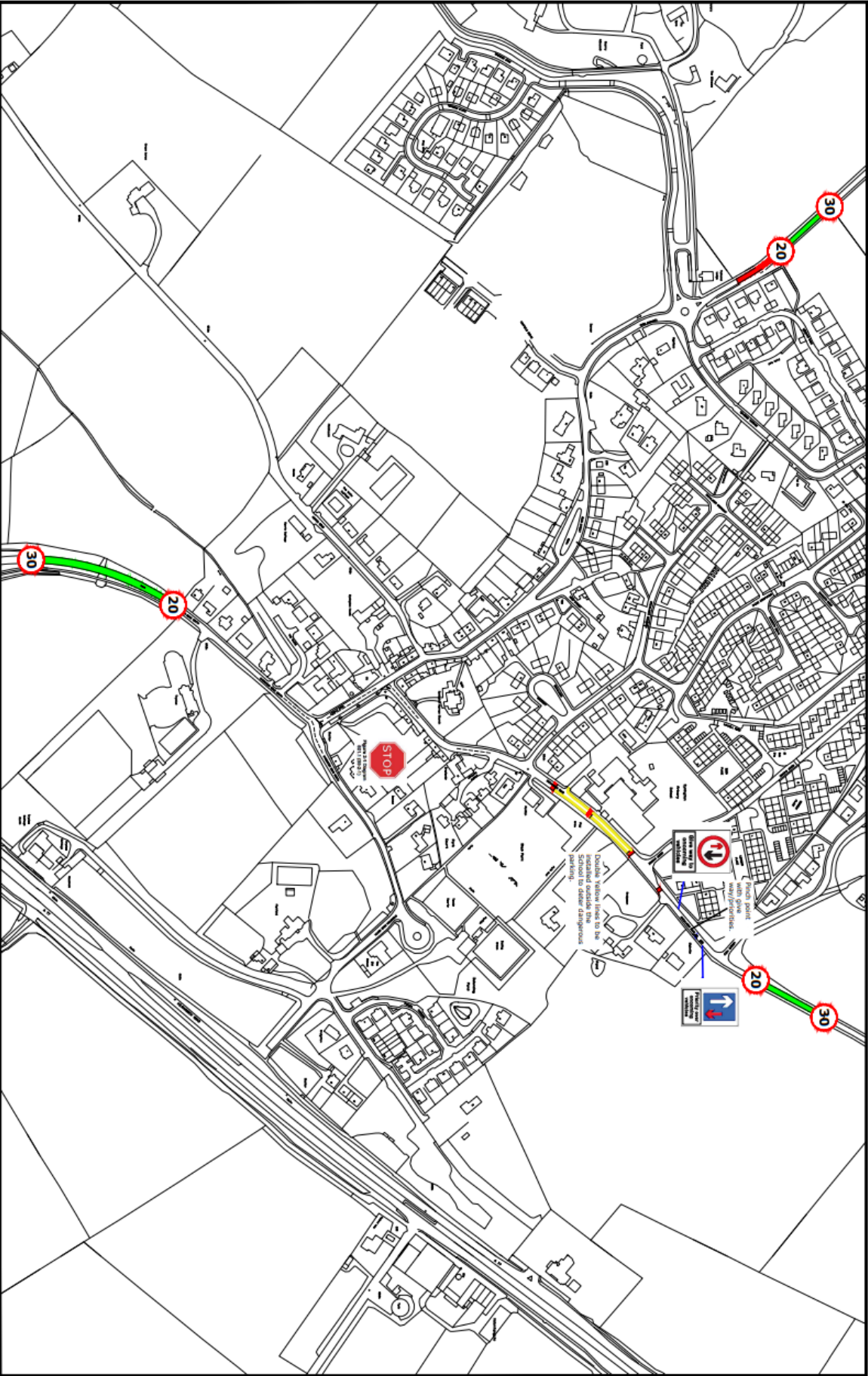
**Appendix 4 – Affected Road Names**

**Appendix 5 - Equalities Scoping Assessment**

**Person to Contact**

**Jane Corrie, Head of Roads – Ayrshire  
Roads Alliance Opera House, 8 John  
Finnie Street, Kilmarnock, KA1 1DD; or  
County Buildings, Wellington Square,  
Ayr, KA1 1DR  
Phone 01563 503164  
E-mail  
[jane.corrie@ayrshireroadsalliance.org](mailto:jane.corrie@ayrshireroadsalliance.org)**

