

The background of the slide features a large, light blue outline of the Seal of the City of Anchorage. The seal is a shield-shaped emblem. At the top is a crown with four points, each adorned with a stylized flower. The shield is divided into four quadrants: the top-left shows a ship, the top-right shows a moose head, the bottom-left shows a ship, and the bottom-right shows an eagle. A banner at the bottom of the shield contains the text "ANE FOR A".

Agenda Item 6

20mph Speed Limit Update, Pilot & Phase 1 Plan

Falkirk Council

Title: 20mph Speed Limit Update, Pilot & Phase 1 Plan.
Meeting: Executive
Date: 05 March 2024
Submitted By: Director of Place Services

1. Purpose of Report

- 1.1 The purpose of this report is to update Members on progress regarding the introduction of 20mph speed limits and to seek approval to introduce 20mph pilot schemes.
- 1.2 This proposal supports the strategic priority “Supporting stronger and healthier communities” as well as “Supporting a thriving economy and green transition” as set out in the Council Plan 2022-2027.

2. Recommendations

- 2.1 The Executive Committee is asked to agree to introduce a 20mph pilot scheme at Airth, followed by the proposed Phase 1 at 16 settlements as detailed in this report.

3. Impact on Climate Change Targets

- 3.1 At this stage, the recommendations in this report do not significantly impact the Council's climate change ambitions. However, the Scottish Government's intention to implement 20mph as the 'default' speed limit on urban roads would have a positive impact on the Council's climate targets and obligations.
- 3.2 An evaluation of 20mph zones in London, carried out by Imperial College, showed slowing traffic had no net negative impact on exhaust emissions. However, in 20mph zones vehicles moved more smoothly, with fewer accelerations and decelerations, than in 30mph zones. This smoother driving style reduces particulate emissions from tyre and brake wear.
- 3.3 Edinburgh Council's analysis during their 3-year post roll out review also noted that Nitrogen Dioxide (NO₂) decreased in the majority of 20mph areas.
- 3.4 Transport is the largest national contributor to carbon emissions and forms a priority area for Scottish Government in the target to reach Net Zero by 2045.
- 3.5 Lower speed limits would make more sustainable forms of travel, such as walking, wheeling and cycling a much more attractive option, especially for short journeys, promoting place-making and encouraging an increase in biodiversity.

- 3.6 The positive impacts for sustainability relate to the principle that places are for people rather than vehicular traffic. Reducing speeds on our roads helps to create streets which are shared more equally between different road users. It also helps to create a safer environment, encouraging people to walk, cycle and enjoy their neighbourhoods.
- 3.7 Williams, D., North, R. 2013. An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in Central London provided the following conclusions;
- It would be incorrect to assume a 20mph speed limit would be detrimental to ambient local air quality, as the effects on vehicle emissions are mixed
 - It is accepted that lower speed limits impacts on brake and tyre wear emissions resulted in lower demand for power at lower speed limits which is likely to be beneficial to emissions of this type.
- 3.8 One of the main aims of 20mph speed limits nationally is to encourage a modal shift in the transport hierarchy. This would see a long-term reduction of emissions as people choose other modes of transport such as cycling or public transport. Evidence from previous pilots in Scotland indicate that when people feel safer, they are more likely to walk & cycle.

4. Background

- 4.1 At its meeting on 18 January 2022, the Executive Committee agreed to implement 20mph speed limits in all town and most village centres as a first step, and to then proceed with a phased approach to the introduction of 20mph restrictions across the road network. However, in early July 2022, Transport Scotland wrote to all Local Authorities advising of its intention to develop a National Strategy for 20mph speed limits and requested all local authorities undertake an assessment of their existing road network, to be completed by the end of March 2023 using Place Based criteria. Two options were under consideration from Transport Scotland for implementation. Option 1 was to introduce secondary legislation to default 30mph restricted roads to a speed limit of 20mph. Option 2 was to support local authorities to expand 20mph speed limits on their road network where they deem appropriate.
- 4.2 Identifying any of the following place criteria will help to indicate the 30mph roads which are considered appropriate for potential alteration to 20mph. The roads which remain at 30mph will typically be on A & 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 400-600m. The length adopted will depend on the conditions at or beyond the end points;
- A) Is the road within 100m walk of any educational setting (e.g. primary, secondary, further & higher education)

- B) 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 400-600m. Other key buildings should also be considered such as a church, shop or school.
- C) Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre.
- D) Does the composition of road users imply a lower speed of 20mph which will improve the conditions and facilities for vulnerable road users and other mode shift. (Reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users.)
- E) Will the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise or air quality) be improved by implementing 20mph speed limits.

- 4.3 The road assessment required Local Authorities to review existing 20mph and 30mph speed limits against given criteria, the outcome of which would inform future policy and guidance on 20mph speed limits and ensure that a consistent approach is taken in their implementation across Scotland. The National Strategy aims for all appropriate roads in built-up areas to have a speed limit of 20mph by the 31st December 2025.
- 4.4 In response to the assessment requested by Transport Scotland, the Executive considered a further report at its meeting on 6 December 2022. The Executive noted that Transport Scotland was gathering information from Local Authorities with respect to 20mph speed limits and agreed that implementing the Council's proposed 20mph speed limits in town centres and villages should be deferred until new guidance on 20mph speed limits was issued.
- 4.5 Officers completed the assessment requested by Transport Scotland and returned the results in Spring 2023. The outcome of the road assessment will assist in the decision-making process and will be used to inform policy, guidance and Ministerial updates.
- 4.6 At its meeting on 1 March 2023, Falkirk Council allocated £0.5m to fund works to allow 20mph speed limits to be introduced. Given the uncertainty surrounding the Scottish Government's route to implementing 20mph limits across Scotland, Officers considered that a pilot 20mph scheme would provide useful information that could be used in any future consultation with the Scottish Government and will help shape the proposals for any permanent implementation.
- 4.7 Falkirk Council Officers then attended a 20mph conference on 7 December 2023 in the City Chambers, Edinburgh. The Cabinet Minister for Transport spoke about 20mph roll out, and the plan to take forward Option 2 as noted in 4.1. Transport Scotland were also in attendance and confirmed there would be no further criteria developed for areas that 'may' require traffic calming. It is envisaged that Local Authorities will utilise their assessed road network against current criteria and implement on appropriate roads.

