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East Lothian Council Temporary Speed Limit Review

East Lothian Council

Project number: 60638144

31 January 2022

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1. Introduction

AECOM were appointed by East Lothian Council (ELC) to undertake a review of survey data and speed limit boundaries associated with temporary reduced speed limits at 40 sites across East Lothian. These sites were locations where speed limits have been reduced in response to the COVID-19 pandemic, to encourage and enable more active travel.

This report will summarise the review of the temporary speed limits implemented in East Lothian and will highlight the key findings. Most of the locations are situated in towns and villages where the speed limit had been reduced from 30mph to 20mph. Additional 30mph buffer zones were implemented at the entrance / exit of some towns and villages, and a number of roads between settlements were reduced from 60mph to 40mph.

Additional sites, and changes to speed limit boundaries, that were suggested by the community have also been assessed.

The remainder of this report is structured as follows:

- Section 2 – Background;
- Section 3 – Methodology and reference documents;
- Section 4 – Feedback;
- Section 5 – Key findings;
- Section 6 – Potential additional sites;
- Section 7 – Speed limit boundaries;
- Section 8 – Possible measures to encourage compliance with 20mph speed limits; and
- Section 9 – Summary.

The attached appendices include: a summary of the data for each site that was surveyed (Appendix A); AECOM comments on the speed limit boundaries (Appendix B); assessment of public consultation comments on speed limit boundaries (Appendix C); and the proposed speed limit boundaries (Appendix D).

2. Background

In response to the COVID-19 pandemic, ELC introduced temporary reduced speed limits using Temporary Traffic Regulation Orders (TTROs) to encourage and enable more active travel. Traffic speed and volume surveys were carried out before and after the implementation of the new speed limits to assess their impact and overall effectiveness. These surveys provided information on traffic volumes, vehicle classes and speeds (speed bins). The locations where survey data was obtained are listed overleaf.

1	Pencaitland, A6093	13	Musselburgh, North High Street	25	Haddington, A6137 Aberlady Road	37	Tranent, A199, Tranent to Dolphingstone
2	Dirleton, B1345 Main Road	14	Levenhall, B6454 Pinkie Road	26	Haddington, A6093 Hardgate	38	Levenhall, B1348, Musselburgh to Prestonpans
3	Macmerry, Main Road	15	Cockenzie, B1348 Links Road	27	Tranent, A199 High Street	39	Carberry, A6124, Musselburgh to Crossgatehall
4	Aberlady, West Main Street	16	Cockenzie, East Lorimer Place	28	Tranent, B6371 Ormiston Road	40	Belhaven, Beveridge Row
5	Gullane, Main Street	17	Prestonpans, B1349 West Loan	29	Tranent, A199 Edinburgh Road	41	Tynninghame, Main Street
6	Wallyford, A6094 Salters Road	18	Prestonpans, B1348 High Street	30	Tranent, B6414 Elphinstone Road	42	Tynninghame, Main Street
7	Longniddry, A198 Main Street	19	North Berwick, East Road	31	Whitecraig, Cowpits Road	43	Tynninghame, A198
8	Whitecraig, A6094 Whitecraig Road	20	North Berwick, B1347 Haddington Road	32	Whitecraig, A6124	44	Danskine, B6335
9	Ormiston, B6371 Main Street	21	North Berwick, A198 Dirleton Road	33	Ormiston, B6371	45	Inveresk, A6124 Carberry Road
10	Gifford, B6355 Main Street	22	North Berwick, A198 St Baldreds Road	34	Tranent, B6414		
11	Inveresk, A6124 Inveresk Brae	23	Haddington, A6093 Pencaitland Road	35	New Winton, B6355		
12	Levenhall, A199 Linkfield Road	24	Haddington, B6471 West Road	36	Macmerry, A199		

KEY			
	Temporary 20mph speed limit		Temporary 40mph speed limit
	Temporary 30mph speed limit		No temporary speed limit (posted limit unchanged)

These locations are shown graphically in Figure 2.1.

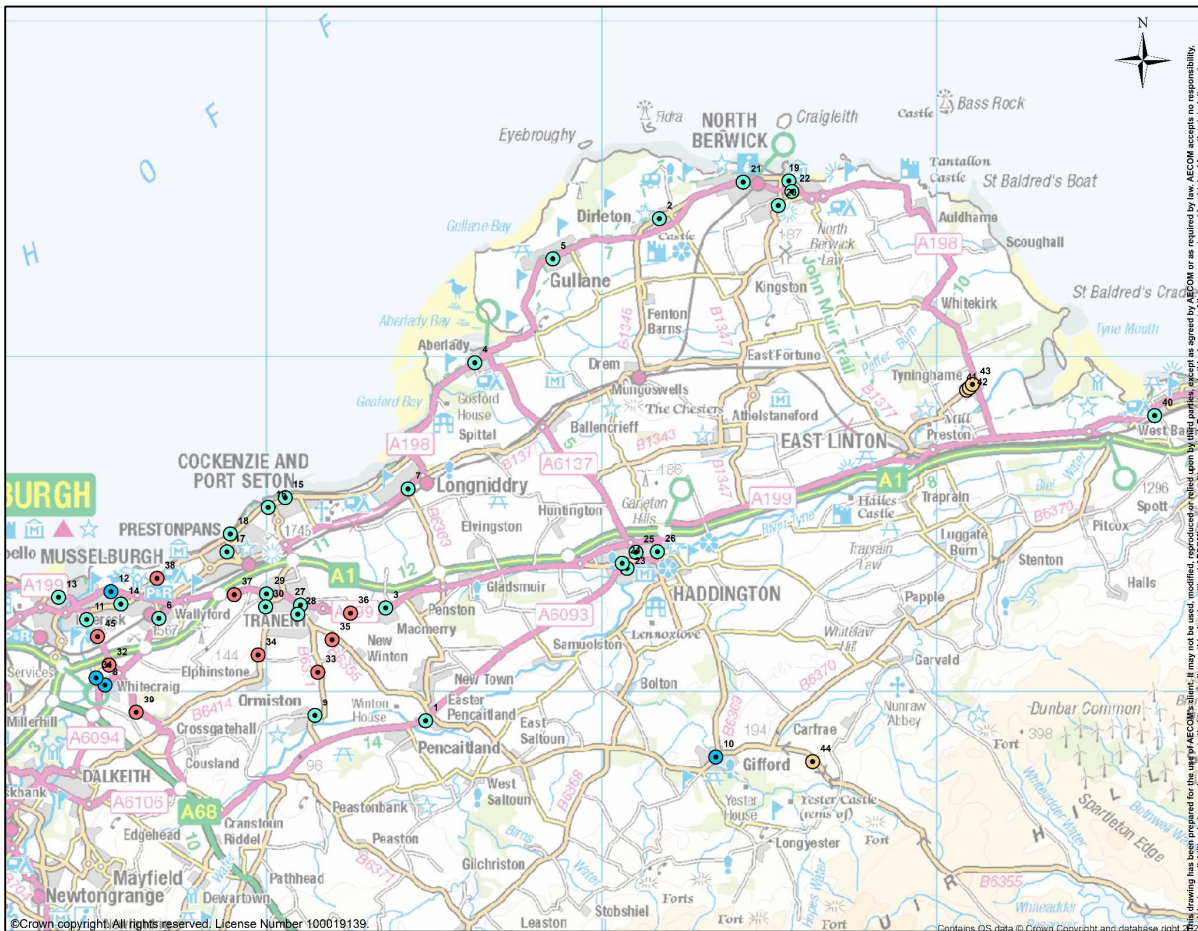


Figure 2.1 - Map of sites

It should be noted that pre- and post-implementation data is not available for every site. At a small minority of sites only pre-implementation or post-implementation data was available. The sites where only pre- or post-implementation data was available are listed below:

Only pre-implementation data available	Only post-implementation data available
<ul style="list-style-type: none"> • Pencaitland, A6093 (Site 1); • Danskine, B6335 (Site 44); and • Inveresk, A6124 Carberry Road (Site 45) 	<ul style="list-style-type: none"> • Musselburgh, North High Street (Site 13); • Whitecraig, Cowpits Road (Site 31); • New Winton, B6355 (Site 35); • Belhaven, Beveridge Row (Site 40); • Tynninghame, Main Street (Site 41); • Tynninghame, Main Street (Site 42); and • Tynninghame, A198 (Site 43)

In addition to the sites previously listed, AECOM were asked to comment on several other settlements, which have been listed below. These were settlements that had been highlighted for possible inclusion in any future stage of the programme. Temporary speed limits had not been introduced at any of these sites.

- Innerwick;
- Drem;
- Garvald;
- New Winton;
- Humbie;
- Boggs Holdings; and
- Levenhall.

A programme of public consultation was undertaken in October and November of 2021, during which residents of East Lothian were given the opportunity to comment on the impact of the 20mph speed limits in their area. This

included the opportunity to comment on the proposed speed limit boundaries and to suggest any other areas where they felt that 20mph speed limits should be provided.

The results of the consultation and the comments that were provided have been considered and used to refine the proposals. Detail on the outcomes of the public consultation is provided in section 4.

3. Methodology and reference documents

The pre- and post-implementation survey data has been collated by Tracsis. The speed and volume data were analysed to determine the percentage change in speed and volume after implementation. It should be noted that the pre-surveys were undertaken in July to August of 2020. The United Kingdom was not under 'lockdown' at this time, however traffic volumes could have been affected by the COVID-19 pandemic. Further information was gathered to inform the review and analysis, including 3-year collision data (taken from Crashmap¹) over the length of road that was under consideration. Each site was visited to gather information on the road type, function, nature and width, as well as on the surrounding environment. The site visit was also undertaken to review the existing speed limit boundaries.

The 'Setting Local Speed Limits' guidance document from the Department for Transport states that "*mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.*"² On this basis, a comparison of pre- and post-implementation mean speeds have been used to inform the analysis.

Transport Scotland Good Practice Guide on 20mph Speed Restrictions³ recommends that 20mph limits should be imposed on roads where the average speed is below 24mph. Therefore, for any sites where the post-implementation average speed was above 24mph, and there was a desire to retain the temporary 20mph limit, further measures to reduce vehicle speeds are being recommended (e.g. traffic calming).

In addition to the vehicle speeds, collision rate was also analysed and a factor which influenced the suggestion of further measures. With reference to East Lothian Council Speed Limit Policy 2018⁴, there are two tiers for rural roads: upper tier roads, which are typically A and B class roads with a primarily through function, and lower tier roads, which are typically C class roads that have a primarily local or access function. For upper tier roads, a threshold of 35 injury accidents per 100 million vehicle kilometres is a trigger for intervention, indicating that speed management measures may be required. For lower tier roads, the threshold is 60 injury accidents per 100 million vehicles kilometres.

East Lothian Council's Speed Limit Policy outlines the Speed Management Strategy and the requirements for various speed limits. The parameters which should be considered when implementing a speed limit are listed within the document. In urban areas, the recommended speed limit is dependent on a range of factors, for example: the nature and place function of the street; facilities (shops, schools, etc.); level of frontage development; junctions along the route; pedestrian and cycle activity; and street lighting. On roads between settlements, the accident history of the road should be considered, but remedial measures and alternative speed management options will always be considered in detail before the introduction of a lower speed limit.

An underlying principle in the ELC Speed Limit Policy is that the minimum length of a speed limit should not be less than 600m. However, shorter lengths can be considered where buffer zones are provided on approach to the settlement, giving a total restricted length of 600m.

It is understood that Police Scotland prioritise causality and collision reduction with regards to enforcement, rather than general amenity and supporting walking and cycling. It is therefore prudent to consider measures other than Police enforcement of speed limits for reducing vehicle speeds. It should be noted that the temporary reduced speed limits were introduced using signage and speed limit roundels only. No physical measures were introduced to support the reduced speed limits.

During the process of reviewing the survey data and boundaries, AECOM and ELC spoke to representatives from two other local authorities: City of Edinburgh Council and Fife Council. The objective of this was to understand how other local authorities responded to the COVID-19 pandemic in terms of reduced speed limits, and to

¹ Crashmap.co.uk. 2021. *CrashMap - UK Road Safety Map*. [online] Available at: <https://www.crashmap.co.uk/>.

² Setting local speed limits. *Department for Transport*. 18 January 2013.

³ Good Practice Guide on 20mph Speed Restrictions. *Transport Scotland*. June 2016. Version 2.

⁴ Updated Speed Limit Policy 2018. *East Lothian Council*. 8 May 2018.

understand how these local authorities went about introducing permanent 20mph speed limits in their local authority areas and the issues and opportunities that arose.

4. Feedback

Feedback was received via three main channels:

- Emails received to dedicated inbox during the period that the temporary speed limits have been in force;
- Public consultation on the 20mph speed limits, from 13 October to 26 November 2021. This included a postal survey, conducted by an independent market research organisation to reach a representative sample of local people, as well as an online survey that was open to all; and
- Consultation with Community Councils and neighbourhood groups.

The feedback and comments that were received have been reviewed by ELC and AECOM, and have been used in the analysis and review of the speed limits, as well as to refine the proposals.

The feedback that was received through these three channels is summarised in sections 4.1 to 4.3.

4.1 Email comments

Over the period that the temporary speed limits have been in force, ELC have been open to receipt of comments from residents of East Lothian using the spacesforpeople@eastlothian.gov.uk email address. No objections were received to any of the new speed limits. All other comments have been summarised below, and have been considered in the analysis:

- Support new speed limits x 25 (10 in North Berwick, 7 in Dunbar, 1 in Musselburgh, 1 in Tranent, 1 in Gullane, 1 in Dirleton, 4 general);
- Suggestion of more signing needed x 6;
- Concerned limits are not being enforced x 4 (Musselburgh, North Berwick);
- Suggestion to extend 20mph limits for North Berwick (out to Tantallon Caravan site) x 2;
- Lower speed limit and / or additional pedestrian crossing required on B1348 / Ravensheugh Road, near Levenhall Roundabout x 1;
- Lower speed limit required on the B1361, between Royal Musselburgh Golf Club and Wallyford Roundabout x 1;
- Lower speed limit required on the A6094 at A1 junction to A199, B1361 and B1348 inclusive x 1;
- Lower speed limit required on the A6094, south of Whitecraig x 1;
- Lower speed limit required on the B1348, between Port Seton and the Longniddry junction x 1;
- Lower speed limit desired between Limekilns and East Saltoun x 1;
- Extension of 30mph buffer zone in Dirleton;
- 20mph speed limit desired in Garvald x 2;
- Extend 20mph limit westwards on B6471, to Haddington Retail Park, and include side streets x 1;
- Approach to Haddington from Pencaitland Road should have the 40mph buffer extended to U137 (road to Letham Mains) x1.