**Date: 04/02/2025**



**Ayrshire Roads Alliance**  
 A partnership between East Ayrshire Council and South Ayrshire Council

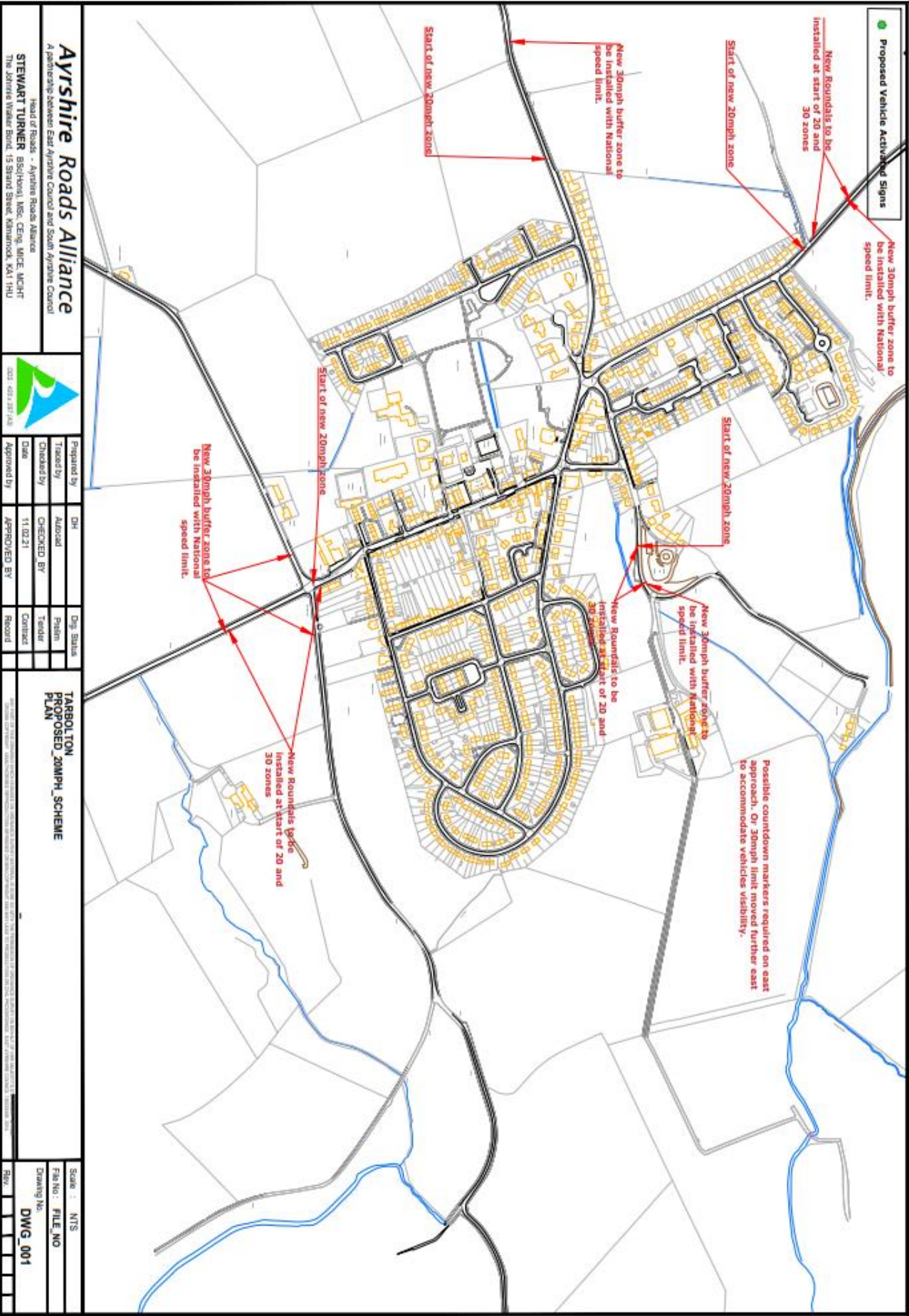
Head of Roads - Ayrshire Roads Alliance  
**STEWART TURNER** stturner@arsa.org.uk, 01843 810011  
 The Avenue, Walker Road, 15 Strand Street, Kilmarnock, KA1 1HU



Prepared by	KM	Drawn Status	Prepared
Traced by	AJ	Checked by	Checked by
Checked by	Checked by	Date	09.06.19
Date	09.06.19	Approved by	APPROVED BY

**SYMINGTON  
 SPEED LIMITS  
 SPEED SURVEY RESULTS**

Scale	: SCALE
File No.	FILE_NO
Drawing No.	DRAWING_NO



**Ayrshire Roads Alliance**  
 A partnership between East Ayrshire Council and South Ayrshire Council  
 Head of Roads - Ayrshire Roads Alliance  
**STEWART TURNER** BS(Shool), MSQ, CEM, MICE, MCHT  
 The Johnnie Walker Bond, 15 Strand Street, Kilmarnock, KA1 1HU

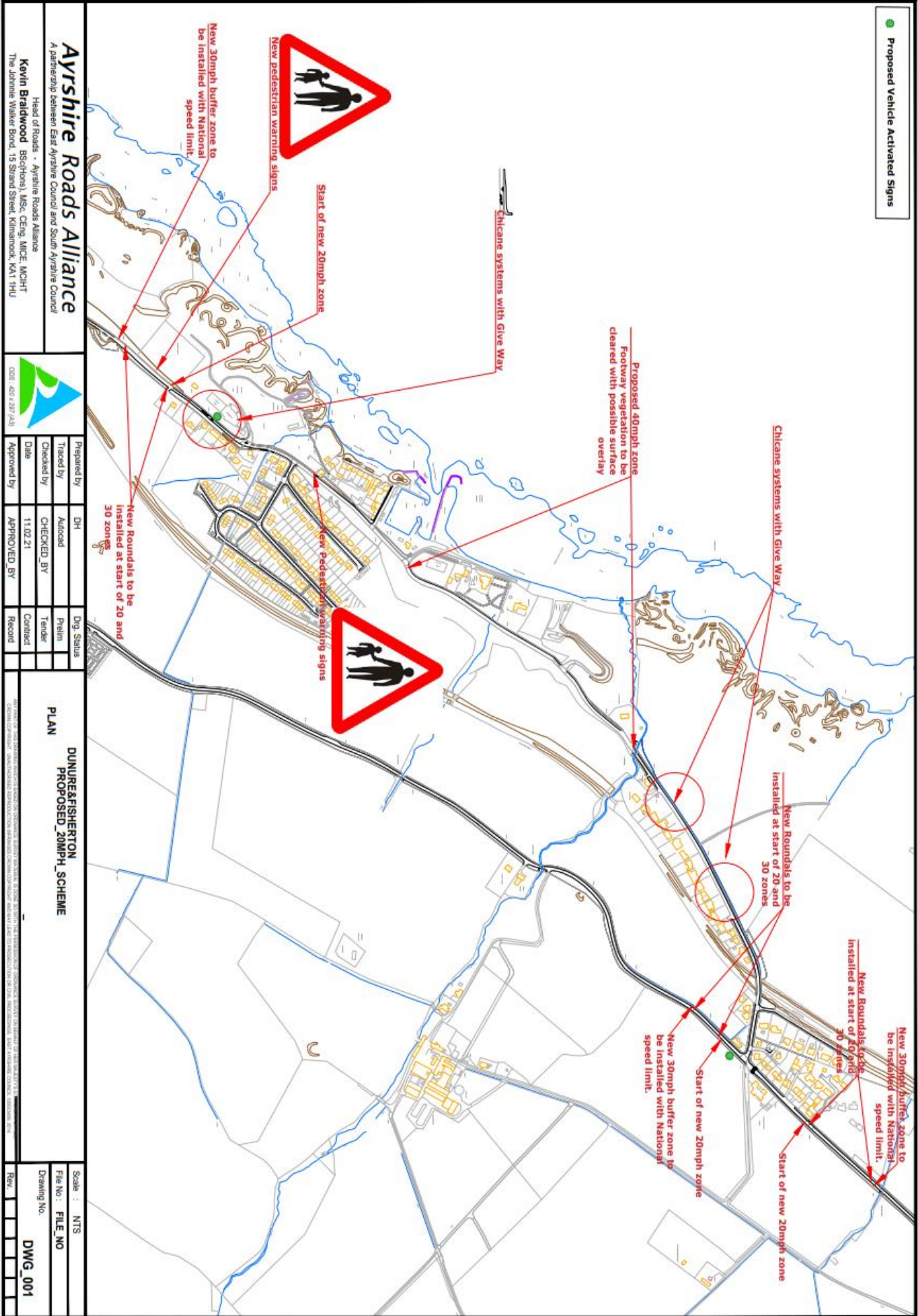


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Date	11.02.21	Contract	
Approved by	APPROVED BY	Revised	