- 4.8 The introduction of 20mph speed limits is not created to be a major road safety scheme. The scheme is a part of the fundamental change in the way society choose our priorities such as people before cars. It is intended to make communities safer, improve health & wellbeing and reduce noise pollution. Falkirk Council is currently updating a Road Safety Plan for the Local Authority which will be published in 2024/25, and this will provide evidence on how road safety schemes are prioritised.

5. Considerations

- 5.1 Following the assessment of the full Falkirk Council urban road network, Table 1 shows a high-level cost estimate of the potential phases for the implementation of 20mph speed limits across the Council area.

Phase	Description	Cost Estimate
Signs only	20mph signage at required locations	£1.2m
Speed reduction	Traffic calming measures (if required)	£21m

Table 1: High-level Cost Estimates for Implementing 20mph Speed Limits

Proposed Pilot & Phase 1

- 5.2 Officers undertook work to determine potential locations and extents against a range of criteria. The intention of the pilot is to gather data using before and after vehicle surveys to determine the effectiveness of introducing 20mph speed limits on roads with differing characteristics.
- 5.3 The pilot scheme will consist of 20mph signs initially, this approach is consistent with Transport Scotland's intention. Additional measures may be introduced during the pilot scheme depending on results of the monitoring.
- 5.4 The pilot scheme will be introduced using a Temporary Traffic Regulation Order (TTRO) which can be set for a maximum of 18 months. The TTRO will allow Officers to monitor the impact and suitability of the 20mph limits before a decision on whether to make the order permanent or revert to the previous speed limit is proposed. During this period, further public consultation will be undertaken to gather feedback and gauge public opinion on the 20mph speed limit which will be considered when determining the most appropriate permanent proposals.
- 5.5 To gauge speeds, vehicle surveys will be arranged prior to implementing the scheme and shortly after signs have been erected. Further surveys will be as per Table 2. It is anticipated results from the survey will demonstrate a reduction in vehicle speed.
- 5.6 The criteria used to identify the preferred pilot sites were;
- a) the proposed location should be on an 'A' class road;
 - b) a part-time 20mph speed limit should be in operation along the route;
 - c) Residential & retail premises should exist at the location

Previous speed surveys, accident statistics, Annual Average Daily Traffic (AADT) and geometrical analysis were reviewed across the area subjectively.

- 5.7 Having assessed all towns and villages in the Falkirk Council area against the above criteria, with the preferred site identified as Airth as justified below. (*Appendix B*).
- 5.8 It is proposed to implement a pilot scheme at Airth to provide optimal monitoring alongside efficient use of resources involved. Within Airth, all the criteria are met and we have the ability to introduce the pilot scheme to the full village as there are minimal entrances & exits to the village. The area to the South from the Pow Burn has an existing 30mph speed limit, with minimal frontage and will provide useful data with regards to the speed surveys during the pilot. It also provides a differing speed limit change from the North, coming from a derestricted A class road, into a relatively new 40mph limit. Airth also offers zero abortive works if the pilot scheme was to be introduced permanently.
- 5.9 The pilot will be rolled out in a systematic manner with the installation of 20mph signage firstly. It is then envisaged that road markings of 20mph roundels will be considered after survey collation, dependent on mean speeds. All surveys and any further measures such as roundels will be carried out as part of the pilot and fully funded within existing finances. The proposed timeline is as follows;

Date	Action
Early April 2024	Data collection to provide baseline speed/traffic data
Late April 2024	Progress 20mph signage across Airth through TTRO process with speed surveys a couple weeks later
April 2024	Collation of speed survey data
July 2024	Speed survey to determine current status & consideration of 20mph roundels on carriageways
October 2024	Collation of speed survey data & further public consultation

Table 2: Pilot Scheme Programme

- 5.10 It is Transport Scotland's objective to implement a national 20mph signs only project by 2025, which we have aligned our timeline for the pilot.

Phase 1

- 5.11 After implementation of our pilot scheme in Airth, we would propose a Phase 1 roll out of 'quick win areas'. There are currently 16 areas within the Falkirk Council boundary that we would consider to be included in Phase 1.

Date	Action
September 2024	Data collection to provide baseline speed/traffic data & public consultation within settlements involved
October 2024	Progress roll out of 20mph signage across Phase 1 areas and TTRO process
August 2025	Speed/traffic data one year after implementation
April 2026	Completion of TTRO and area made permanent/reverted

Table 3: Phase 1 Programme

5.12 Phase 1 will include for the following settlements;

Allandale, Avonbridge, Blackness, California, Dunmore, Fankerton, Glen Village, Limerigg, Muirhouses, Shieldhill, Skinflats, South Alloa, Standburn, Stoneywood, Torwood & Whitecross.