4.2 Public consultation

As mentioned in section 4, the public consultation comprised a postal survey of a representative sample of local people and an online survey that was open to all. The results are described below.

Over 3,000 responses were received to the postal survey, and responses were weighted by geography and demographics to ensure a representative sample. A summary of the responses to the question 'Thinking about the future, what do you think should be done with 20mph limits?' is provided in Figure 4.1.

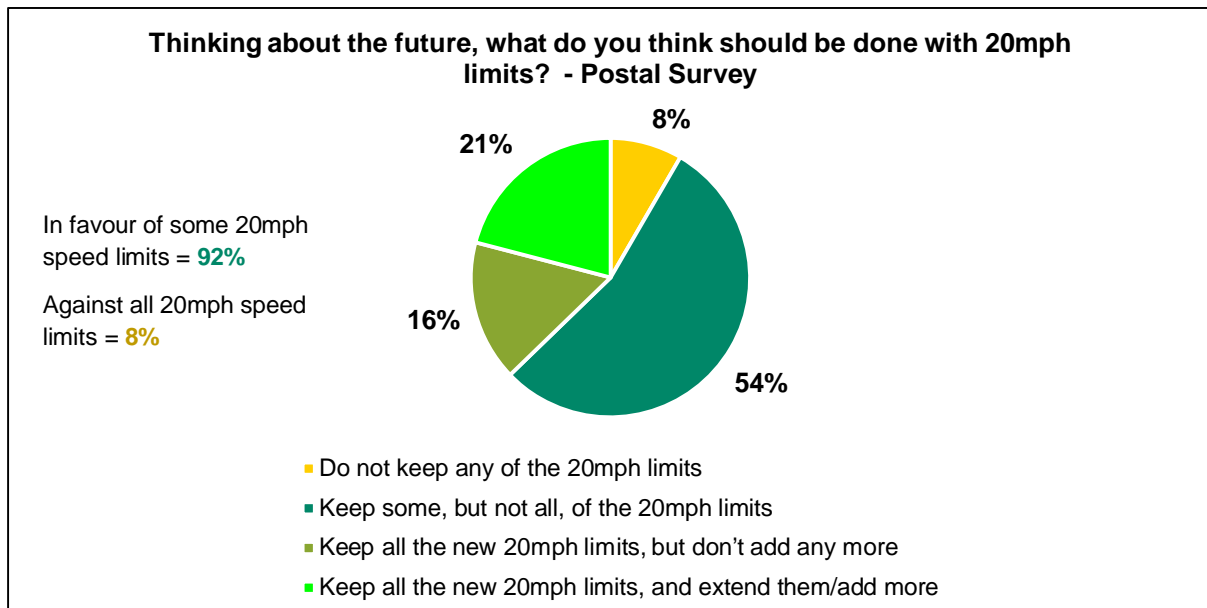


Figure 4.1 - Responses to “Thinking about the future, what do you think should be done with 20mph limits?” – Postal survey

As shown in Figure 4.1, 92% of respondents were in favour of some 20mph speed limits.

1,152 responses were received through the online survey, which yielded the results shown in Figure 4.2.

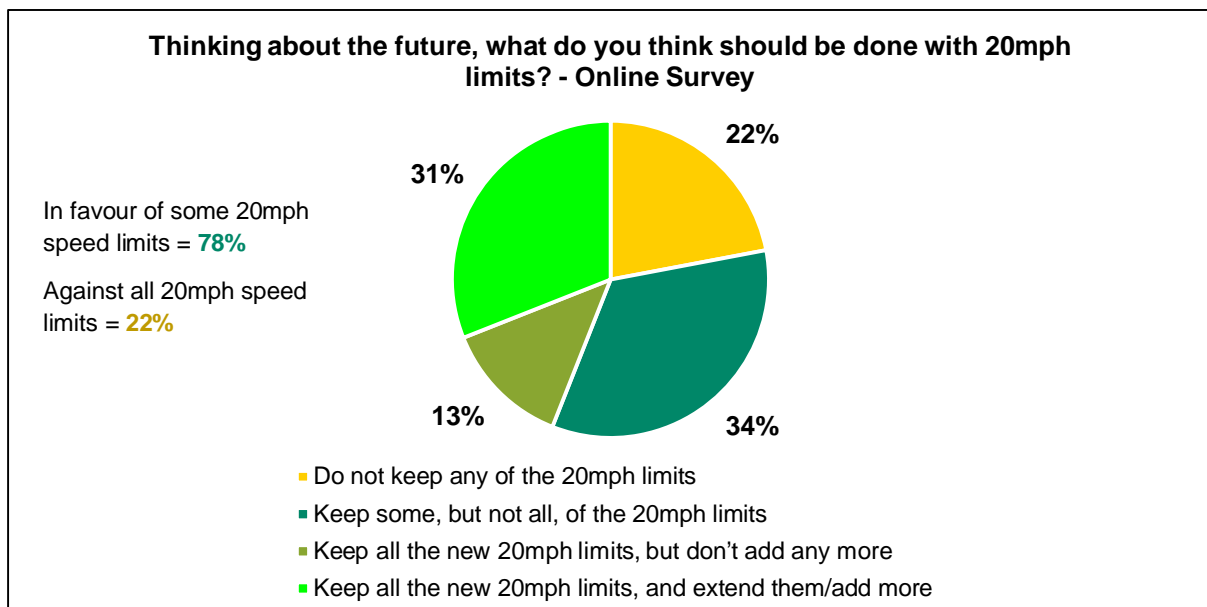


Figure 4.2 - Responses to “Thinking about the future, what do you think should be done with 20mph limits?” – Online survey

As shown in Figure 4.2, and in comparison to the results from the postal survey, a greater proportion of people wanted to keep all of the new 20mph limits and add more, while the same is true of the answer ‘keep some, but not all, of the 20mph limits’. Overall, 78% of respondents were in favour of some 20mph speed limits.

