

Members' Library Service Request Form

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Originator	Peter Forsyth
Originator's Ref (if any)	
Document Title	ELC Review of Experimental 20mph speed limit, East Linton

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Links to TRO report on the agenda for Cabinet on 13/11/18

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REPORT TO: Members' Library Report

MEETING DATE:

BY: Depute Chief Executive (Partnerships and
Community Services)

SUBJECT: East Lothian Council – Review of Experimental 20mph
speed limit, East Linton

1 PURPOSE

- 1.1 To advise members on the experimental 20 mph speed limit currently in force within the village of East Linton and to ask Members to note the result of the Order on vehicular speeds throughout the village and the opinion of local residents through the consultation process.

2 RECOMMENDATIONS

- 2.1 To request members consider the evidence provided as to the effectiveness of the experimental Order in East Linton and in consideration of this evidence and public opinion reflect on the promotion of a permanent Traffic Regulation Order, under the Road Traffic Regulation Act 1984, in accordance with the temporary 20mph speed limit within the village of East Linton as detailed on the Order plan (as amended) attached to this report – Appendix D

To note that the statutory procedure to make the permanent Order to introduce 20mph speed limit to East Linton will be brought to Cabinet on 13th November 2018.

3 BACKGROUND

- 3.1 East Lothian Council, as Local Traffic Authority, is responsible for the making or amending of Traffic Regulation Orders as necessary; to avert danger to road users; to prevent damage to the road; to aid free unrestricted movement on the road; to prevent inappropriate use of the road and /or adjoining property; improve road safety and amenity of the area.
- 3.2 East Lothian Council recently introduced a moratorium on new 20 mph speed limits until clear guidance on the introduction of speed limit in residential areas and streets is received., The Council awaits progress on the Restricted Roads (20mph Limit) (Scotland) Bill, which currently sits on the Scottish Government legislative agenda.. The Council will maintain the moratorium until clear national picture is understood.

- 3.3 Initiatives to reduce speeds limits to 20mph begun by East Lothian Council prior to the moratorium will nevertheless be progressed and are in-line with the proposed bill to replace the current 30mph default speed limit on restricted roads with a 20mph limit.
- 3.4 In early 2016, Dunpender Community Council contacted East Lothian Council to request that a 20mph speed limit be introduced in the village of East Linton.
- 3.5 ELC Road Services undertook a consultation exercise in May 2016, in order to establish the level of support from residents for a 20mph speed limit in the village. The consultation was undertaken by post - Road Services delivered a letter with a plan showing the extent of the proposed 20mph limit to every resident of the village - and online, via the Council's consultation 'Hub'.
- 3.6 The response from village residents to the proposed 20mph limit was overwhelmingly positive, with 93 % of those who responded, either supported or offered qualified support, with only 7% opposing the new speed limit. Nonetheless, objections were received from some residents who cited the lack of enforcement of the existing (2016), 30mph speed limit and concern that a lower limit would not be enforced effectively either.
- 3.7 Road Services consulted with Police Scotland who did not object to the proposed 20 mph speed limit.
- 3.8 On 21st June 2017 East Lothian Council made an experimental Traffic Regulation Order (TRO) using powers under Sections 82, 83 and 84 and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, to make it an offence to drive over 20mph within an area defined on the plan attached to the Order (Appendix A), for a period of 18 months from the date of the making of that Order.
- 3.9 The experimental Order has now been in place for a period of approximately 15 months, it is a requirement of the legislation used to make the experimental Order, that prior to expiry it should either be made permanent or extended for a further 6 months. If the Order is not made permanent or extended, it will expire on 21st December 2018.
- 3.10 Prior to requesting members approval to commence the statutory procedure to make the 20mph limit permanent, Road Services wished to establish whether there was still support among residents for the 20mph speed limit and whether the new limit had been effective in reducing speeds. It was decided to – 1) carry out a further consultation exercise with village residents and 2) undertake repeat speed surveys to establish if the new speed limit had any effect in reducing vehicle speeds.
- 3.11 It is typical to undertake a survey of vehicle speeds over 7 days in order to obtain a robust measurement of the average and the 85th percentile speed of vehicles. A table showing the before and after 85th percentile and average speeds at the 8 survey locations is included as Appendix B. The results of the surveys indicate that there has been no discernible change in vehicle speeds over the majority of locations as a result of the 20mph speed limit. However, the surveys indicate that there is evidence of a reduction in speeds on High Street and Drylaw Terrace, with the 85th percentile speed of southbound (inbound) vehicles reducing by 5mph and 3mph respectively. The outbound or northbound 85th percentile speed has

also reduced by 5mph at Drylaw Terrace. The full survey results are available within member's library area.