- 5.13 Our quick wins have been based on small settlements which can easily be updated to 20mph with minimal work as there are only 2 or 3 entry/exit routes to the area. The implementation of the pilot in Airth and the quick wins will allow the team time to analyse the areas which are complex to determine exact start and end points for the Temporary Traffic Regulation Orders (TTRO) of 20mph.
- 5.14 After the implementation of Phase 1 (as per 5.4) is complete in each settlement, it is envisaged that the work to analyse and conclude the extents of the Phase 2 areas, 31 which are considered more complex and could take up to 12 months. This would likely conclude 20mph speed limits prior to the end of 2025, in line with Transport Scotland's target.
- 5.15 It is considered that requesting Police Scotland to monitor speeds in any pilot areas could be counterproductive and would not provide a true reflection on driver behaviour change. That said, Falkirk Council will consult and engage with Police Scotland, as well as all other relevant stakeholders, throughout the duration of any future proposals.
- 5.16 As stated in 4.8 Falkirk Council's Engineering Design Unit are currently updating Falkirk's Road Safety Plan which will include 20mph speed limits to align with Scotland's Road Safety Framework to 2030. This document also discusses in detail the active and sustainable travel element of which, Falkirk Council's Transport Planning Unit have recently published their Active Travel Strategy for the area.
- 5.17 A number of Local Authorities within Scotland have implemented 20mph speed limits throughout their areas. Falkirk Council only currently have 20mph in place around schools during drop-off & pick-up times. *Appendix D* shows the current level of 20mph speed limits from Local Authorities, excluding part-time 20mph at schools and provides timescales and reasoning.

6. Consultation

- 6.1 Prior to further Scottish Government guidance, Falkirk Council undertook a public consultation to understand public perception of 20mph speed limits. The consultation was undertaken on the Council's Participate+ platform from 11 October to 27 October 2023. During the consultation period, views were sought from a range of stakeholders and interested parties as follows:
- Elected Members
 - Community Councils
 - Members of the public
 - Police Scotland
 - Scottish Fire & Rescue Service
 - Scottish Ambulance Service
 - Road Haulage Association
 - British Motorcyclists Federation
 - Cycling Scotland
 - Freight Transport Association
 - Royal Institute of the Blind
 - Paths for all
- 6.2 The consultation was supported by an advertising campaign agreed in partnership with the Council's Communications team. All Elected Members, Community Councils and relevant stakeholders were emailed to make them aware of the consultation. Advertisements on all Falkirk Council social media accounts also took place as well as paper copies dropped into all Falkirk Council libraries for any member of the public that did not have access online.
- 6.3 There were 1688 responses to the consultation, 1586 online and 102 paper copies. Complete results of the survey are shown in *Appendix A*.
- 6.5 The general outcome of the survey was overwhelmingly not in favour of a move to 20mph speed limits. It is important to understand public's initial thoughts on the subject to analyse if the pilot schemes change perception. The pilot themselves will allow Falkirk Council to make informed decisions, prior to implementing any permanent proposals, dependent on Scottish Government guidance / legislation.
- 6.6 It should be noted that this consultation result differs vastly from the consultation that Transport Scotland carried out previously where there was a 75% support for 20mph. 61% of those surveyed also noted that they would likely comply with the 20mph in residential & urban streets. It is possible that the lack of detail on where 20mph locations were to be in within Falkirk Council could have skewed the results of the initial public consultation. It is also important to note that the survey was ongoing at the same time as media coverage of anti-car policies such as 20mph zones in Wales & Low Emission Zones (LEZ).
- 6.7 A further survey was carried out with residents of Airth due to the proposed pilot scheme which provided the following results;

- 1) In general, to what extent do you support or oppose a 20mph speed limit in the built-up residential area of Airth?

Strongly Support	65.4% (106 choices)
Tend to Support	8% (30 choices)
Don't Know	0.6% (1 choice)
Tend to Oppose	7.4% (12 choices)
Strongly Oppose	18.5% (30 choices)

- 2) If a 20mph speed limit was to be introduced into Airth, I may not stick to it?

Strongly Disagree	58% (94 choices)
Tend to Disagree	6.8% (11 choices)
Don't Know	1.9% (3 choices)
Prefer Not to Say	6.8% (11 choices)
Tend to Agree	11.1% (18 choices)
Strongly Agree	15.4% (25 choices)

- 3) To what extent do you agree or disagree with the following statement; 20mph speed limits should be implemented where safety is an issue (e.g outside schools)?

Strongly Agree	79% (128 choices)
Tend to Agree	13% (21 choices)
Tend to Disagree	4.9% (8 choices)
Strongly Disagree	3.1% (5 choices)

- 4) To what extent do you agree or disagree with the following statement; It is not always clear why 20mph speed limits are in place?

Strongly Disagree	33.3% (54 choices)
Tend to Disagree	19.8% (32 choices)
Don't Know	3.1% (5 choices)
Tend to Agree	27.2% (44 choices)
Strongly Agree	16.7% (27 choices)

- 6.8 Over 73% of respondents support the implementation of a 20mph speed limit in Airth, particularly in areas with high pedestrian traffic such as around schools. With over 64% of the 161 responses stating that they would drive to the 20mph speed limit if introduced.
- 6.9 Falkirk Council's Engineering Design Unit will carry out consultation with all settlements prior to the phased roll-out approach, on the Participate + platform.

- 6.10 Falkirk Council met Transport Scotland (TS) in early February 2024 to discuss the proposals to implement 20mph. TS were very amenable to Falkirk's approach and also provided verbal assurances that there would be funding to implement 20mph for each local authority. TS also provided assurances that there would be an advertisement toolkit issued very soon.

7. Implications

Financial

- 7.1 £0.5m is available to fund works to allow 20mph zones to be introduced. Estimates to introduce the pilot scheme are as follows:

Area	Sign & Roundel Installation	Traffic Surveys	Total Installation & Monitoring Cost
Airth	£40,810	£5,000	£45,810

- 7.2 The remaining funds from the £500k provided within the budget for 20mph implementation will be utilised for Phase 1 and then held for utilisation in Phase 2 of the roll out.
- 7.3 It is clear from the current cost estimates for the 20mph speed limit programme, that further budget resource from the Scottish Government would be required to complete 20mph signage across the full Falkirk Council boundary on roads that meet the criteria. If this was not forthcoming then the Council would need to consider its future approach as part of the Capital Plan. Officers would bring forward a report at the appropriate time.

