

SCOTTISH BORDERS COUNCIL



Default 20mph

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Spaces for People and 20mph Timeline

- June 2020 agreement to trial 20mph across all roads
- Application to Sustrans Spaces for People for £1.2M
- Baseline surveys at 125 locations by Tracsis September 2020
- 5 October to 18 December 2020 roll out of 20mph speed limits simultaneously across all areas to 97 settlements
- Survey 2 December 2020 to January 2021
- January to May 2021 erection of Variable Message Signs
- Survey 3 February to April 2021
- Survey 4 June 2021
- Additional trunk road survey August/Sept 2021
- December 2021 Report to Council on recommendations for permanence



Inventory and Admin for 97 Settlements

- 4400no 20mph repeater and terminal signs, 20mph patches
- 16,055no brackets, clamps, banding and clips
- 800no Advanced warning signs and A frames,
- 2000no sandbags
- Line markings
- Variable Message Signs
- Temporary Traffic Regulation Orders
- Maps
- Plans
- Updates
- Contractors and Sub contractors
- Procurement
- Finance
- 125 survey locations 4 times

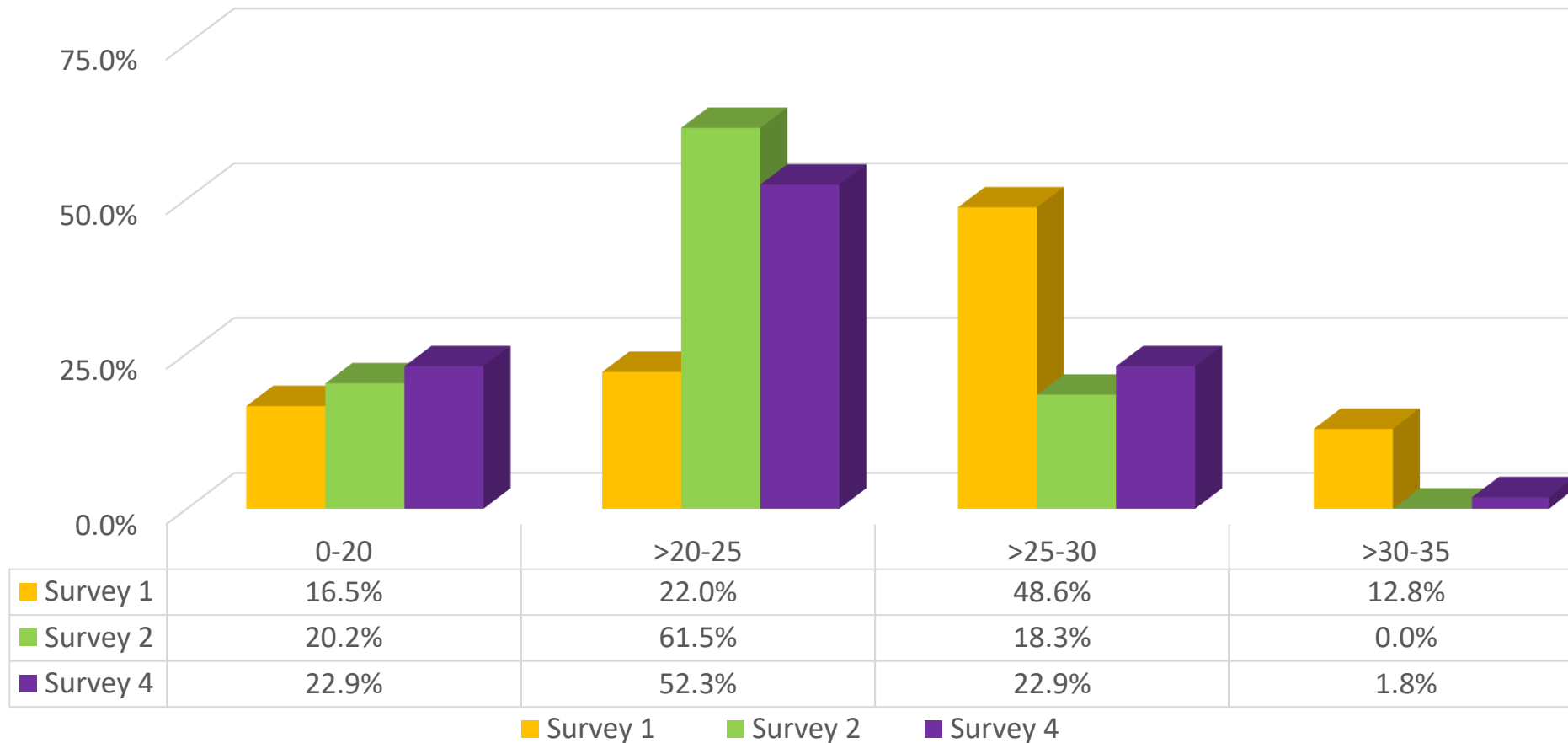


Partners and Evaluation Group

- Sustrans
- Transport Scotland
- Edinburgh Napier University Transport Research Institute
- Police Scotland
- BEAR Scotland (trunk roads)