- 3.12 Although there appears to be limited evidence that the introduction of the 20mph speed limit has reduced the 85th percentile or average speeds in the village, it does appear to have had some effect on the number of drivers travelling at greater than 30mph, at some locations. These results are summarised in Appendix E.
- 3.13 The 2018 consultation exercise was conducted differently to the 2016 exercise. The 2018 exercise included a questionnaire. A summary of residents responses to the questionnaire is attached to this report as Appendix C. The questionnaire response indicates that whilst residents are not convinced that vehicle speeds have reduced as a result of the introduction of the 20mph limit, the majority agree that the new limit has made them think about the speed at which they drive. Residents comments brought out several recurring themes. Some complain of a lack of compliance / observance of the limit from drivers and a lack of (police) enforcement. In addition there is a perception that agricultural vehicles are particularly prone to travelling at inappropriate speeds through the village. A few residents indicated that they thought the exercise was 'a waste of time/money'. However, there were a significant number of positive responses received and no desire to have the speed limit returned to 30mph amongst the majority of residents who responded.
- 3.14 It is advised that the locations of the 20mph and 30mph speed limit signs will be amended to be more reflective of sightlines and the road layout and will be supplemented by 20mph speed reactive signs on the main approaches to the village. Members are also advised that there has been recent enforcement of the 20mph speed limit at Brown's Place with the speeds of 20 vehicles checked, 5 were stopped and issued with warnings and 1 driver was stopped and issued with a fixed penalty ticket for travelling at a speed of 31mph.

4 POLICY IMPLICATIONS

- 4.1 These proposals will contribute towards The East Lothian Plan – Single Outcome Agreement (SOA) 2013 and 2 of our strategic objectives – to create, support and maintain a Sustainable Environment and Safe and Vibrant Communities.
- 4.2 These proposals will contribute towards East Lothian's SOA Outcome 7 – East Lothian is an even safer place.
- 4.3 The proposed introduction of speed limits conforms to the Speed Limit Review and Proposed Speed Limit policy dated 9th November 2010.

5 INTEGRATED IMPACT ASSESSMENT

- 5.1 The subject of this report does not affect the wellbeing of the community or have a significant impact on equality, the environment or economy.

6 RESOURCE IMPLICATIONS

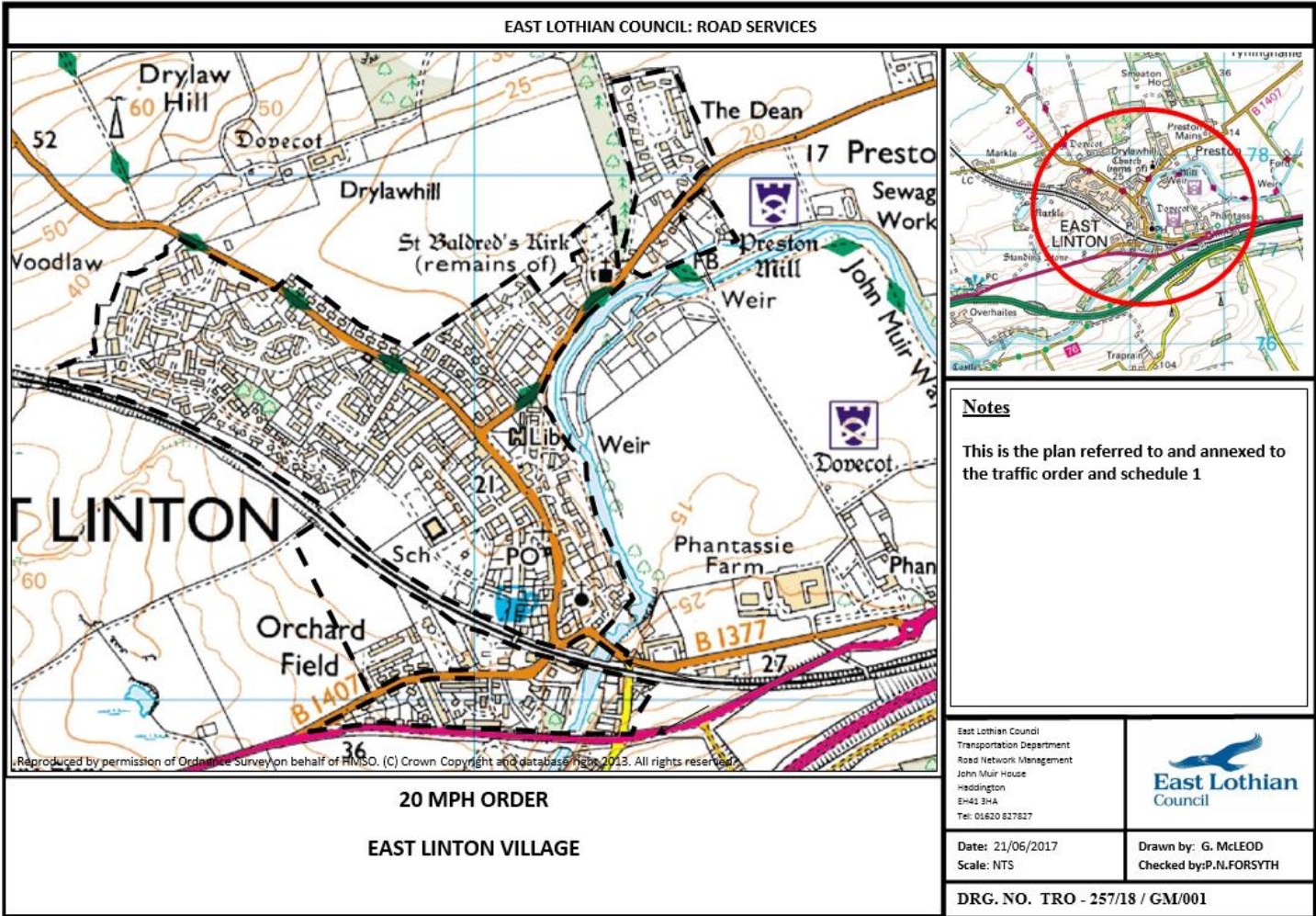
- 6.1 Financial – There will be no financial implications associated with this proposal.
- 6.2 Personnel – There are no personnel implications
- 6.3 Other - None