Resources

- 7.4 There is no additional resource to implement the pilot scheme, consider the survey results or administer the consultation. All work associated with the pilot scheme will be managed by existing staff alongside existing workload. Additional resource is likely to be required if Members decide to progress with additional pilot scheme sites.

Legal

- 7.5 There are no legal implications at this time.

Risk

- 7.6 There is a risk of driver confusion on the introduction of the new 20mph speed limit pilots. This will be mitigated by a comprehensive advertisement campaign with the assistance of the Falkirk Council Communications team.
- 7.7 There is a risk that the 20mph speed limits will be disregarded and drivers will continue to travel at 30mph. Police Scotland are the only stakeholders able to enforce speeding, however, we would look to monitor & implement further measures which would encourage drivers to maintain lower speeds.

- 7.8 There is a risk that we could receive multiple public enquiries which we will respond on noting the evidence-based justification of the pilot and that the outcome of the pilot will inform permanent solutions.
- 7.9 There is a risk that abortive works may be required dependent on Scottish Government guidance as well as the outcome of the data and feedback from the pilot schemes. Pilot schemes have been proposed on the basis that they will provide valuable information so that informed decisions can be made on the progression of permanent 20mph speed limits within the Council area.

Equalities

- 7.10 An Equality & Poverty Impact Assessment has been completed for this proposal and it is anticipated there are no adverse equality implications. It is assumed that these proposals will have a positive impact on more vulnerable groups such as the elderly and people with mobility issues.
- 7.11 There are no immediate implications for sustainability or the environment.
- 7.12 Should individual residents with protected characteristics have issues that are not addressed by these mitigations or others, then officers commit to working with them to find solutions.

8. Conclusions

- 8.1 In conclusion, this report seeks to obtain approval for the implementation of a 20mph pilot scheme to gather information before & after on vehicle speeds, assess the suitability of 20mph limits and gather further public feedback on their introduction. This information will be used in further consultation with Scottish Government and will help shape proposals for implementation within more complex settlements.
- 8.2 Falkirk Council have completed and returned a full assessment of the urban road network on the suitability on 20mph speed limits.
- 8.3 For the reasons detailed within the report, Airth would be the preferred candidate for a pilot scheme and would provide valuable data to assist in progressing with permanent 20mph speed limits.
- 8.4 Phase 1 of the 20mph implementation would provide a high number of settlements with 20mph speed limits and provide time to officers to analyse more complex areas for 20mph roll out.

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Director of Place Services

Author: Craig Russell, Network Co-ordinator
Craig.russell@falkirk.gov.uk

Date: 23 February 2024

Appendices:

Appendix A – Initial 20mph survey results
Appendix B – Maps of pilot scheme area
Appendix C – 20mph survey results (Airth)
Appendix D – 20mph speed limits in other Local Authorities
Appendix E – EPIA

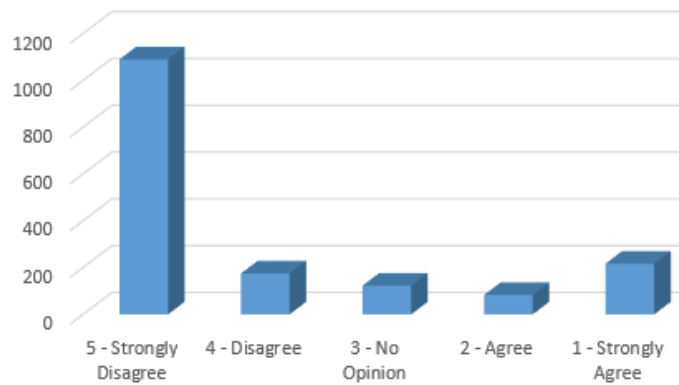
List of Background Papers:

The following papers were relied on in the preparation of this report in terms of the Local Government (Scotland) Act 1973:

- National Strategy for 20mph - Road Assessment Guidance (June 2022)
- Williams, D., North, R. 2013. An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in Central London

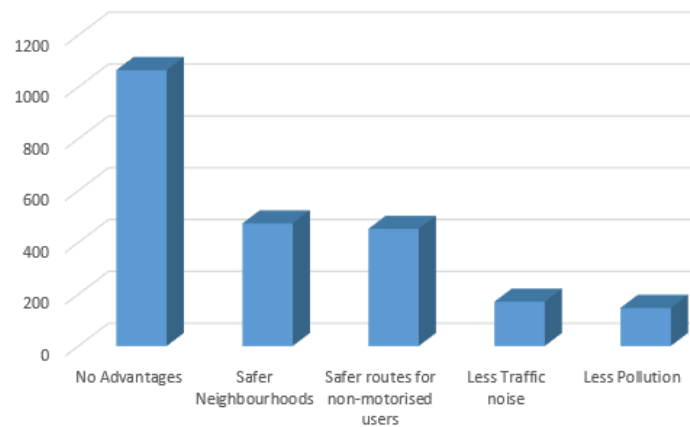
- 1) To what extent do you agree that 20mph speed limits should be implemented in the Falkirk Council area?