**TARBOLTON  
 PROPOSED 20MPH  
 PLAN  
 SCHEME**

Scale	NTS
File No.	FILE NO
Drawing No.	DWG_001
Rev	





**Ayrshire Roads Alliance**  
A partnership between East Ayrshire Council and South Ayrshire Council

Head of Roads - Ayrshire Roads Alliance  
**Kevin Bratwood** (S(Options) MSc, CEng, MICE, MCIT)  
The Lochrie Walker Road, 19 Strand Street, Kilmarnock, KA1 1HU



Prepared by	DH	Dwg Status	
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Date	11.02.21	Confirmed	
Approved by	APPROVED_BY	Record	

**DUNURE & FISHERTON  
PROPOSED 20MPH SCHEME  
PLAN**

Scale	NTS
File No.	FILE_NO
Drawing No.	DWG_001
Rev.	

All roads contained within Appendix 3 will have 20mph limits unless otherwise denoted:

**Symington**

- Ayr Road
- Brewlands Road (This road includes a 30mph buffer zone)
- Coodham Estate
- Coodham House
- Craigie Road
- Dundonald Road
- Glebe Avenue
- Glebe Crescent
- Glebe Road
- Kirkhill
- Main Street
- Manse Gardens
- Manse Road
- Moorfield
- Symington Road North
- Symington Road South (This road includes a 30mph buffer zone)
- The Beeches
- Townend Road (This road includes a 30mph buffer zone)
- Westfield

**Dunure & Fisherton**

- Ayr Road
- Station Road (This road includes a 30mph buffer zone)
- Castle Road (This road includes a 30mph buffer zone)

**Tarbolton**

- Afton Wynd
- Annbank Road
- Back Street
- Burns Street
- Cameron Crescent
- Cameron Place
- Cameron Way
- Cessnock Place
- Cessnock Road
- Croft Street
- Cunningham Street
- Garden Street
- Gateside Street
- Hannah Wynd
- Hillcrest
- Jean Armour Avenue
- Ladeside Gardens
- Mauchline Road
- Montgomery Street
- Mossblown Road
- Mosside Road
- Muirhead
- Ramsay Wynd
- Sandhill Road
- Smithy Court
- Stark Avenue

- Stark Crescent
- Stark Terrace
- The Beeches
- Wallace Wynd
- Westport (This road includes a 30mph buffer zone)
- B744 (This road includes a 30mph buffer zone)
- B730 (This road includes a 30mph buffer zone)

## South Ayrshire Council Equality Impact Assessment Scoping Template

Equality Impact Assessment is a legal requirement under the Public Sector Duty to promote equality of the Equality Act 2010. Separate guidance has been developed on Equality Impact Assessment's which will guide you through the process and is available to view here: [Equality Impact Assessment including Fairer Scotland Duty](#)

Further guidance is available here: [Assessing impact and the Public Sector Equality Duty: a guide for public authorities \(Scotland\)](#)

The Fairer Scotland Duty ('the Duty'), Part 1 of the Equality Act 2010, came into force in Scotland from 1 April 2018. It places a legal responsibility on Councils to actively consider ('pay due regard to') how we can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. See information here: [Interim Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018.

### 1. Policy details

Policy Title	Ayrshire Roads Alliance – 20 & 30 MPH Settlement Orders for the settlements of Symington, Dunure & Tarbolton
Lead Officer (Name/Position/Email)	Jane Corrie, Head of Roads – Jane.corrie@ayrshireroadsalliance.org

**2. Which communities, groups of people, employees or thematic groups do you think will be, or potentially could be, impacted upon by the implementation of this policy? Please indicate whether these would be positive or negative impacts**

Community or Groups of People	Negative Impacts	Positive impacts
Age – men and women, girls & boys	No	Yes
Disability	No	Yes
Gender Reassignment (Trans/Transgender Identity)	No	Yes
Marriage or Civil Partnership	No	Yes
Pregnancy and Maternity	No	Yes
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	No	Yes
Religion or Belief (including lack of belief)	No	Yes
Sex – gender identity (issues specific to women & men or girls & boys)	No	Yes
Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	No	Yes
Thematic Groups: Health, Human Rights & Children's Rights	No	Yes

**3. What likely impact will this policy have on people experiencing different kinds of social disadvantage? (Fairer Scotland Duty). Consideration must be given particularly to children and families.**

<b>Socio-Economic Disadvantage</b>	<b>Negative Impacts</b>	<b>Positive impacts</b>
Low Income/Income Poverty – cannot afford to maintain regular payments such as bills, food, clothing	-	-
Low and/or no wealth – enough money to meet Basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future	-	-
Material Deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies	-	-
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	-	-
Socio-economic Background – social class i.e. parent’s education, employment and income	-	-

**4. Do you have evidence or reason to believe that the policy will support the Council to:**

<b>General Duty and other Equality Themes Consider the ‘Three Key Needs’ of the Equality Duty</b>	<b>Level of Negative and/or Positive Impact (High, Medium or Low)</b>
Eliminate unlawful discrimination, harassment and victimisation	No adverse impact identified. Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	No adverse impact identified. Low
Foster good relations between people who share a protected characteristic and those who do not. (Does it tackle prejudice and promote a better understanding of equality issues?)	No adverse impact identified. Low
Increase participation of particular communities or groups in public life	No adverse impact identified. Low
Improve the health and wellbeing of particular communities or groups	No adverse impact identified. Low
Promote the human rights of particular communities or groups	No adverse impact identified. Low
Tackle deprivation faced by particular communities or groups	No adverse impact identified. Low

**5. Summary Assessment**

<b>Is a full Equality Impact Assessment required?</b> (A full Equality Impact Assessment must be carried out if impacts identified as <b>Medium and/or High</b> )	<b>NO</b>
<b>Rationale for decision:</b>	
There are no negative implications associated with this paper – this paper is provided for the purposes of scrutiny. All objectives shall be applied to ensure equality in approach and inclusion.	

**Signed :** Jane Corrie

**Head of Roads**

**Date:** 04 February 2025

**South Ayrshire Council**

**Report by Executive Director – Economy, Neighbourhood and  
Environment to Leadership Panel of 28 November 2017**

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**Subject: Implementation of 20mph speed restrictions across South Ayrshire Villages**

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**1. Purpose**

- 1.1 The purpose of this report is to seek Leadership Panel approval to continue the engagement process with local communities in order to prepare an implementation programme to progress with 20mph speed restrictions across the South Ayrshire villages.