7 BACKGROUND PAPERS

- 7.1 Report to Members' Library Traffic Regulation Orders various May 2017

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DESIGNATION	Asset and regulatory Team Manager
CONTACT INFO	Peter Forsyth
DATE	5 th November 2018

Appendix A



Appendix B

85th percentile speeds

Location	Inbound		Outbound	
	Before (mph)	After (mph)	Before (mph)	After (mph)
Haddington Rd.	38.5	38.5	38.4	38.4
B1377 Mill Wynd	28.5	29.8	33.2	33.4
High Street	28.4	23.5	23.5	23.5
Rennie Place	23.5 (e/b)	23.6 (e/b)	23.3 (w/b)	23.4 (w/b)
Drylaw Terrace	31.4	28.6	33.5	28.4
Preston Road (w)	28.3	32.9	28.6	32.7
Preston Road (e)	35.5	34.2	38.4	36.3
Longstone Ave.	23.5 (e/b)	21.2 (e/b)	22.2 (w/b)	20.7 (w/b)

Average speeds

Location	Inbound		Outbound	
	Before (mph)	After (mph)	Before (mph)	After (mph)
Haddington Rd.	30.8	30.0	31.0	30.6
B1377 Mill Wynd	25.5	26.0	28.5	28.2
High Street	22.4	20.9	19.4	18.6
Rennie Place	20.8 (e/b)	20.0 (e/b)	20.1 (w/b)	20.2 (w/b)
Drylaw Terrace	25.5	23.8	26.6	24.3
Preston Road (w)	24.0	25.6	24.0	25.8
Preston Road (e)	27.8	26.6	30.3	28.4
Longstone Ave.	17.8 (e/b)	17.4 (e/b)	16.9 (w/b)	16.6 (w/b)

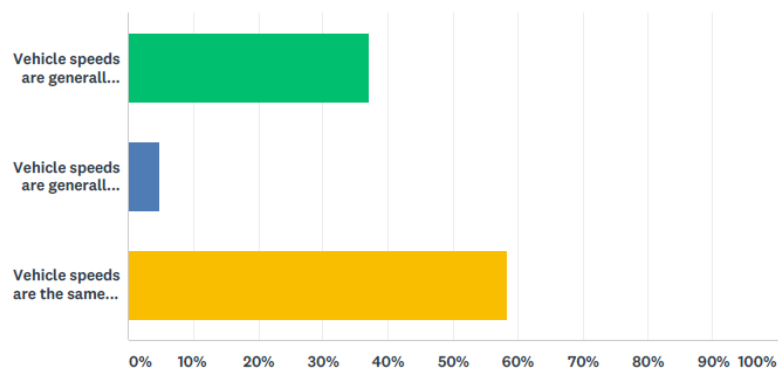
Appendix C

1. An experimental 20mph speed limit was introduced in July 2017. Following its introduction, which of the following statements do you agree with? (Please select just one option)