Q1



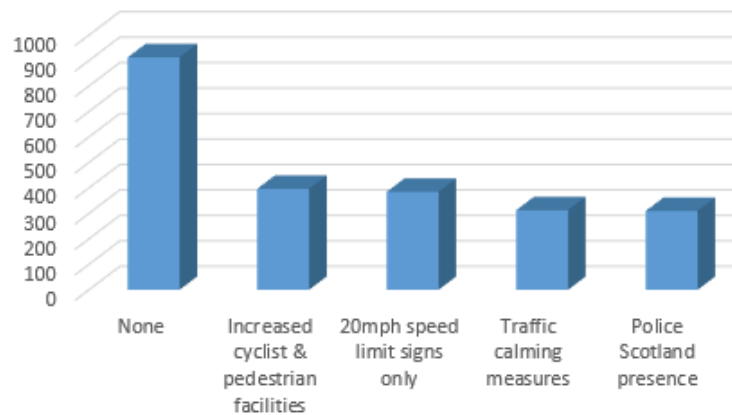
- 2) What are your views as to the main advantage of 20mph speed limits?

Q2



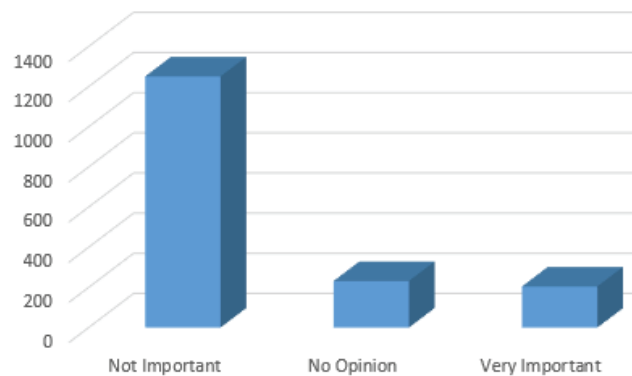
- 3) Would you be happy to see the following changes to the road network if 20mph speed limits were to be introduced?

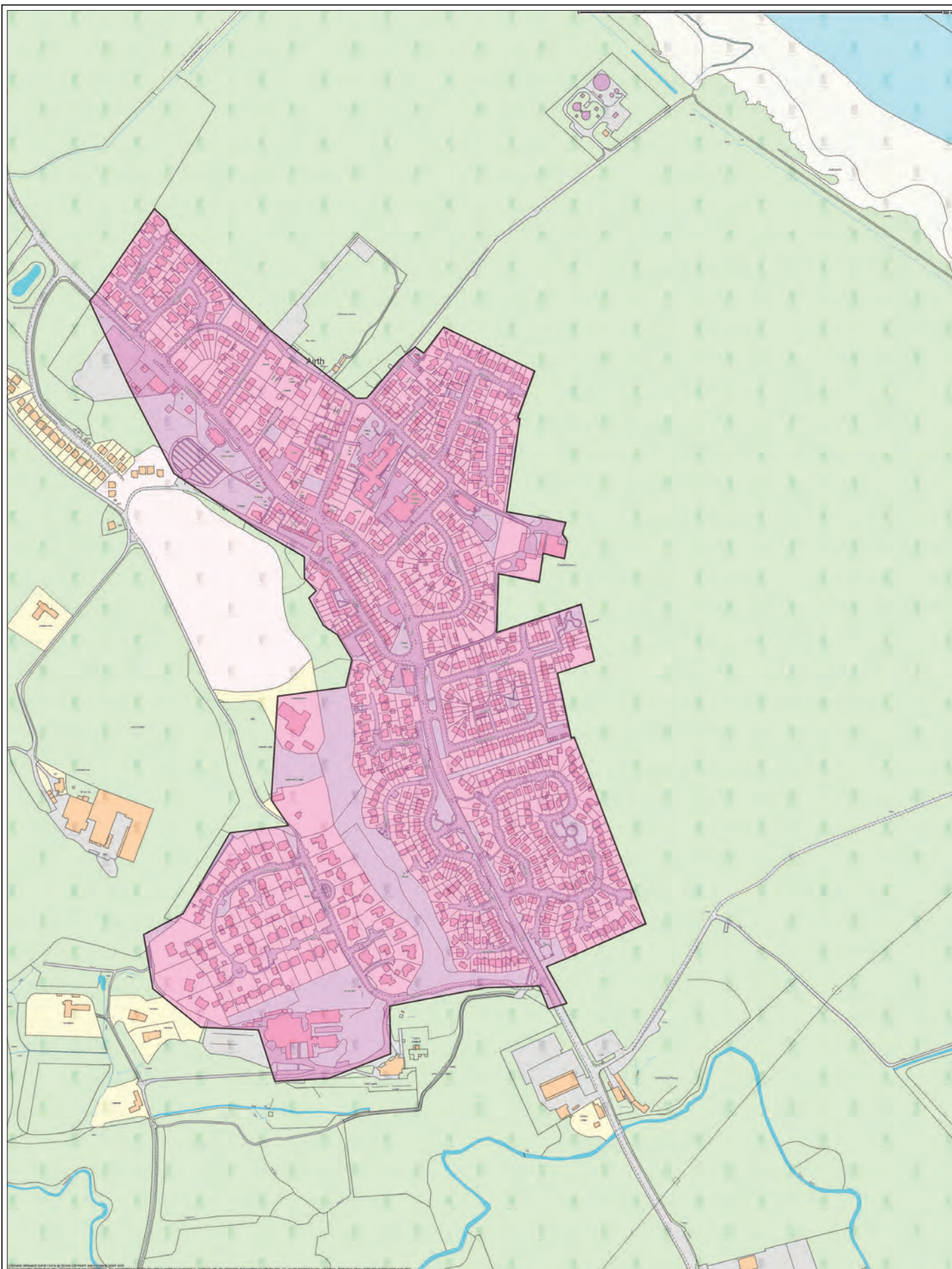
Q3



- 4) In comparison to other road safety priorities, how would you rate the introduction of 20mph speed limits?