- Wyllie Lodge RS Auditors
- West Lothian, East Lothian and Argyll and Bute Councils
- Tracsis- data collection and analysis
- Coeval and Mallatite– variable message sign suppliers



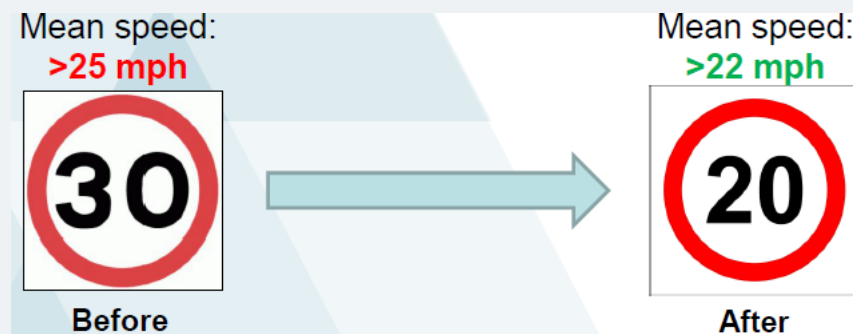
Speed survey results 1vs2v4





Napier Findings

- Significant speed reductions after the introduction of the 20 mph speed limit
- The extent of reductions is observed to be greater in locations having higher mean speeds pre-intervention
- Numerous statistical tests have been conducted showing that speed changes are indeed statistically significant with greater than 95% level of confidence for most locations





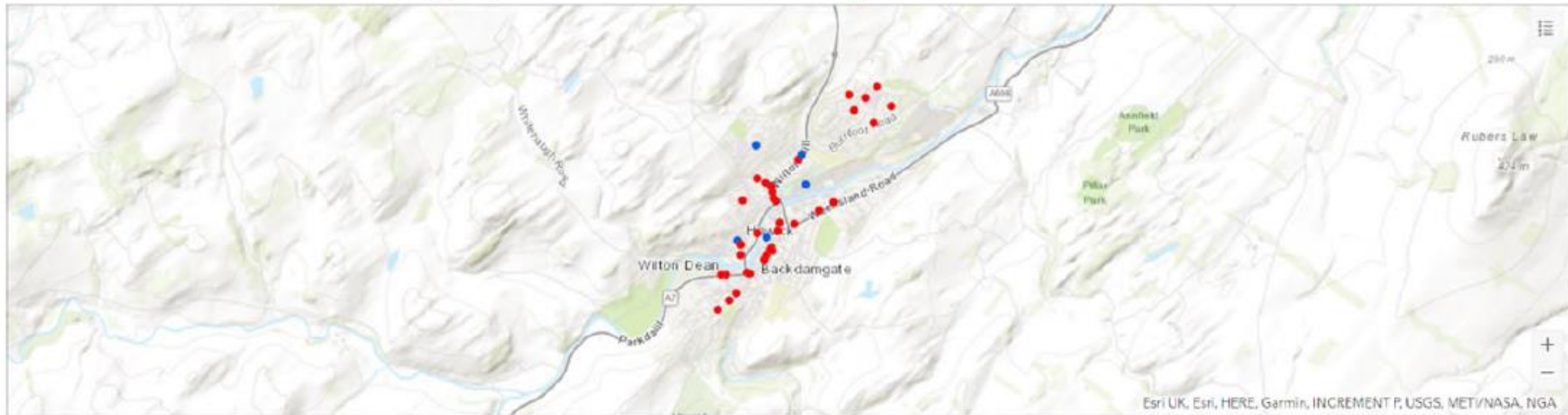
Public Consultation Feedback Examples

- Hardly any children get hit by cars so why bother?
- Increased fuel costs
- Increased emissions
- Cars set up not geared to drive at 20mph
- Increased congestion
- Lack of enforcement
- Should only be around schools and residential areas
- Waste of money that should be used to fill potholes
- Great, feel much safer when out walking and cycling
- Didn't like it to start with, but do now
- Easier to emerge from junctions
- Less noise
- A child hit at 20mph will be more likely to survive
- Much easier to cross roads
- Safer for everyone
- No confusion and wondering what the speed limit is