- Vehicle speeds are generally **lower** than before the limit was introduced
- Vehicle speeds are generally **higher** than before the limit was introduced
- Vehicle speeds **are the same** as before the limit was introduced

Q1 An experimental 20mph speed limit was introduced in July 2017. Following its introduction, which of the following statements do you agree with? (Please select just one option)

Answered: 338 Skipped: 26



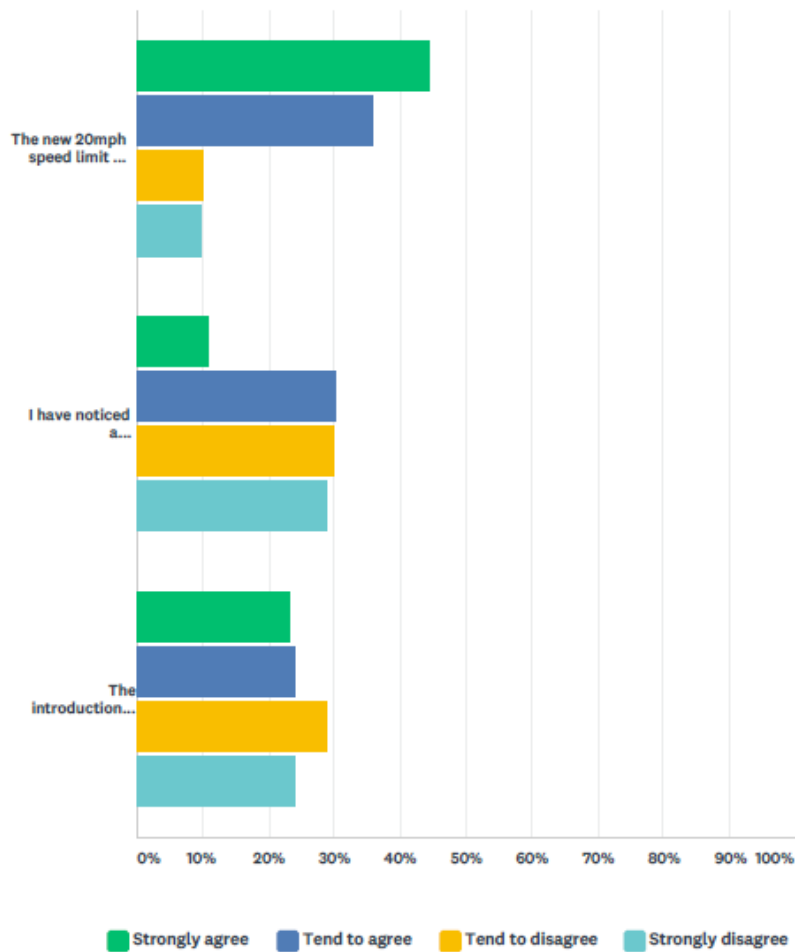
ANSWER CHOICES	RESPONSES	
Vehicle speeds are generally lower than before the limit was introduced	36.98%	125
Vehicle speeds are generally higher than before the limit was introduced	4.73%	16
Vehicle speeds are the same as before the limit was introduced	58.28%	197
TOTAL		338

2. Please indicate the extent to which you agree with each of the following statements.

	Strongly agree	Tend to agree	Tend to disagree	Strongly disagree
The new 20mph speed limit has made me think about the speed that I drive at within the village	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I have noticed a difference/improvement in driver behaviour	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The introduction of the 20 mph speed limit within the village has been positive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