Q4





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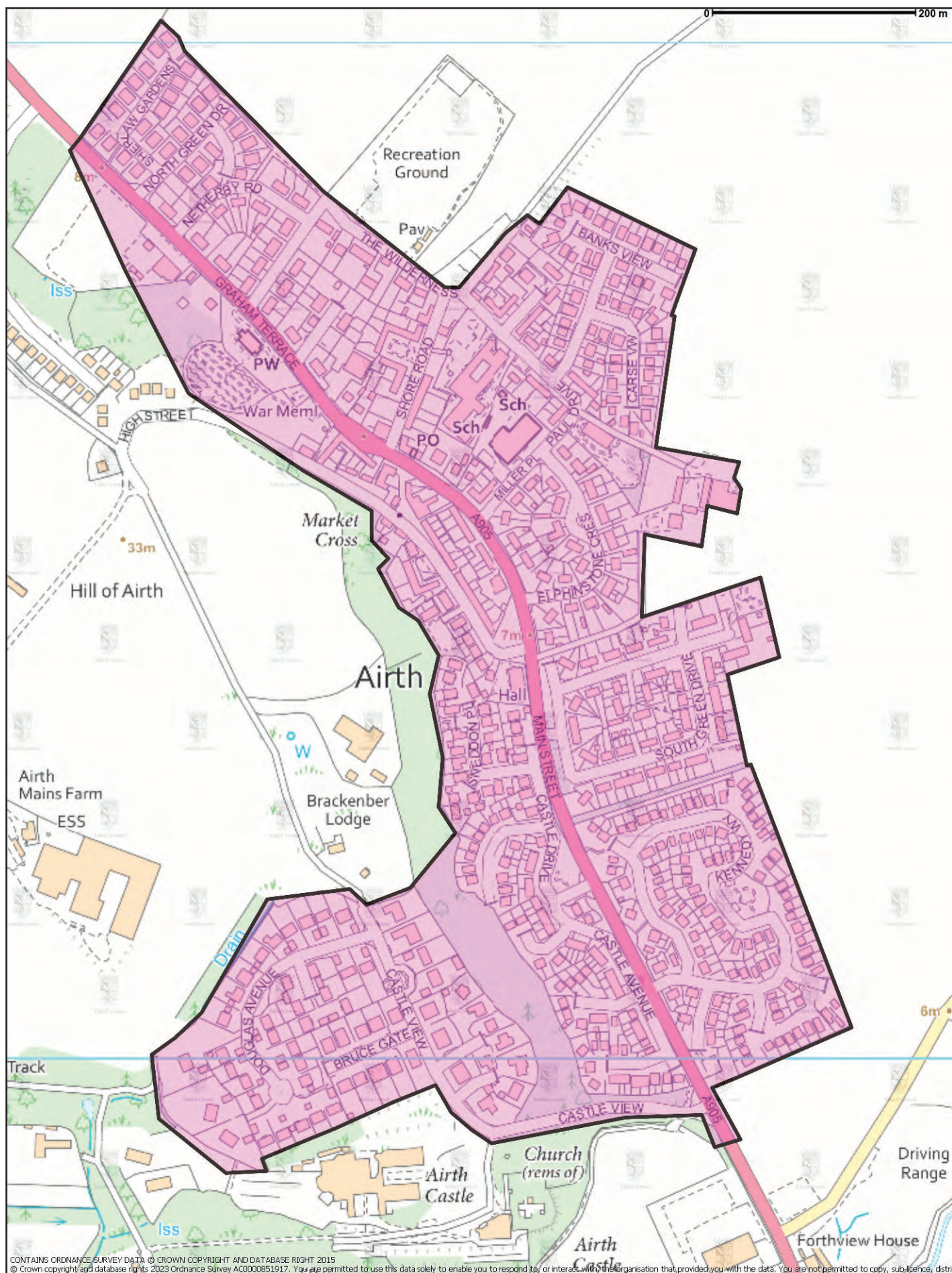


Scale 1:2500

20mph Pilot - Airth



Falkirk Council



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Scale 1:5000

20mph Pilot - Airth

Appendix B

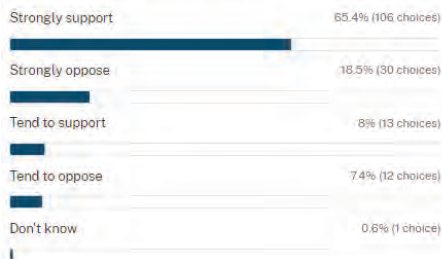


Falkirk Council

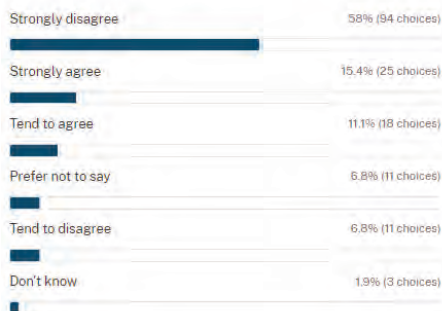
Total 162 responses

In general, to what extent do you support or oppose a 20mph speed limit in the built-up residential area of Airth?