**2. Recommendations**

**2.1 It is recommended that the Panel:**

- 2.1.1 Requests the Head of Roads to continue with engagement, prepare outline designs, associated costs and implementation programme; and**
- 2.1.2 Requests that the proposed programme for implementation of the 20mph speed restrictions is submitted for approval as part of the Road Improvement Plan to a meeting of the Leadership Panel in spring 2018.**

**3. Background**

- 3.1 At the Council meeting on 22 June 2017 the following motion was agreed:

*“The administration recognises representation from communities to seek the introduction of 20mph speed limits in all villages, following consultation and agreement with communities in the villages of South Ayrshire and Police Scotland; on the grounds of public safety and traffic management, environmental and infrastructure concerns. Officers to initially report back to the Leadership Panel by 28th November 2017.”* This paper is the initial report back from Officers.

- 3.2 The Scottish Government is committed to improving the safety, health and the environment for the people of Scotland. The Government considers that the introduction of 20mph restrictions can assist in achieving the objectives and targets set down in “Scotland’s Road Safety Framework to 2020 – Go Safe on Scotland’s Roads It’s Everyone’s Responsibility”. It also considers that by reducing speed on roads, it can create spaces in towns and villages which are more equally shared between road users, thereby creating a safer environment, and encourage people to make alternative choices in terms of walking and cycling.
- 3.3 Transport Scotland has published a Good Practice Guide on 20mph Speed Restrictions and they intend that all Scottish Local Authorities use this guidance for developing future 20mph schemes. This Guidance replaces all other guidance on 20mph issued previously by the Scottish Government, Scottish Executive and Local Authorities. This document is available [here](#).
- 3.4 There are a number of options available when considering introducing a 20mph speed restriction and several of these are in place already across the network in South Ayrshire, namely:-
- 20 mph speed limit zones around residential streets;
  - 20 mph limits on specific routes; and
  - Variable and part time 20 mph limits around schools.
- 3.5 When considering the introduction of a 20mph speed restriction there should be awareness that speed reduction is only one element of speed management. The speed restriction should not be set in isolation, but it 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 in the form of walking and cycling.
- 3.6 Measures to manage speed include hard engineering and landscaping standards that seek to raise drivers’ awareness of the environment, and this can be in the form of speed humps, speed tables, speed cushions, soft landscaping, signing and lining. A detailed consideration of each location is needed to determine what measures will work best – these will differ from place to place. Signing and lining measures are the most cost-effective, however where these are unlikely to deliver an acceptable level of compliance with the 20mph limit, additional hard engineering traffic calming measures may also be required.
- 3.7 A number of factors will be taken into account when making an assessment on whether to introduce a 20mph speed limit. This will include, but not be restricted to the following:-
- road/street functions – including whether streets contain businesses or are mainly residential, volume of traffic, bus services, local access to schools or hospitals, formal walking and cycling routes;



- composition of road users - including existing and potential levels of vulnerable road users;
  - existing traffic speed;
  - accident data - including frequency, severity, types and causes;
  - road environment - including width of road and footway, sightlines, bends, junctions, pedestrian crossings, etc.; and
  - local community views - including consultation with police, other emergency services, public transport providers and impact on residents and local businesses in terms of noise, pollution and parking.
- 3.8 Any decision to lower the speed limit to 20mph should seek to avoid the need for extensive police enforcement, as 20mph locations will not be routinely enforced, unless absolutely necessary and in the interest of casualty reduction. The only exception to this is the enforcement of 20mph speed limits outside schools.
- 3.9 The Consultation by Mark Ruskell MSP on the Proposed Restricted Roads (20mph limit) Scotland Bill which is the Bill to replace the current 30mph speed limit on restricted roads with a 20mph limit has just concluded. The outcome of this consultation and the presentation of the Members Bill for 3 stage scrutiny are several months away.
- 3.10 Consultation with the 15 community councils that cover the villages is currently in progress.

#### **4. Proposals**

- 4.1 It is proposed that, firstly, the Leadership Panel requests the Head of Roads - Ayrshire Roads Alliance to continue the engagement with Community Councils, Elected Members and Police Scotland to develop outline proposals, estimated costs and an implementation programme for the introduction of 20mph speed restrictions across South Ayrshire's villages.
- 4.2 Secondly, it is proposed that the Leadership Panel requests that the implementation programme is presented within The Road Improvement Plan which will be submitted for approval to a future meeting of the Leadership Panel in spring 2018. Funding for the works will be proposed as part of the Capital Programme that will be brought forward to be approved by Members at the Council meeting in March 2018.

#### **5 Legal Implications and Procurement Implications**

- 5.1 The recommendations in this report are consistent with legal requirements and reflect appropriate advice.
- 5.2 Feasibility and design work will be undertaken by the Ayrshire Roads Alliance.

## **6. Financial Implications**

- 6.1 A capital bid has been submitted to the Capital Asset Management Group for the engineering work. The proposed Capital Programme will be considered by Council at its meeting in March 2018.
- 6.2 Construction costs for hard engineering works will be confirmed as part of the design work. It is anticipated that construction costs will be sought from external funders in phases to match-fund capital funding, assuming that a future Leadership Panel approves the implementation in spring 2018.

## **7 Human Resources Implications**

- 7.1 The Ayrshire Roads Alliance is currently recruiting for a temporary member of staff to co-ordinate the project for a period of 12 months.

## **8. Risk**

### **Risk Implications of Adopting the Recommendations**

- 8.1 There are no risks associated with adopting the recommendations.

### **Risk Implications of Rejecting the Recommendations**

- 8.2 There is a risk that this would represent an opportunity missed by Council to consult with communities on how to improve road safety.

## **9. Equalities**

- 9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping process. There are no significant potential positive or negative equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is attached as Appendix 1.

## **10. Sustainable Development Implications**

- 10.1 This Report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

## **11. Options Appraisal**

- 11.1 An option appraisal has not been carried out in relation to the subject matter of this report.

## 12. Link to Council Plan

12.1 The matters referred to in this report contribute to the Council strategic objective of “working in partnership to maximise the potential of our Communities” and within that contributes to the strategic outcomes of:

- people feel safer
- people have healthier lifestyles, including more exercise.

It also contributes to the Council strategic objective of “working in partnership to maximise the potential of our environment” and within that contributes to the strategic outcome of:

- we work towards a sustainable, low carbon future.