An online survey for young people was also provided. As shown in Figure 4.3, the results that were obtained were very similar to the open online survey:

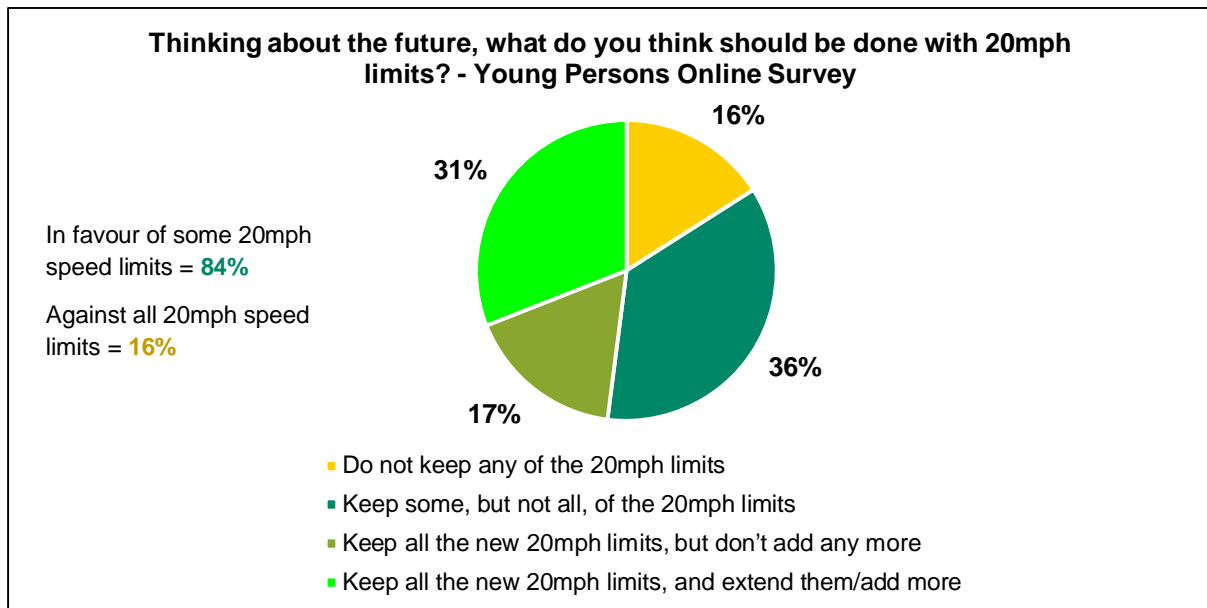


Figure 4.3 - Responses to “Thinking about the future, what do you think should be done with 20mph limits?” – Young persons’ online survey

Respondents who answered ‘keep all the new 20mph limits, and extend them/add more’ were invited to list the additional locations that they felt that 20mph speed limits are required. The locations that were suggested are discussed and assessed in sections 6 and 7 of this document.

It should be noted that the postal survey is the most representative dataset. As mentioned above, the online survey was open to all, and there is therefore the risk that the results could be influenced by factors such as the accessibility settings of the survey, while the young persons’ survey had a limited reach.

4.3 Community Councils and neighbourhood groups

Ten local groups responded to the survey aimed at Community Councils, with eleven responses being received in total (two different responses were received from one Community Council). The responses are summarised in Figure 4.4.

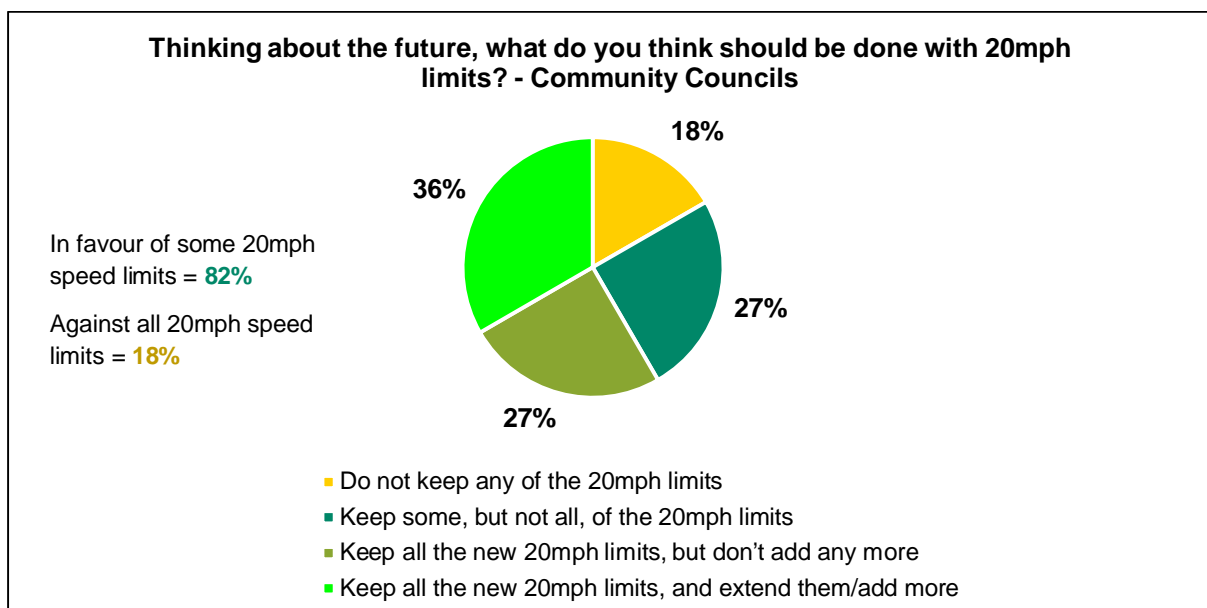


Figure 4.4 - Responses to “Thinking about the future, what do you think should be done with 20mph limits?” – Community Council online survey

5. Key findings from analysis of survey data

The key findings associated with the temporary 20mph speed limits are detailed in section 5.1, while those for the temporary 30mph and 40mph speed limits are detailed in section 5.2.

Appendix A includes a summary of the data for each site that was surveyed.

5.1 20mph speed limits

Table 5.1 summaries the speed survey data at each of the settlements where temporary 20mph speed limits were provided. Vehicle speeds decreased at 21 out of the 30 sites and average vehicle speeds were below 24mph at 11 sites. The average change in average speed across the 30 sites was -1.2mph.

Table 5.1 - Sites by settlement and size

Settlement	Settlement Size	Total number of sites	Number of sites where average speeds reduced		Number of sites where average speeds less than 24mph		Number of sites where average speeds less than 30mph	
			Number	%	Number	%	Number	%
Aberlady	Village	1	1	100%	1	100%	1	100%
Belhaven	Village	1	0	0%	1	100%	1	100%
Dirleton	Village	1	0	0%	1	100%	1	100%
Gifford	Village	1	0	0%	1	100%	1	100%
Gullane	Town	1	1	100%	1	100%	1	100%
Longniddry	Village	1	0	0%	0	0%	1	100%
Macmerry	Village	1	1	100%	0	0%	1	100%
Ormiston	Village	1	0	0%	0	0%	1	100%
Pencaitland	Village	1	1	100%	0	0%	1	100%
Wallyford	Town	1	1	100%	1	100%	1	100%
Whitecraig	Village	1	1	100%	0	0%	1	100%
Cockenzie & Port Seton	Town	2	2	100%	1	50%	2	100%
Prestonpans	Town	2	1	50%	2	100%	2	100%
Musselburgh	Town	3	2	67%	1	33%	3	100%
Haddington	Town	4	4	100%	0	0%	4	100%
North Berwick	Town	4	3	75%	1	25%	4	100%
Tranent	Town	4	3	75%	1	25%	4	100%

The percentage of sites within the settlements classed as towns where the average speed was 24mph or less was 33%. The equivalent percentage for the settlements classified as villages was 44%. In Aberlady, Belhaven, Dirleton, Gifford, Gullane and Wallyford, the sole sites that were surveyed had post-implementation average speeds of 24mph or less. Haddington was the settlement where the measures appeared to have been least effective, with none of the four sites having a post-implementation average speed of 24mph or less.