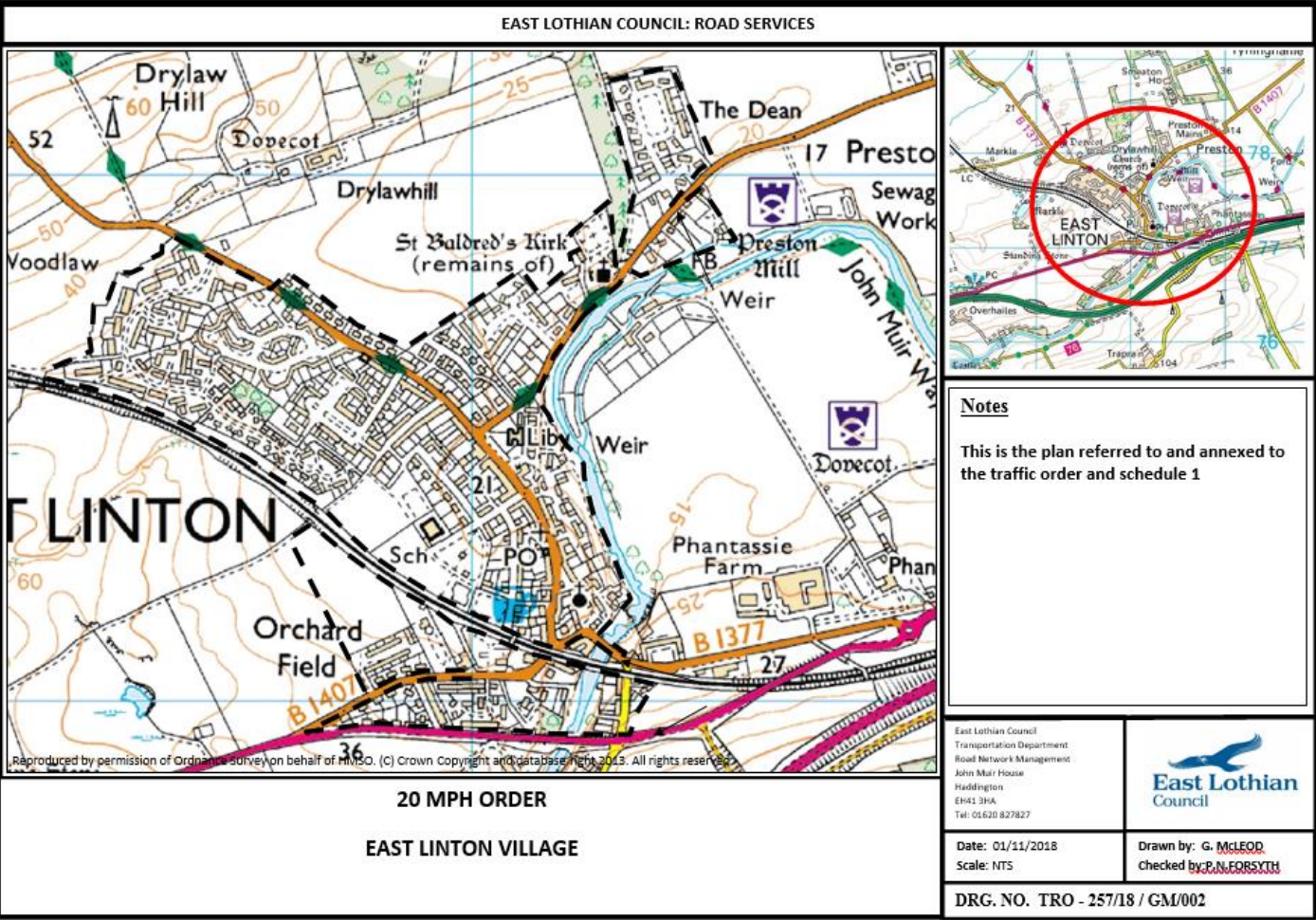
Q2 Please indicate the extent to which you agree with each of the following statements.

Answered: 361 Skipped: 3



	STRONGLY AGREE	TEND TO AGREE	TEND TO DISAGREE	STRONGLY DISAGREE	TOTAL
The new 20mph speed limit has made me think about the speed that I drive at within the village	44.25% 150	35.99% 122	10.03% 34	9.73% 33	339
I have noticed a difference/improvement in driver behaviour	10.86% 38	30.29% 106	30.00% 105	28.86% 101	350
The introduction of the 20 mph speed limit within the village has been positive	23.18% 83	24.02% 86	28.77% 103	24.02% 86	358

Appendix D



Appendix E

Comparison of % vehicles >30mph

Location	Inbound		Outbound	
	Before (%)	After (%)	Before (%)	After (%)
Haddington Rd.	50.6	44.1	55.8	52.0
B1377 Mill Wynd	8.3	12.3	32.1	31.2
High Street	2.5	0.8	0.6	0.4
Rennie Place	0.5 (e/b)	0.2 (e/b)	0.4 (w/b)	0.1(w/b)
Drylaw Terrace	13.6	7.0	20.2	8.8
Preston Road (w)	7.6	15.4	5.2	15.5
Preston Road (e)	32.9	27.0	50.1	36.9
Longstone Ave.	0.0 (e/b)	0.0 (e/b)	0.0 (w/b)	0.0 (w/b)