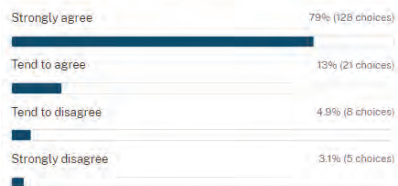
162/162 - Multiple choice - choose one - required

**To what extent do you agree or disagree with the following statement: If a 20mph speed limit was to be introduced into Airth, I may not stick to it.**

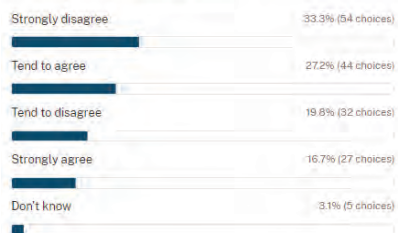
162/162 - Multiple choice - choose one - required

**To what extent do you agree or disagree with the following statement: 20mph speed limits should be implemented where safety is an issue (e.g outside schools)**

162/162 - Multiple choice - choose one - required

**To what extent do you agree or disagree with the following statement: It is not always clear why 20mph speed limits are in place where they are**

162/162 - Multiple choice - choose one - required



Appendix D

Local Authority	20mph in place	Trial / Permanent	Date Implemented	Reason Provided
Aberdeen City	Yes	Both	Historic (permanent). 2023 (Trial)	Road safety
Aberdeenshire	No			
Angus	Yes	Permanent	Historic	Road safety in residential areas
Argyll & Bute	Yes	Permanent	Early 2000's	Road safety
City of Edinburgh	Yes	Permanent	2015 onwards in stages	Road safety, active travel encouragement & sociable communities
Clackmannanshire	Yes	Both	Historic (permanent). 2020 (Trial)	Road safety & active travel encouragement
Comhairle nan Eilean Siar	Yes	Both	Historic (permanent). 2021 (Trial)	Spaces for people initiative
Dumfries & Galloway	Yes	Permanent	Historic & ongoing	Road safety & active travel encouragement
Dundee City	Yes	Permanent	Historic	Road safety
East Ayrshire	Yes	Both	2007	Road safety
East Dunbartonshire	Yes	Permanent	2017 onwards in stages	Road safety & active travel encouragement
East Lothian	Yes	Both	Historic & 2022 (permanent). 2020 (Trial)	Spaces for people initiative
East Renfrewshire	No			Currently drafting proposals & consulting
Falkirk	No			
Fife	Yes	Both	Historic & ongoing	Road safety. Have also removed 20mph back to 30mph in areas
Glasgow	Yes	Permanent	Historic & ongoing	Road safety & active travel encouragement
Inverclyde	Yes	Permanent	2022 & 2023	Road safety
Midlothian	Yes	Permanent	2016 & 2023	Road safety & active travel encouragement
North Ayrshire	No			
North Lanarkshire	No			
Orkney Islands	No			
Perth & Kinross	Yes	Both	2020 & 2021	Spaces for people initiative
Renfrewshire Council	Yes	Permanent	Ongoing	Road safety
Scottish Borders	Yes	Both	2021	Spaces for people initiative
Shetland Islands	Yes	Permanent	2020	Road safety
South Ayrshire	Yes	Permanent	2021	Safety for school children / Pedestrian safety
South Lanarkshire	Yes	Both	2021	Pedestrian safety
Stirling	Yes	Permanent	2019	Road safety
The Highland	Yes	Trial	2023	Place based criteria
The Moray	Yes	Permanent	2019	Road safety
West Dunbartonshire	No			
West Lothian	No			Did previously have 20mph under Spaces for People during Covid but have since reverted back

Equality & Poverty Impact Assessment 00608 (Version 1)

SECTION ONE: ESSENTIAL INFORMATION

Service & Division:	Place Services Environment & Operations	Lead Officer Name:	Gary McGregor
		Team:	Engineering Design
		Tel:	07763378910
		Email:	gary.mcgregor@falkirk.gov.uk
Proposal:	To provide Elected Members with an update on the current status of the 20mph speed limit work including pilot scheme & Phase 1 for Executive Committee.	Reference No:	

What is the Proposal?	Budget & Other Financial Decision	Policy (New or Change)	HR Policy & Practice	Change to Service Delivery / Service Design
	No	No	No	Yes
Who does the Proposal affect?	Service Users	Members of the Public	Employees	Job Applicants
	Yes	Yes	No	No
Other, please specify:				

Identify the main aims and projected outcome of this proposal (please add date of each update):	
20/10/2023	The aim of introducing a 20mph pilot scheme within the Falkirk Council area is to provide useful information to assist with more complex areas for 20mph implementation. Phase 1 of quick wins is also proposed. It also allows us to review public opinion of the scheme.

SECTION TWO: FINANCIAL INFORMATION

For budget changes ONLY please include information below:			Benchmark, e.g. Scottish Average
Current spend on this service (£'0000s)	Total:		
Reduction to this service budget (£'0000s)	Per Annum:		
Increase to this service budget (£'000s)	Per Annum:		
If this is a change to a charge or concession please complete.	Current Annual Income Total:		
	Expected Annual Income Total:		
If this is a budget decision, when will the saving be achieved?	Start Date:		
	End Date (if any):		

SECTION THREE: EVIDENCE	Please include any evidence or relevant information that has influenced the decisions contained in this EPIA. (This could include demographic profiles; audits; research; health needs assessments; national guidance or legislative requirements and how this relates to the protected characteristic groups.)
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A - Quantitative Evidence	This is evidence which is numerical and should include the number people who use the service and the number of people from the protected characteristic groups who might be affected by changes to the service.
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Detailed criteria within committee report for locations of pilot scheme & Phase 1.

B - Qualitative Evidence	This is data which describes the effect or impact of a change on a group of people, e.g. some information provided as part of performance reporting.
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Social - case studies; personal / group feedback / other

A number of other Local Authorities have in the past introduced 20mph speed limits which from research has improved accident statistics, reduced speeds and also reduced emissions.