A breakdown of the temporary 20mph speed limits by the class of the road on which they were located is provided in Table 5.2, below:

Table 5.2 - 20mph sites by road class

Road class	Number	Number of sites where average speeds reduced		Number of sites where average speeds less than 24mph		Number of sites where average speeds less than 30mph	
		Number	%	Number	%	Number	%
A	16	14	88%	5	31%	16	100%
B	13	7	54%	6	46%	13	100%
Unclassified	1	0	0%	1	100%	1	100%

As shown in Table 5.2, the number of sites where the average speed was 24mph or less was higher on B-class roads compared to A-class roads (46% compared to 31%).

Figures 2 and 3 show plots of seven-day two-way average speeds against seven-day two-way traffic volumes and collision rate respectively.

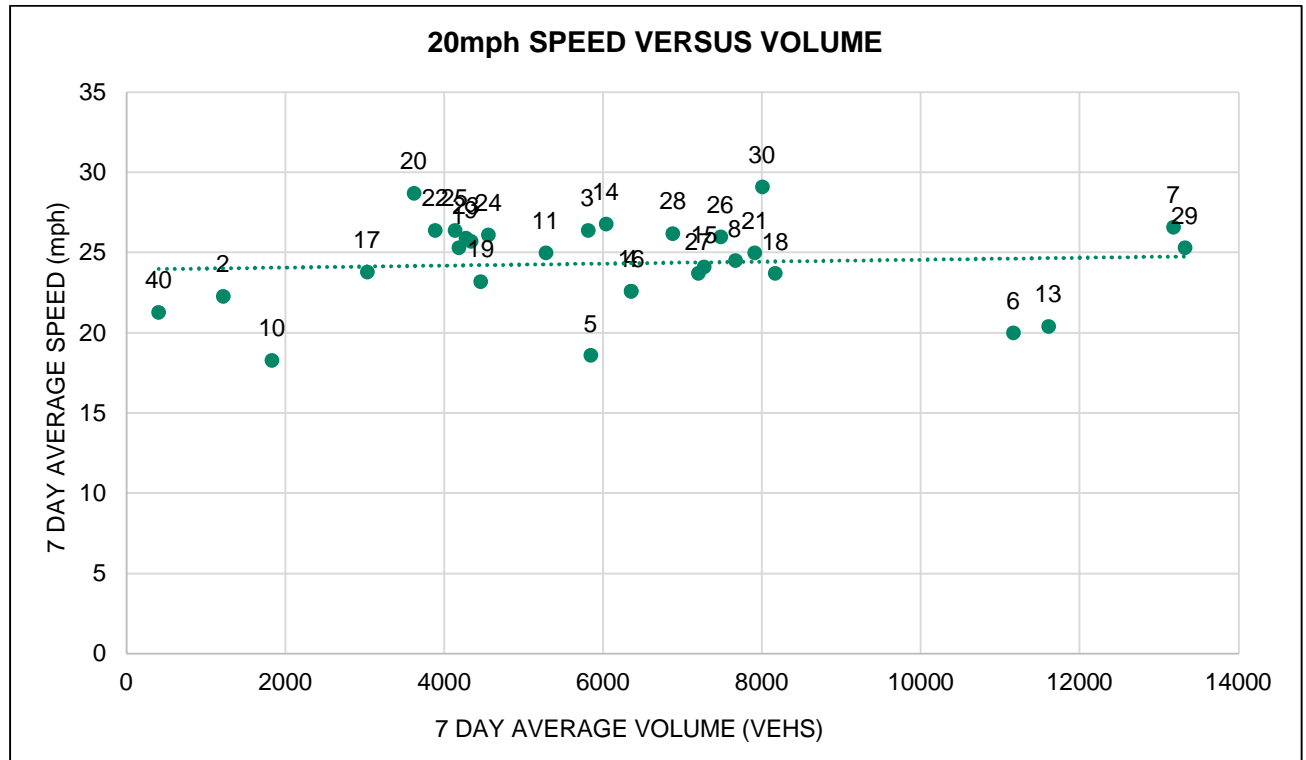


Figure 5.1 - Average speed versus average seven-day traffic volume

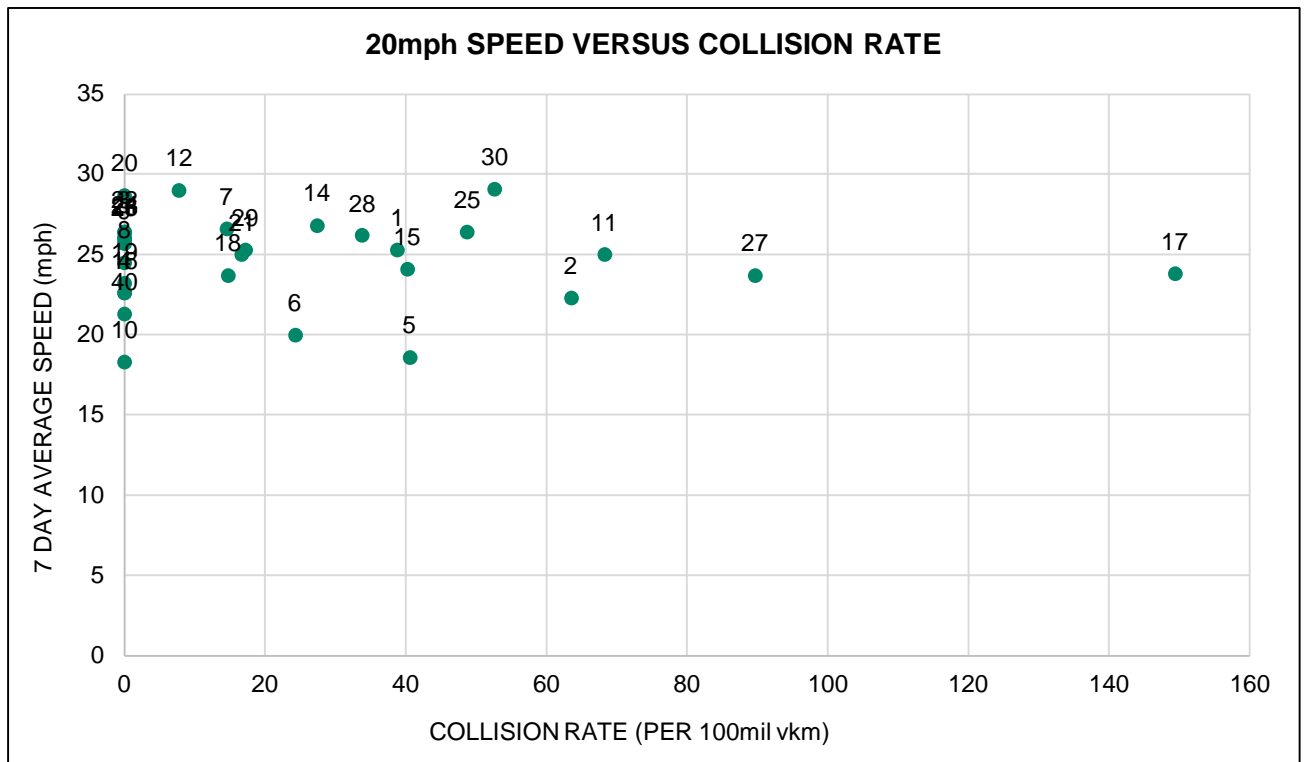


Figure 5.2 - Average speed versus collision rate

As shown in Figure 5.1 and Figure 5.2, there does not appear to be any clear correlation in the data between traffic volume and average speed or between average speed and collision rate.