## 13. Results of Consultation

(1) There has been engagement with Councillor Ian Cochrane, Portfolio Holder for Sustainability and Environment.

## 14. Next Steps for Decision Tracking Purposes

14.1 If the recommendations are approved by Members, Executive Director - Economy, Neighbourhood and Environment will ensure that all necessary steps are taken to complete the detailed design work for this project and full implementation of the decision within the following timescales, with the completion status reported to the Leadership Panel in the ‘Council and Leadership Panel Decision Log’ at each of its meetings until such time as the decision is fully implemented:

<b><i>Steps to be taken</i></b>	<b><i>By what date</i></b>	<b><i>Managed by</i></b>
Report back to Leadership Panel regarding results of the engagement process, outline designs, associated costs and implementation programme within the Road Improvement Plan.	No later than May 2018	Head of Roads, Ayrshire Roads Alliance

**Background Papers** Transport Scotland; Good Practice Guide on 20mph Speed Restrictions. ([link here](#))

South Ayrshire Council 29<sup>th</sup> June 2017  
Minute of Council in March  
([link here](#))

**Person to Contact** Lesley Bloomer, Executive Director – Economy,  
Neighbourhood & Environment  
County Buildings, Wellington Square, Ayr  
Tel No 01292 612182  
E –mail [lesley.bloomer@south-ayrshire.gov.uk](mailto:lesley.bloomer@south-ayrshire.gov.uk)

Stewart Turner, Head of Roads - Ayrshire Roads Alliance  
Johnnie Walker Bond, 15 Strand Street, Kilmarnock KA1 1HU  
Tel No 01563 503164  
E-mail [stewart.turner@ayrshireroadsalliance.org](mailto:stewart.turner@ayrshireroadsalliance.org)

**Date: 10 November 2017**



## **EQUALITY IMPACT ASSESSMENT**

**Implementation of 20mph speed restrictions across  
South Ayrshires Towns and Villages**

**4 November 2017**

**South Ayrshire Council Equalities Scoping Template**

**1. Policy details**

Policy Implementation of 20mph speed limits in South Ayrshire Villages.	Lead Officer <b>Stewart Turner</b>
---	------------------------------------

**2. Which communities, groups of people, employees or thematic groups do you think will be, or potentially could be, impacted upon by the implementation of this policy? Please indicate whether these would be positive or negative impacts**

Community, Groups of People or Themes	Negative Impacts	Positive impacts
The whole community of South Ayrshire	No	Yes
People from different racial groups, ethnic or national origin.	No	Yes
Women and/or men (boys and girls)	No	Yes
People with disabilities	No	Yes
People from particular age groups for example Older people, children and young people	No	Yes
Lesbian, gay, bisexual and heterosexual people	No	Yes
People who are proposing to undergo, are undergoing or have undergone a process to change sex	No	Yes
Pregnant women and new mothers	No	Yes
People who are married or in a civil partnership	No	Yes
People who share a particular religion or belief	No	Yes
Thematic Groups: Health, Human Rights, Rurality and Deprivation.	No	Yes

**3. Do you have evidence or reason to believe that the policy will support the Council to:**

General Duty and other Equality Themes	Level of Negative and/or Positive Impact (high, medium or low)
Eliminate discrimination and harassment faced by particular communities or groups	No adverse impact identified. Low
Promote equality of opportunity between particular communities or groups	No adverse impact identified. Low
Foster good relations between particular communities or groups	No adverse impact identified. Low
Promote positive attitudes towards different communities or groups	No adverse impact identified. Low
Increase participation of particular communities or groups in public life	No adverse impact identified. Low
Improve the health and wellbeing of particular communities or groups	No adverse impact identified. Low
Promote the human rights of particular communities or groups	No adverse impact identified. Low
Tackle deprivation faced by particular communities or groups	No adverse impact identified. Low

**4. Summary Assessment**

<b>Is a full Equality Impact Assessment required?</b> (A full EIA must be carried out on all high and medium impact policies)		YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
<b>Rationale for decision:</b> This work does not directly impact on service delivery. If future work leads to amendments in policy then the need for a full Equality Impact Assessment will considered.			
Signed : .....Stewart Turner.....Head of Service			
Date: 4 November 2017		Copy to <a href="mailto:equalities@south-ayrshire.gov.uk">equalities@south-ayrshire.gov.uk</a>	



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **20mph Speed Limits in Scotland.**

## **Implementation Guide**

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## Introduction

The Scottish Government remains committed to making our streets safer and to the transformation of our towns and cities to ensure people are prioritised over motor vehicles. Increasing the options for people to walk, wheel or cycle when they make those everyday short journeys.

Managing the levels of vehicle speed is one of the biggest challenges faced in road safety. Many drivers do not recognise the risks involved with speeding and often, for them, the perceived advantages outweigh the perceived problems that can result from it. The speed of a vehicle directly influences the risk of a collision as well as the severity of injuries sustained, and the likelihood of death resulting from that collision.

We know, the average person, [is seven times more likely to die](#) if they are hit with a vehicle at 30 mph than they are at 20 mph. That is why the Scottish Government is committed to implementing 20 mph speed limits on those roads where it is appropriate to do so by the end of 2025.

[Scotland's Road Safety Framework to 2030 \(RSF2030\)](#) supports this commitment. It promotes a strong and strategic approach to creating a safe system, with [speed management](#) being a priority, as well as the subsequent 2022 Programme for Government commitment to “Roll out our national strategy for expanding 20 mph zones, with more roads and areas reducing their speed limits to 20 mph – making our streets feel safer and encouraging active travel”.

The strategy advocates a vision “Slower today for a safer tomorrow” and aims to reduce speed in our towns, cities, and villages by 2025, by implementing 20mph speed limits where appropriate.

## Setting speed limits based on Safe System principles

In 2023, 65% of all pedestrian casualties, 61% of all pedal cyclist casualties, 31% of all motorcyclist casualties and 30% of car casualties occurred on roads with a speed limit of 30 mph. In total, there were 2,794 casualties on roads with a speed limit of 30 mph or less.

The RSF2030 adopts the highly regarded international best practice 'Safe System' approach to road safety. The safe system principles recognise that people are fragile, and they will at times make errors which can lead to collisions; however, no one should die or be seriously injured on the road as a result.

One component of the safe system ["Safe Speeds"](#) aims to establish appropriate speed limits according to the features of the road, the function it serves, and the physical tolerance of those who use it.

20 mph schemes are a fitting example of the Safe System in action, they reduce speed and the risk of collisions occurring by providing more time for a driver to react to unexpected events and if the collision does occur at 20 mph it reduces the risk of causing death or severe injury inside and outside the vehicle.