Decision Making

Pedestrian and Cyclists Injury Accidents Recorded by Police Scotland 2010 to 2019



Accidents Involving Pedestrians

36

Accidents Involving Cyclists

6

Number of Vehicles Involved

49

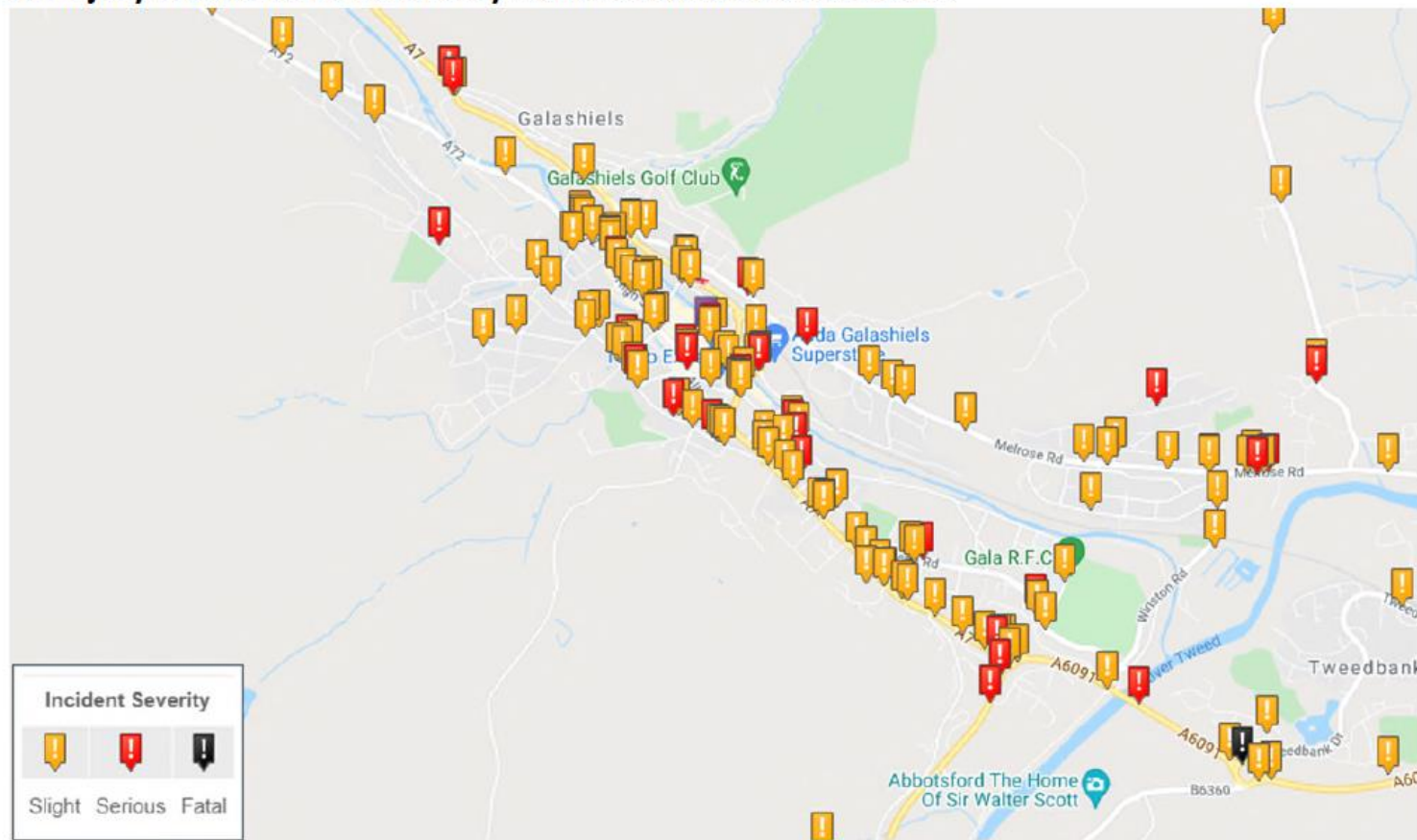
Total Number of Casualties

44

Crash data



All Injury Accidents Recorded by Police Scotland 2010 to 2019





Default 20mph Speed Limit

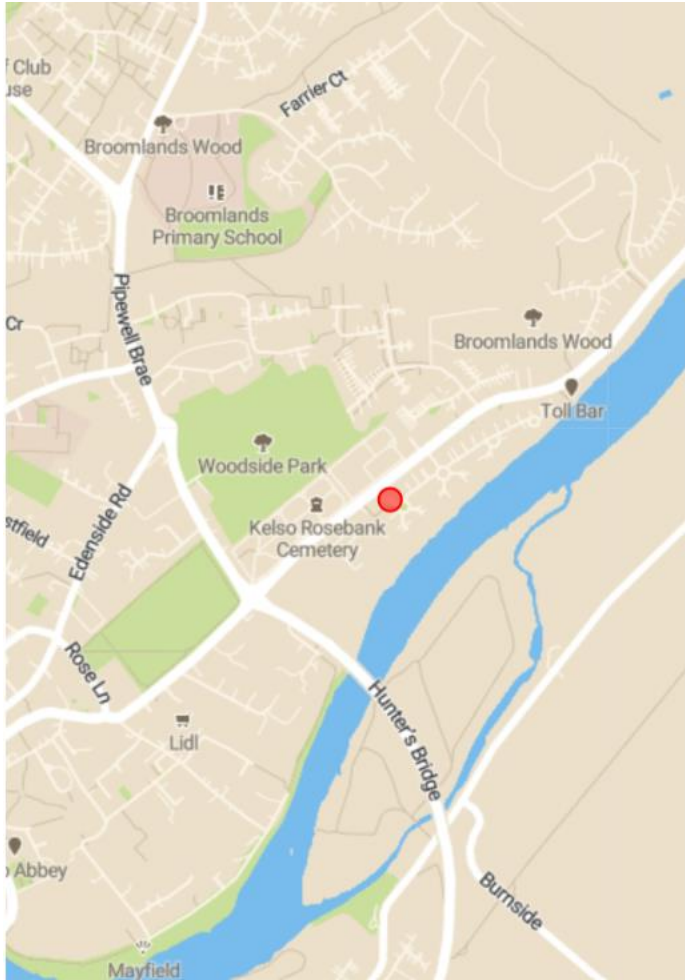
- 20mph default with limited exceptions
- Few house frontages on both sides on periphery of settlements
- Where 20mph is particularly uncomfortable and not apparent
- Reduce driver confusion over 20/30/40mph
- Limited buffers
- Countdown markers
- Signing only so far accepted by drivers with more incremental measures to follow such as lining, signing and gateway treatments



Benefits

- Reduced speeds
- Opportunities for more active travel
- Likelihood of injury severity reduced
- Legacy items from £1.2M within grant terms and conditions
- Electronic variable message signs