Using the analysis that was undertaken, including review of the survey data, the context of the site and collision data, the various sites were classified. The classifications that were assigned were as follows:

- 1 – No additional traffic calming recommended;
- 2 – Additional traffic calming recommended; and
- 3 – Recommend temporary speed limit is removed.

The classifications of the sites are presented in Table 5.3 below:

Table 5.3 - Classification of 20mph sites

Site Number	Site	Posted Speed Limit	Surveyed Combined Average Speed (mph)	Classification
1	Pencaitland - A6093 (at bowling green)	20	25.3	2
2	Dirleton - B1345, Dirleton Road (East)	20	22.3	1
3	Macmerry - Main Road (A199) (East)	20	26.4	2
4	Aberlady - A198 West Main Street (East)	20	22.6	1
5	Gullane - A198 Main Street (East)	20	18.6	1
6	Wallyford - A6094 Salters Road (east)	20	20	1
7	Longniddry - A198 Main Street (North)	20	26.6	2
8	Whitecraig - A6094 Whitecraig Road	20	24.5	2
9	Ormiston - Main Street (North/East)	20	25.7	2
10	Gifford - Main Street (B6355 East)	20	18.3	1
11	Musselburgh - Inveresk Brae	20	25	2

Site Number	Site	Posted Speed Limit	Surveyed Combined Average Speed (mph)	Classification
13	Musselburgh - North High Street	20	20.4	1
14	Musselburgh - Pinkie Road	20	26.8	2
15	Cockenzie & Port Seton - B1348, Gosford Road	20	24.1	1
16	Cockenzie & Port Seton - East Lorimer Place	20	22.6	1
17	Prestonpans - B1349 West Loan	20	23.8	1
18	Prestonpans - B1348 High Street	20	23.7	1
19	North Berwick - East Road (B1346)	20	23.2	1
20	North Berwick - Haddington Road	20	28.7	2
21	North Berwick - A198 Dirleton Road	20	25	2
22	North Berwick - A198 St Baldreds Road	20	26.4	2
23	Haddington - A6093 Pencaitland Road	20	25.9	2
24	Haddington - B6471 West Road	20	26.1	2
25	Haddington - A6137, Aberlady Road	20	26.4	2
26	Haddington - A6093 Hardgate	20	26	2
27	Tranent - Haddington Road (A199)	20	23.7	1
28	Tranent - Ormiston Road	20	26.2	2
29	Tranent - A199 Edinburgh Road	20	25.3	2
30	Tranent - Elphinstone Road	20	29.1	2
40	Belhaven - Beveridge Row	20	21.3	1

Sites that are classified as category 2 in Table 5.3 would likely require some form of traffic calming, such as more prominent gateway features (such as through the use of 'coloured surfacing or localised narrowing), or other measures to reduce vehicle speeds (such as road narrowing or speed cushions). Examples of possible measures to encourage compliance are provided in section 8.

In addition to the pre-implementation and post-implementation surveys, a follow-up survey was undertaken in August 2021, 12 months after the pre-implementation surveys. Figure 5.3 shows the average speed of vehicles across the 31 locations where 20mph speed limits were introduced. As shown in the figure, the percentage of vehicles travelling under 30mph has increased from around 75% during the pre-implementation survey to 85% over a period of 12 months. The percentage of vehicles travelling under 25mph has also increased significantly. This illustrates the positive impact that the 20mph speed limits are having on vehicle speeds.

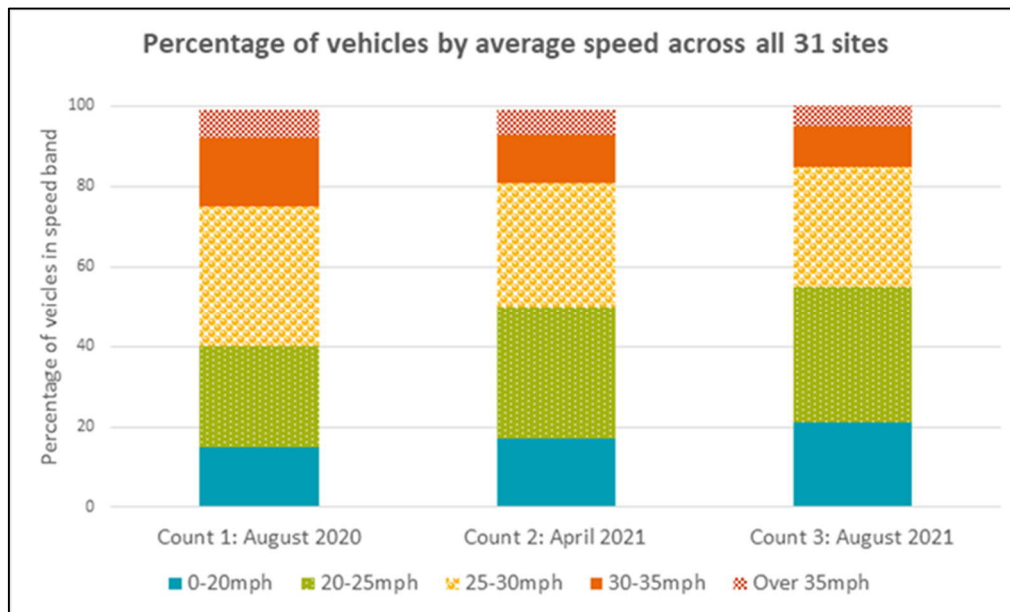


Figure 5.3 - Average speed across 20mph sites

5.2 30mph and 40mph speed limits

The surveys of the temporary 30mph and 40mph speed limits were undertaken at the following locations:

30mph	40mph	
<ul style="list-style-type: none"> Whitecraig, Cowpits Road 	<ul style="list-style-type: none"> Whitecraig, A6124 Ormiston, B6371 Tranent, B6414 New Winton, B6355 Macmerry, A199 	<ul style="list-style-type: none"> Tranent, A199, Tranent to Dolphingstone Levenhall, B1348, Musselburgh to Prestonpans Carberry, A6124, Musselburgh to Crossgatehall

The location of the surveys that were undertaken on the temporary 30mph and 40mph speed limits is shown in Figure 2.1 in section 2.

A total of 9 sites were investigated, 8 of which were temporary 40mph speed limits and one of which was a temporary 30mph limit.

5.2.1 30mph site

The sole site with a temporary 30mph speed limit is Cowpits Road, to the north-west of Whitecraig. This is an unclassified road.

Analysis of this site showed that the post-implementation seven-day average speed was 28.5mph. Whilst traffic volumes were high (seven-day average traffic volume of 7,665 vehicles), there have been no collisions along the route in the last three years (according to Crashmap).