Traditional approaches for setting speed limits have prioritised vehicular traffic flow and efficiency. Speed limits have been set using mean speeds together with accident rate and are usually considered in reaction to speed-related collisions on the road network. Newer approaches are based on the safe system survivable speeds and reflect the mobility needs of vulnerable road users, such as pedestrians and cyclists, as well as their levels of safety, prioritising people.

Reducing vehicle speeds in areas where the road user mix includes a high volume of vulnerable road users, such as pedestrians and cyclists, and on non-divided rural roads, is especially important.

Even small reductions in speed lower the risk of fatal and serious collisions.

Road safety is a shared responsibility amongst everyone, including those that design, build, operate and use the roads.

## The wider ambitions of lowering speed limits

Lowering speed limits to appropriate levels goes well beyond reducing collisions, saving lives, and preventing serious injuries for all types of road users; it also has a huge influence on many other objectives for societal well-being.

### Environmental benefits

Intense acceleration and deceleration are known to [cause greater emissions](#), increased noise nuisance and increased passenger discomfort, particularly if it is associated with rapid acceleration and deceleration. Slower and calmer driving reduces emission rates for carbon monoxide, volatile organic compounds and oxides of nitrogen, depending on the gear engaged and the level of driver acceleration/braking. [Vehicle speed was found to be a strong contributing factor to the degree of heavy metal contamination](#), such as cadmium, lead, zinc, and nickel, in road dust.

The largest source of noise in urban areas is [traffic-induced noise, which accounts for 80% of all communal noise sources](#). The [Beuhmann and Egger, 2017 study](#) in the UK, measured traffic noise and found that 30 km/h (19 mph) road speeds reduced acoustic energy levels by about half. Environmental noise has been linked to sleep disorders, heart disease, stress and, among children, decreased school performance, including decreased learning, lower reading comprehension, and concentration deficits.

### Health and Quality of Life

Lowering speed limits can also result in [broader health impacts](#). They can reduce the perception of road danger, which may encourage active mobility, namely walking and cycling for transportation which significantly enhances physical activity levels, leading to better physical health. [Using active mobility reduces the risk of more than 25 chronic diseases thus increasing longevity](#).

### Social Cohesivity and Community Severance

Lower speeds can improve accessibility and reduce the disconnection caused by roads that become urban barriers. Traffic levels and traffic speeds not only discourage walking and active mobility but limit social contact between residents on opposite sides of the road. In both urban and rural areas, such severance can prevent children from safely crossing from their homes to get to school or prevent safe travel between homes and nearby workplaces.

## Travel benefits

In many cases, lowering speed limits have been prevented because of fears that this measure will increase overall travel times and congestion. Research shows that any increases in travel times and congestion are negligible, [and in some cases, they can even be improved through reduced speed limits](#). It is often not understood that in many urban areas, average speeds are already significantly lower than the speed limit due to congestion. [The actual speeds in the top 25 most congested cities in the world are well below 30 km/h \(19 mph\)](#).

## Emerging effects around the world

### Edinburgh

Researchers from the University of Edinburgh worked with the City of Edinburgh Council in 2019 to [gauge the effectiveness of 20 mph restrictions](#). The study found that a reduction of not only speed but road traffic collisions was achieved across Edinburgh, even without extra traffic-calming measures and police patrols – making the scheme cost-effective. Similar evidence was found in the [20 mph speed limits in Bristol \(Bornoli, 2019\)](#).

### Netherlands / Norway / Finland

In the Netherlands in 1993, [an analysis of 150 30 km/h zones](#) without through traffic and with sufficient speed-reduction measures found an average decrease in the number of injury crashes of 22%.

Oslo in Norway and Helsinki in Finland have both deployed 30 km/h zones effectively as a key part of the success in reducing cyclist and pedestrian deaths to zero in 2019.

### Stockholm Declaration

The Stockholm declaration, 2020, was adopted by governments globally, calling to mandate a maximum road travel speed of 20 mph in areas where vulnerable road users and vehicles mix in a frequent and planned manner. Lower speeds in cities, towns and villages are internationally recognised as a key element in reducing road casualties. Speed limits affect everyone, not only motorists and their passengers but pedestrians, cyclists, and communities. As well as influencing safety and risk they can influence quality of life and the environment we live in.

### Spain

In May 2021, [Spain introduced a new speed limit of 30 km/h](#) on single-lane urban roads in towns and cities. A first evaluation of crash [data for the year 2021](#) compared with 2019 shows that the number of deaths in road crashes on urban roads has decreased by around 25%, which means 97 fewer deaths. The number of fatal pedestrian crashes went down by 32%. Regarding cyclists, the reduction was equal to 48%. These first results communicated by the General Traffic Directorate of Spain are very promising, and the impact of the 30 km/h urban speed limit across the country will be further assessed over time.

## The Road Assessment Criteria

From June 2022 Road authorities began assessing their 30 mph road network to ascertain roads which are appropriate for a lower speed limit of 20 mph. To apply a level of consistency when assessing their road network, the following road criteria was created and was used by all road authorities.

Identifying any of the following place criteria on a road with a speed limit of 30 mph will give an indication that the road is appropriate for a reduced speed limit of 20 mph. Several factors should be considered when making the assessment which include - but are not restricted to the following:

- 1) Is the road within 100 m walk of any educational setting e.g. Early years, primary, secondary, further & higher education.
- 2) 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 – 600 m.
- 3) Other key buildings which attract members of the public should also be considered.
- 4) Is the road within 100 m walk of an area of public interest such as a community centre, place of worship, sports facility (including playparks), hospital, GP, or health centre.
- 5) Does the composition of road users imply a lower speed of 20 mph which will improve the conditions and facilities for vulnerable road users and other mode shift. (build capacity by reflecting on future delivery plans such as active and sustainable travel, consider existing and future levels of vulnerable road users)
- 6) Will the road, surrounding environment and the community be improved by a lower speed limit of 20 mph e.g. quality of life, social cohesiveness, severance, noise, or air quality, active travel)

**Points to Note** - The presumption is that all 30 mph roads are appropriate for a lower speed limit of 20 mph. However, there will be some anomalies, where roads meet the criteria but are not appropriate and others which do not meet the place criteria but are appropriate for a 20 mph speed limit. This is where local knowledge and community feedback is key to setting the most appropriate speed limit for the environment.

In general, a road suitable to remain at 30 mph 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 400-600 m. The length adopted will depend on the conditions at or beyond the end points.