- Tracsis Power Bi public and internal sites for transparency
- Tracsis raw data to Napier for analysis to bridge gap in research

Kelso Coldstream Road



| | <div>30</div> | <div>20</div> | <div>20</div> | <div>30</div> |
|-------------|---------------|---------------|---------------|---------------|
| Time | Survey 1 | Survey 2 | Survey 3 | Survey 4 |
| 08:00-09:00 | 30.7 | 21.9 | 23.2 | 27.9 |
| 15:00-16:00 | 29.5 | 21.6 | 22.4 | 27.4 |
| 06:00-22:00 | 29.9 | 22.0 | 22.9 | 27.6 |
| 06:00-24:00 | 29.9 | 22.0 | 23.0 | 27.6 |
| 07:00-19:00 | 29.8 | 21.8 | 22.8 | 27.5 |
| All Day | 30.0 | 22.1 | 23.0 | 27.7 |

| Difference between Survey 2 and Survey 1 baseline | | | |
|---|------|-------|---|
| Time | Diff | %Diff | |
| 08:00-09:00 | -8.8 | -28.7 | ↓ |
| 15:00-16:00 | -7.9 | -26.8 | ↓ |
| 06:00-22:00 | -7.9 | -26.4 | ↓ |
| 06:00-24:00 | -7.9 | -26.4 | ↓ |
| 07:00-19:00 | -8.0 | -26.8 | ↓ |
| All Day | -7.9 | -26.3 | ↓ |
| (00:00 - 24:00) | -7.9 | -26.3 | ↓ |
| (07:00 - 19:00) | -8.0 | -26.8 | ↓ |