5.2.2 40mph sites

Table 5.4 below summarises the speed survey data at each of the settlements where temporary 40mph speed limits were provided. Vehicle speeds decreased at 7 out of the 8 sites and average vehicle speeds were below 46mph at 5 sites. The average change in average speed across the 8 sites was found to be -2.9mph.

Table 5.4 - 40mph sites by road class

Road Class	Number	Number of sites where speeds reduced		Number of sites where average speeds less than 46mph		Number of sites where average speeds less than 50mph	
		Number	%	Number	%	Number	%
A	4	4	100%	4	100%	4	100%
B	4	3	75%	1	25%	4	100%

Whilst the sample sizes are relatively small, the temporary speed limits on A-class roads appear to have been more effective than those on B-class roads.

Figure 5.4 shows the relationship between average speed and traffic volumes.

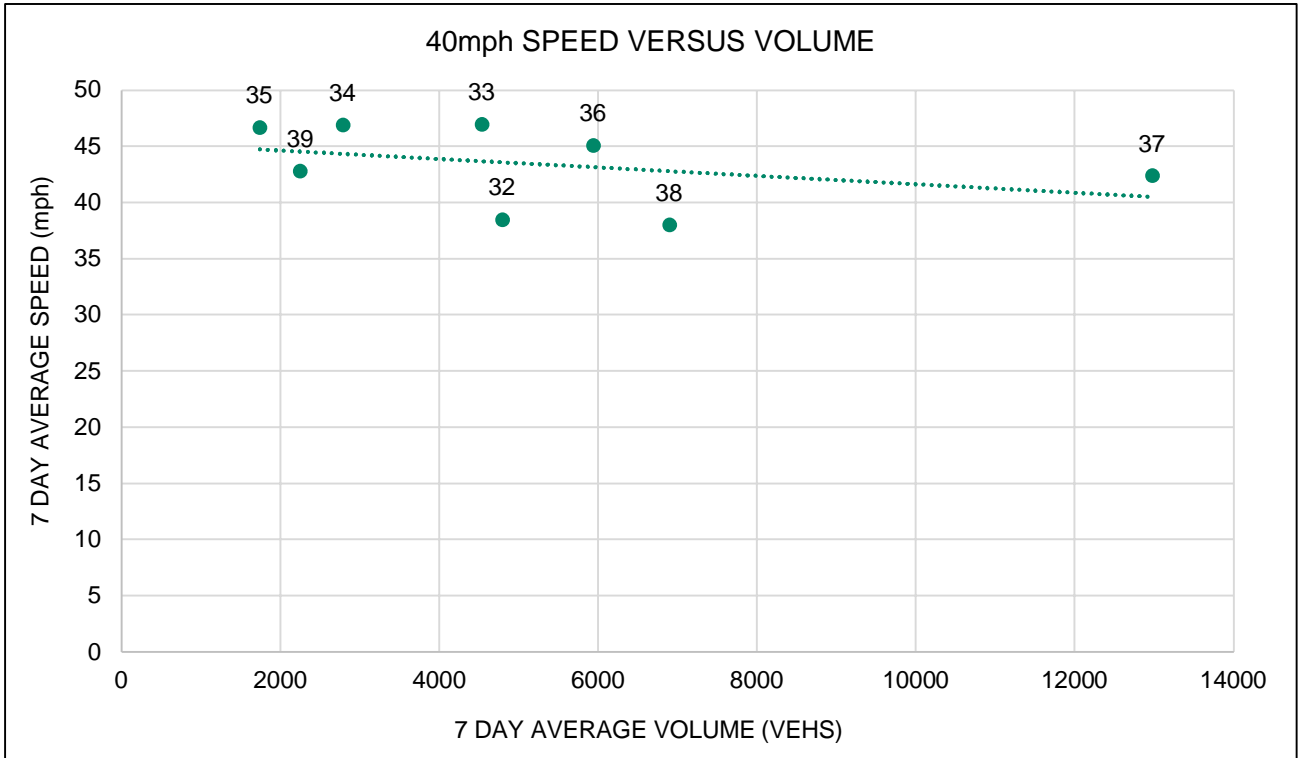


Figure 5.4 - Average speed versus average seven-day traffic volume (40mph sites)

The linear trend line is relatively flat, although it does appear that lower traffic volumes are generally associated with slightly higher average speeds, and vice-versa.

Figure 5.5, below, shows the relationship between average speed and collision rate.

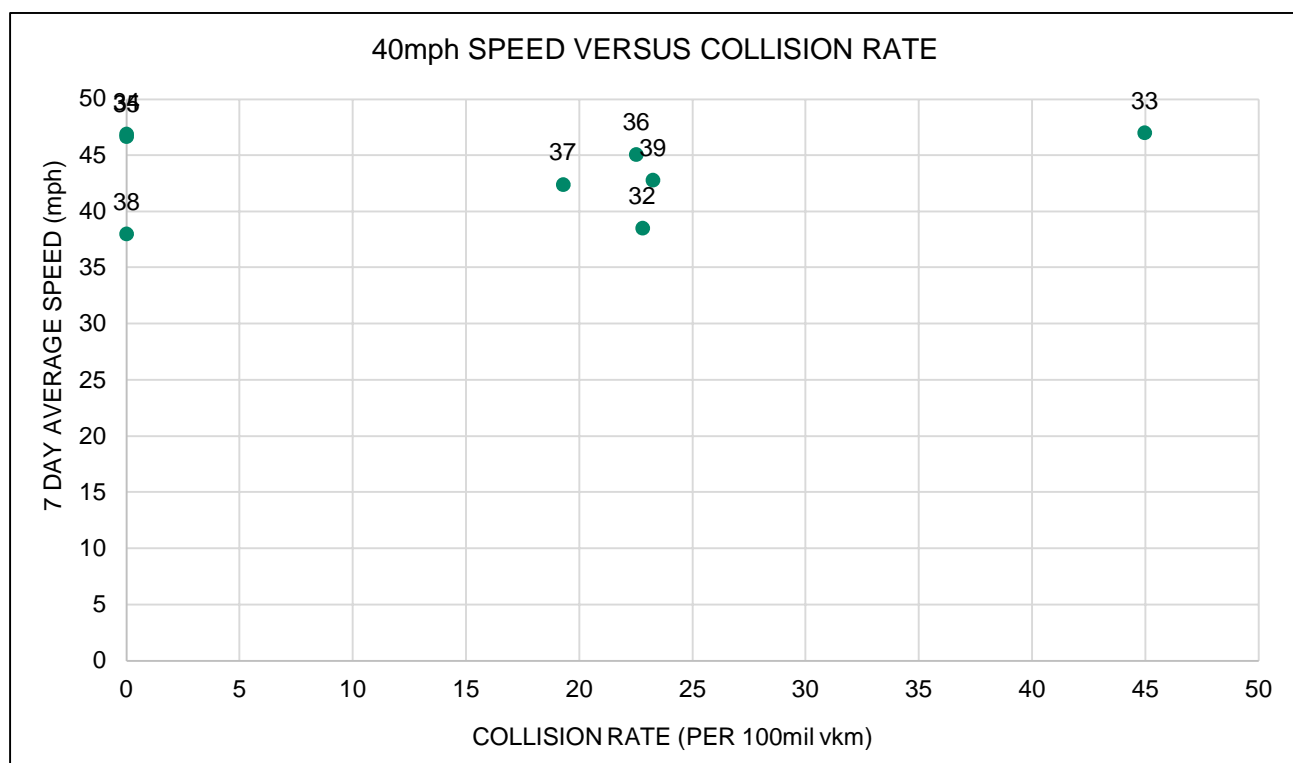


Figure 5.5 - Average speed versus collision rate (40mph sites)

Several of the sites have had no collisions in the last 3 years (according to Crashmap).