## National 20 mph speed limits Implementation

As part of the initial national 20 mph speed limit implementation phase road authorities have been considering the introduction of 20 mph speed limits indicated by speed limit signs, with no supporting speed reducing features.

Research has found, implementing sign only using a city/village wide approach may be more effective than implementing limits on specific streets as it encourages a more consistent [reduction in speed across a wider area](#) . This approach has demonstrated a higher reduction in speed and may also contribute to changing travel and driving behaviour positively in the longer term.

The use of Temporary Traffic Road Orders (TTRO) to implement 20 mph speed limits, has allowed 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 month. During this period, a measured and informed decision can then be made as to whether the 20 mph speed limit can be refined or modified in terms of:

- Reducing or shifting the extents of the speed limit in length.
- Considering speed management measures to aid better compliance; or used as an opportunity to implement local plans that are complemented by the lower speed limit, such as active travel measures.
- Evidencing or accepting that the road is not appropriate and reverting to a speed limit of 30 mph either partially or in full.

In addition, some road authorities have already carried out sufficient assessments and are able to implement 20 mph speed limits on a permanent basis with a Traffic Road Order (TRO).

Ultimately it will be for each road authority to determine which roads on their network should be subject to a 20 mph speed limit and to decide how best to give effect to this by way of orders made under section 84 and section 88 of the [Road Traffic Regulation Act 1984 \(legislation.gov.uk\)](#).



## Communications

A comprehensive and early formal / informal consultation of all those who may be affected by the introduction of a 20 mph scheme is an essential part of the implementation process.

Taking all, who may be affected, along on a journey has been found to be effective in gaining support. This needs to include residents, all tiers of local government, the police and emergency services, public transport providers and any other relevant local groups (including for example, groups representing pedestrians, cyclists, drivers, or equestrians).

[Research was undertaken](#) by the SG (Scottish Government) Marketing and Insights Team to establish [a communication toolkit](#) which can be used to promote a behaviour change. The toolkit has been developed and shared with all road authorities alongside a [FAQ](#) to assist with public enquiries.



Figure 1 - 20 mph campaign asset for social media

## Enforcement

Implementing 20 mph speed limits in a pragmatic and measured way allows for appropriate roads to be monitored and evaluated on their effectiveness and it helps to identify if the road is credible and self-enforcing which will reduce the need for police enforcement.

It is recognised that after a period of monitoring, the speed on some roads may need to be refined or modified, either in length or with additional speed management measures, to create suitable self-enforcing roads.

Any changes should continue to be monitored, and where compliance levels are not at an acceptable level, or local knowledge suggest the road is not appropriate, consideration should be given to reverting to a 30 mph speed limit, in part or full, if necessary.

The position of Police Scotland in respect of the enforcement of 20 mph aligns with the enforcement activity criteria for all published speed limits, contained within the Speeding Standard Operating Procedure which states “deployment of resources must prioritise sites which represent the greatest risk and should only be undertaken where considered necessary and in the interests of casualty reduction.”

## Legislative Requirements

To manage compliance, it is important the limit is signed correctly and consistently. Road authorities must ensure speed limits meet the legislative process and the requirements of the [Traffic Sign Regulations General Directions \(TSRGD\) legislation](#).

Any new limit should also be accompanied by publicity and communications.

The TSRGD and the [Traffic Signs Manual](#) should be used by road authorities to determine the use, placing and positioning of signs.

## Implementing 20 mph Speed Limits – Sign Only

20 mph speed limits do not require traffic calming. They are like other local speed limits. The full requirements for the establishment of a 20 mph limit is set out in [The Traffic Signs Regulations and General Directions 2016 \(legislation.gov.uk\)](#) and the [Traffic Signs Manual](#)

## Repeaters – 20 mph Limit

The TSRGD (2016) [removes the requirement for a minimum of one repeater sign](#) to be placed within a 20 mph speed limit. It is for road authorities to determine how many repeater signs are needed and where they should be placed, taking cognisance of the [Traffic Signs Manual Chapter 3](#) ensuring there are sufficient repeater signs placed to inform road users of the speed limit in force.

**Point to Note** - When lit roads have a speed limit other than 30 mph, repeater signs can assist road users to understand the limit of the road and assist with compliance.

## 20 mph Zone into a 20 mph Speed Limit

Signs must be provided at each [entrance to the zone](#), even where the adjacent speed limit is 20 mph speed limit (without traffic calming features). The lower panel may be varied or omitted, but the speed limit roundel in the upper panel must not be varied to any other speed limit. Normally only one sign is likely to be needed, particularly where the zone commences in a side road at a junction.

Where the [adjacent speed limit is 20 mph](#) adjacent speed limit is 20 mph (without traffic calming features), the sign is replaced by a 20 mph terminal sign.

## 20 mph Speed Limit - Zones

20 mph zones are different from a 20 mph limit as they require traffic calming. The full requirements for the establishment of a 20 mph zone is set out in detail in the [TSRGD](#) and the [Traffic Signs Manual](#).

In Scotland, 20 mph should be the standard speed limit in the vicinity of schools. The actual route to school should also be considered for 20 mph speed limits / zones as very few pupils live on the street the school is located, broadening 20 mph zones or speed limits will enable a safer journey to and from school.

**Point to note** – Speed cushions / humps encourage the braking and acceleration of vehicles which can lead to an increase in noise nuisance, increased passenger discomfort and raise pollution levels, both exhaust and particulate.

The design of a 20 mph zone should ensure, as far as possible, that engineering measures take account of all road users, ensuring hazards are not created for vulnerable road users, particularly those people with a visual or mobility impairment.

## Variable/Part Time Limits

Variable speed limits are those which lower the limit to 20 mph according to the time of day as specified in a speed limit order. The requirements for variable message signage are outlined in [The Traffic Signs Regulations and General Directions 2016 \(legislation.gov.uk\)](#).

## Advisory 20 mph limits

SEDD Circular No. 6/2001 gave guidance on the situations in which it was appropriate to implement an advisory 20 mph maximum speed. Advisory maximum speeds were originally designed to be used in self-enclosed residential areas with little or no through traffic. Road authorities should be introducing mandatory limits or speed limit zones, as appropriate, in these areas rather than advisory ones.

## Monitoring and evaluation of sign only 20 mph speed limit.

The monitoring and evaluation of any speed limit / speed management intervention is vital to determine whether it works, to adapt it if necessary, and to provide evidence for continuing support at the level of decision makers, key stakeholders, and the public.

Monitoring and evaluating will not only provide feedback on the effectiveness but will also help to determine whether a speed limit / speed management intervention is appropriate, whether there are any problems with its implementation and support, and whether there are any ongoing issues that need to be resolved before any further intervention is implemented.