| Difference between Survey 3 and Survey 1 baseline | | | |
|---|------|-------|---|
| Time | Diff | %Diff | |
| 08:00-09:00 | -7.5 | -24.4 | ↓ |
| 15:00-16:00 | -7.1 | -24.1 | ↓ |
| 06:00-22:00 | -7.0 | -23.4 | ↓ |
| 06:00-24:00 | -6.9 | -23.1 | ↓ |
| 07:00-19:00 | -7.0 | -23.5 | ↓ |
| All Day | -7.0 | -23.3 | ↓ |
| (00:00 - 24:00) | -7.0 | -23.3 | ↓ |
| (07:00 - 19:00) | -7.0 | -23.5 | ↓ |

| Difference between Survey 4 and Survey 1 baseline | | | |
|---|------|-------|---|
| Time | Diff | %Diff | |
| 08:00-09:00 | -2.8 | -9.1 | ↓ |
| 15:00-16:00 | -2.1 | -7.1 | ↓ |
| 06:00-22:00 | -2.3 | -7.7 | ↓ |
| 06:00-24:00 | -2.3 | -7.7 | ↓ |
| 07:00-19:00 | -2.3 | -7.7 | ↓ |
| All Day | -2.3 | -7.7 | ↓ |
| (00:00 - 24:00) | -2.3 | -7.7 | ↓ |
| (07:00 - 19:00) | -2.3 | -7.7 | ↓ |

Peebles A72



| | <div>30</div> | <div>20</div> | <div>20</div> | <div>20</div> |
|-------------|---------------|---------------|---------------|---------------|
| Time | Survey 1 | Survey 2 | Survey 3 | Survey 4 |
| 08:00-09:00 | 30.3 | 22.9 | 23.6 | 23.6 |
| 15:00-16:00 | 28.8 | 23.4 | 24.1 | 23.3 |
| 06:00-22:00 | 30.1 | 24.0 | 24.5 | 23.9 |
| 06:00-24:00 | 30.1 | 24.0 | 24.5 | 23.9 |
| 07:00-19:00 | 29.9 | 23.7 | 24.2 | 23.6 |
| All Day | 30.2 | 24.1 | 24.6 | 24.0 |

| Difference between Survey 2 and Survey 1 baseline | | | |
|---|------|-------|---|
| Time | Diff | %Diff | |
| 08:00-09:00 | -7.4 | -24.4 | ↓ |
| 15:00-16:00 | -5.4 | -18.8 | ↓ |
| 06:00-22:00 | -6.1 | -20.3 | ↓ |
| 06:00-24:00 | -6.1 | -20.3 | ↓ |
| 07:00-19:00 | -6.2 | -20.7 | ↓ |
| All Day | -6.1 | -20.2 | ↓ |
| (00:00 - 24:00) | -6.1 | -20.2 | ↓ |
| (07:00 - 19:00) | -6.2 | -20.7 | ↓ |

| Difference between Survey 3 and Survey 1 baseline | | | |
|---|------|-------|---|
| Time | Diff | %Diff | |
| 08:00-09:00 | -6.7 | -22.1 | ↓ |
| 15:00-16:00 | -4.7 | -16.3 | ↓ |
| 06:00-22:00 | -5.6 | -18.6 | ↓ |
| 06:00-24:00 | -5.6 | -18.6 | ↓ |
| 07:00-19:00 | -5.7 | -19.1 | ↓ |
| All Day | -5.6 | -18.5 | ↓ |
| (00:00 - 24:00) | -5.6 | -18.5 | ↓ |
| (07:00 - 19:00) | -5.7 | -19.1 | ↓ |

| Difference between Survey 4 and Survey 1 baseline | | | |
|---|------|-------|---|
| Time | Diff | %Diff | |
| 08:00-09:00 | -6.7 | -22.1 | ↓ |
| 15:00-16:00 | -5.5 | -19.1 | ↓ |
| 06:00-22:00 | -6.2 | -20.6 | ↓ |
| 06:00-24:00 | -6.2 | -20.6 | ↓ |
| 07:00-19:00 | -6.3 | -21.1 | ↓ |
| All Day | -6.2 | -20.5 | ↓ |
| (00:00 - 24:00) | -6.2 | -20.5 | ↓ |
| (07:00 - 19:00) | -6.3 | -21.1 | ↓ |



20mph road to permanence.....

- Additional incremental road safety interventions
- Study into driver behaviour and activation threshold/display on VAS
- Continue to promote active travel opportunities from 20mph
- Legal TRO process for permanent 20mph and limited 40mph
- Work with evaluation group and TS in particular on trunk routes
- Ongoing monitoring and evaluation longer term
- Transport Scotland Road Safety Framework integration