Best Judgement:	
Has best judgement been used in place of data/research/evidence?	Yes
Who provided the best judgement and what was this based on?	Detailed criteria within committee report for locations of pilot scheme & Phase 1
What gaps in data / information were identified?	None
Is further research necessary?	No
If NO, please state why.	Scottish Government have provided guidance on how to implement 20mph speed limits nationally

SECTION FOUR: ENGAGEMENT

Engagement with individuals or organisations affected by the policy or proposal must take place

Has the proposal / policy / project been subject to engagement or consultation with service users taking into account their protected characteristics and socio-economic status?	Yes	
If YES, please state who was engagement with.	Members of the public, Elected Members, Community Councils, FC staff and other relevant stakeholder groups within the Council's Participate + platform	
If NO engagement has been conducted, please state why.		
How was the engagement carried out?		What were the results from the engagement? Please list...
Focus Group	No	
Survey	Yes	Detailed within the Committee Report. The general outcome of the survey was positive for a pilot in Airth
Display / Exhibitions	No	
User Panels	No	
Public Event	No	
Other: please specify		
Has the proposal / policy/ project been reviewed / changed as a result of the engagement?	No	
Have the results of the engagement been fed back to the consultees?	Yes	
Is further engagement recommended?	Yes	

SECTION FIVE: ASSESSING THE IMPACT

Equality Protected Characteristics: What will the impact of implementing this proposal be on people who share characteristics protected by the Equality Act 2010 or are likely to be affected by the proposal / policy / project? This section allows you to consider other impacts, e.g. poverty, health inequalities, community justice, carers etc.

Protected Characteristic	Neutral Impact	Positive Impact	Negative Impact	Please provide evidence of the impact on this protected characteristic.
Age		✓		Accident statistics show that younger and older people are the majority of pedestrians injured in road traffic collisions. Research shows that slower speeds reduce accident rates.
Disability		✓		20mph speed limits are inclusive of the place based criteria which aligns with allowing all road users to feel safe on the routes.
Sex	✓			No impact
Ethnicity	✓			No impact
Religion / Belief / non-Belief	✓			No impact
Sexual Orientation	✓			No impact
Transgender	✓			No impact
Pregnancy / Maternity	✓			No impact
Marriage / Civil Partnership	✓			No impact
Poverty	✓			No impact
Care Experienced	✓			No impact
Other, health, community justice, carers etc.	✓			No impact
Risk (Identify other risks associated with this change)	All risks stated within the Committee Report.			

Public Sector Equality Duty: Scottish Public Authorities must have 'due regard' to the need to eliminate unlawful discrimination, advance quality of opportunity and foster good relations. Scottish specific duties include:

	Evidence of Due Regard
Eliminate Unlawful Discrimination (harassment, victimisation and other prohibited conduct):	The introduction of 20mph zones does not provide significant opportunity to further reduce unlawful discrimination.
Advance Equality of Opportunity:	Creating safer roads through lower speed limits would promote/improve equal access to the network by a wider range of groups, particularly younger people, older people and those with disabilities.
Foster Good Relations (promoting understanding and reducing prejudice):	The introduction of 20mph zones does not provide significant opportunity to further improve relations between different protected characteristic groups.

SECTION SIX: PARTNERS / OTHER STAKEHOLDERS

Which sectors are likely to have an interest in or be affected by the proposal / policy / project?		Describe the interest / affect.
Business	Yes	Public transport timetables are likely to be affected as well as deliveries.
Councils	Yes	A number of other Council's will be interested to see how 20mph in Falkirk progresses.
Education Sector	No	
Fire	No	
NHS	No	
Integration Joint Board	No	
Police	Yes	Police Scotland are the only stakeholder who can enforce speed limits and they will be interested to see the outcome of the pilot.
Third Sector	No	
Other(s): please list and describe the nature of the relationship / impact.		

SECTION SEVEN: ACTION PLANNING

Mitigating Actions: If you have identified impacts on protected characteristic groups in Section 5 please summarise these in the table below detailing the actions you are taking to mitigate or support this impact. If you are not taking any action to support or mitigate the impact you should complete the No Mitigating Actions section below instead.

Identified Impact	To Who	Action(s)	Lead Officer	Evaluation and Review Date	Strategic Reference to Corporate Plan / Service Plan / Quality Outcomes

No Mitigating Actions

Please explain why you do not need to take any action to mitigate or support the impact of your proposals.

No negative impacts on any protected characteristic groups have been identified.

Are actions being reported to Members?

Yes

If yes when and how ?

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SECTION EIGHT: ASSESSMENT OUTCOME

Only one of following statements best matches your assessment of this proposal / policy / project. Please select one and provide your reasons.

No major change required	Yes	No negative impacts on any protected characteristic groups have been identified.
The proposal has to be adjusted to reduce impact on protected characteristic groups	No	
Continue with the proposal but it is not possible to remove all the risk to protected characteristic groups	No	
Stop the proposal as it is potentially in breach of equality legislation	No	

SECTION NINE: LEAD OFFICER SIGN OFF

Lead Officer:

Signature:		Date:	20/10/2023
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SECTION TEN: EPIA TASK GROUP ONLY

OVERALL ASSESSMENT OF EPIA:		Has the EPIA demonstrated the use of data, appropriate engagement, identified mitigating actions as well as ownership and appropriate review of actions to confidently demonstrate compliance with the general and public sector equality duties?	Yes
ASSESSMENT FINDINGS		The assessment references detailed criteria for the selection of proposed sites within the committee paper and has been informed by public engagement and consultation with other local authorities who have introduced similar schemes.	
If YES, use this box to highlight evidence in support of the assessment of the EPIA			
If NO, use this box to highlight actions needed to improve the EPIA			
Where adverse impact on diverse communities has been identified and it is intended to continue with the proposal / policy / project, has justification for continuing <u>without making changes been made</u>?		Yes / No	If YES, please describe: N/A

LEVEL OF IMPACT: The EPIA Task Group has agreed the following level of impact on the protected characteristic groups highlighted within the EPIA		
LEVEL		COMMENTS
HIGH	Yes / No	
MEDIUM	Yes / No	
LOW	Yes	No negative impacts on any protected characteristic groups have been identified.

SECTION ELEVEN: CHIEF OFFICER SIGN OFF

Director / Head of Service:			
Signature:		Date:	03/11/2023