It is important to plan for evaluation early in the design process to allow a baseline to be created.

### **For the monitoring and evaluation of the speed limit it is recommended to:**

- a) Determine the aim and outcomes of the evaluation and consider other data that can be monitored such as levels of walking and cycling, air quality, decrease in traffic flow etc.
- b) Conduct a “before implementation” speed analysis to create a baseline.
- c) Run the speed analysis throughout the entire day over a seven-day period across all selected sites.
- d) Conduct at least two “post implementation” speed analysis to be collected at approximately 3 months apart, or as appropriate.
- e) Ensure consistency in measurement by monitoring the same sites to gain an equivalent comparison.
- f) Write and disseminate a monitoring and evaluation report for committee or public.
- g) Use results to plan or promote interventions or speed management measures.
- h) Monitor the speed of the newly introduced speed management intervention and repeat as above.

### **The suggested data to be collected:**

- a) Traffic volume
- b) Traffic classification (Car/Van/HGV)
- c) 85<sup>th</sup> percentile speed
- d) mean speed.
- e) Using 3 speed bins of vehicles travelling at or below 0-25 mph, between 25–30 mph, above 30 mph

## Measurement for action

**0-25 mph** - Average speeds at or below 25 mph will be assumed to be at a level where no speed management interventions are required – The speeds should be continued to be monitored for any deviations in future.

**26-30 mph** - Average speeds between 25-30 mph will indicate that softer speed management measures should initially be considered or a reduction/shift in it extents. Once implemented, monitored again and refined further is necessary.

The measures used will depending on the road environment, for instance:

- Gateway features (such as red surfacing, “dragon’s teeth,” countdown signing)
- Adding repeater signs or increasing the number of repeater signs - Carriageway roundels may be used; however, these can be difficult to remove if the 20mph limit is not made permanent.
- Additional road markings to emphasise road features or reduce carriageway widths, such as middle lane hatching, white line cycle lanes.
- Vehicle activated signs.
- Consider your wider delivery plans – do they include active travel measures which can be added to reduce width or road.
- Liaising with Police Scotland to consider if enforcement on a local level can be deployed.

**Above 30 mph** - Average speeds of above 30 mph will indicate that speed management measures are required to change the road environment to achieve better speed compliance. Consider using softer features initially, such as road markings or a reduction/change in the extent of the speed limit. Any change should be monitored before moving on to more physical engineering measures which will help to evidence the reason for change.

As all roads have been pre assessed as being appropriate for a speed limit of 20 mph, if not reaching a desired level of speed compliance, it is expected that feasible speed management measures should be exhausted wherever possible, or a reduction/change in the speed limit extents, before any consideration to return them, either in full or partially, to the previous speed limit of 30mph unless other evidence suggests the road is not appropriate.

## Longer Term Monitoring and Evaluation

Both the collision history and speed analysis are important factors to monitor over a longer period.

For collision history, to gain an appropriate level of data, an evaluation should not be conducted until at least 1 year of post installation data is available. It is desirable to have 3 years of collision data to provide a larger sample size and a more realistic indication of outcomes.

For speed analysis, although the initial speeds will be monitored as early as possible and evaluated to give early indications on the levels of compliance, the recommended period for a speed analysis after a major engineering change (e.g. a new speed limit or road design element) is 1 year. Waiting a full year will allow motorists to get acclimatised to the new treatment and environment and will allow it to be encountered in all types of weather conditions.

## **Communicating results**

Once an evaluation is complete, it is important to provide feedback to key stakeholders and the public, even if results were not particularly good.

While a speed management intervention may have succeeded in achieving its objectives, it is still helpful to examine and discuss what worked well and why. If the intervention has not been successful, it is important to share this with others so that weaknesses or relevant issues are considered in similar interventions, including whether to introduce such interventions in the future.

Findings should be analysed and it should be considered whether they demonstrate any tangible benefits, problems to be rectified or elements to be abandoned. Moreover, the evaluation could discover unexpected side-effects of the interventions, both positive and negative. These should be considered in the further development of interventions.

## Speed Management Interventions

Following the introduction of signs, repeaters and roundels when implementing 20 mph speed limits, if the desired reduction of speed is not being reached, speed management interventions can be considered.

Depending on the geographical area, the types and mix of road users, a mixture of interventions may be required to make speed management successful. Simple and sustainable road engineering measures such as lane-narrowing, refuge islands and medians are highly effective – especially for low to moderate speed environments in cities, towns, and villages. There are many interventions to reduce speeds and manage traffic as demonstrated in the City of Edinburgh [Street Design Guidance](#)

A mixture of examples are below:

### Lane narrowing

Wider roads allow drivers to select higher travel speeds. This may be because the perceived margin for error is greater. [So, narrower lane widths tend to slow traffic speeds](#). Narrowing the roadway for vehicles will therefore assist speed reduction in a particular area. Even narrowing the perceived lane width can achieve slower speeds. This can be done with painted markings on the road.

### Refuge islands and kerb extensions

Refuge islands and medians can provide a staged crossing point for pedestrians and simplifying decision-making. Kerb extensions can also improve pedestrian safety by reducing the crossing distance and the area and time in which pedestrians are at risk. This is particularly helpful for older or disabled pedestrians who may have difficulty choosing a safe gap in traffic at a crossing point. [These interventions also result in narrower lanes, thereby contributing to lower speeds](#)

### Roundabouts

Roundabouts are effective in reducing the severity of crashes at an intersection because they require traffic to deviate from a straight path and therefore slow down to undertake the manoeuvre. The reduced speeds and direction of travel can result in reduced collision severity.



## Repeater Signs

TSRGD 2016 removes the requirement for a minimum of one repeater sign to be placed within a 20 mph limit. It is for road authorities to decide how many repeater signs are needed and where they should be placed, taking cognisance of Chapter 3 of the Traffic Signs Manual ensuring there are sufficient repeater signs placed to inform road users of the speed limit in force.

## Gateway treatments at entrances to towns and villages

Gateways are devices used to mark a threshold – usually to a village or higher risk location on the road – where lower speeds are required from drivers. Gateways rely on highly visible vertical treatments to capture driver/rider attention and usually include:

- large signs conveying the message that it is an entry to a location where pedestrians and other vulnerable road users are about to be encountered in greater numbers;
- pavement markings to narrow the perceived width of the carriageway, including painted central medians, for a short distance at least;
- large speed limit signs showing the lower speed limit that applies;
- other pavement markings to indicate clearly that a threshold is being crossed into a different environment;



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