5.2.3 Classification

As was carried out for the 20mph sites, the 30mph and 40mph sites were classified. The classifications that were assigned were as follows:

- 1 – No additional measures recommended;
- 2 – Additional measures recommended; and
- 3 – Recommend temporary speed limit is removed.

The classification is shown in Table 5.5.

Table 5.5 - Classification of 30mph and 40mph sites

Site Number	Site	Posted Speed Limit	Surveyed Combined Average Speed (mph)	Classification
31	Whitecraig - Cowpits Road	30	28.5	1
32	Whitecraig to Inveresk - A6124	40	38.5	1
33	Tranent to Ormiston - B6371	40	47	2
34	Tranent to Elphinstone - B6414	40	46.9	3
35	Tranent to New Winton - B6355	40	46.7	3
36	Tranent to Macmerry - A199	40	45.1	1
37	Tranent to Dolphingstone - A199	40	42.4	1
38	Musselburgh to Prestonpans - B1348	40	38	1
39	Musselburgh to Crossgatehall - A6124	40	42.8	1

The high collision rate on the Tranent to Ormiston (site 33) link is the reason that it was given a classification of 2 (additional measures recommended). Furthermore, a shared use / dual use footway is provided on the east side of the B6371, which is used by cyclists. No collisions at sites 34 and 35 were recorded in the last 3 years and, as

they didn't follow the criteria outlined by ELC Speed Limit Policy, were deemed to be unsuitable for a permanent 40mph limit.

6. Potential additional sites

6.1 Settlements highlighted by communities

As mentioned in section 2, AECOM were asked to investigate 7 additional settlements, which were highlighted by communities as also being in need of reduced speed limits. Furthermore, as detailed in section 4.2, several settlements were highlighted by respondents to the public consultation.

No data was available for these settlements; they were to be assessed using the existing road environment only. Site visits were undertaken to the seven settlements that were highlighted initially in order to inform the assessment. These settlements were as follows:

- Innerwick (existing 30mph limit);
- Drem (existing 40mph limit);
- Garvald (existing 30mph limit);
- New Winton (existing 40mph limit);
- Humbie (experimental 30mph limit currently in place – separate to Spaces for People);
- Boggs Holdings (existing 40mph limit); and
- Levenhall (existing 30mph limit).

These sites, alongside the others that were suggested during the consultation, are presented and assessed in Table 6.1.

Table 6.1 - Assessment of additional settlements

Location	Existing speed limit	Suggestion to be implemented	Comment
A199 at Monksmuir Park	National speed limit	No	<ul style="list-style-type: none"> • Unsuitable for a 20mph speed limit. • Recommended that site is reviewed in line with the proposed ELC Speed Limit Policy to determine if lower speed limit would be appropriate
Ballencrieff	40mph	No	<ul style="list-style-type: none"> • Unsuitable for a 20mph speed limit. • The proposed ELC Speed Limit Policy would suggest that existing speed limit is appropriate for settlement
Boggs Holdings	40mph	No	<ul style="list-style-type: none"> • Unsuitable for a 20mph speed limit. • The proposed ELC Speed Limit Policy would suggest that existing speed limit is appropriate for settlement
Bolton	30mph	No	<ul style="list-style-type: none"> • Unsuitable for a 20mph speed limit. • The proposed ELC Speed Limit Policy would suggest that existing speed limit is appropriate for settlement
C71 (B6414 to B6371)	National speed limit	No	<ul style="list-style-type: none"> • Unsuitable for a 20mph speed limit. • Recommended that site is reviewed in line with the proposed ELC Speed Limit Policy to determine if lower speed limit would be appropriate
Conservation areas	Various	No	<ul style="list-style-type: none"> • Conservation areas have been treated on a case-by-case basis, and a blanket speed limit is not considered to be appropriate
Drem	40mph	No	<ul style="list-style-type: none"> • Unsuitable for a 20mph speed limit. • The proposed ELC Speed Limit Policy would suggest that existing speed limit is appropriate for settlement

Location	Existing speed limit	Suggestion to be implemented	Comment
East Saltoun	20mph	No	<ul style="list-style-type: none"> 20mph speed limit already in place
Garvald	30mph	Yes	<ul style="list-style-type: none"> The proposed ELC Speed Limit Policy would suggest that 20mph speed limit would be appropriate for settlement
Gifford	20mph	No	<ul style="list-style-type: none"> 20mph speed limit already in place
Gladsmuir	40mph	Yes, with alteration	<ul style="list-style-type: none"> Unsuitable for a 20mph speed limit. The proposed ELC Speed Limit Policy would suggest that 30mph speed limit would be appropriate for settlement
Humbie	30mph (experimental)	No	<ul style="list-style-type: none"> Unsuitable for a 20mph speed limit. The proposed ELC Speed Limit Policy would suggest that 30mph speed limit would be appropriate for settlement, although the extents should be reduced
Innerwick	30mph	Yes	<ul style="list-style-type: none"> The proposed ELC Speed Limit Policy would suggest that 20mph speed limit would be appropriate for settlement
Levenhall	30mph	Yes, with alteration	<ul style="list-style-type: none"> The proposed ELC Speed Limit Policy would suggest that 20mph speed limit would be appropriate for B1348. Speed limit on side roads within Levenhall to be reduced to 20mph
Main roads	Various	No	<ul style="list-style-type: none"> Main roads have been treated on a case-by-case basis, and a blanket speed limit is not considered to be appropriate
Morham village	National speed limit	No	<ul style="list-style-type: none"> The proposed ELC Speed Limit Policy would suggest that a reduced speed limit would not be appropriate for settlement
New Winton	40mph	No	<ul style="list-style-type: none"> Unsuitable for a 20mph speed limit. The proposed ELC Speed Limit Policy would suggest that existing speed limit is appropriate for settlement
Newcraighall	30mph	No	<ul style="list-style-type: none"> Outwith ELC Local Authority area
Oldhamstocks	30mph	No	<ul style="list-style-type: none"> Unsuitable for a 20mph speed limit. The proposed ELC Speed Limit Policy would suggest that existing speed limit is appropriate for settlement
Seton Sands	30mph	No	<ul style="list-style-type: none"> Unsuitable for a 20mph speed limit. The proposed ELC Speed Limit Policy would suggest that existing speed limit is appropriate for settlement
Spott	30mph	Yes	<ul style="list-style-type: none"> The proposed ELC Speed Limit Policy would suggest that 20mph speed limit would be appropriate for settlement
Stenton	30mph	Yes	<ul style="list-style-type: none"> The proposed ELC Speed Limit Policy would suggest that 20mph speed limit would be appropriate for settlement
Tynninghame	30mph / 40mph	No	<ul style="list-style-type: none"> Unsuitable for a 20mph speed limit. The proposed ELC Speed Limit Policy would suggest that existing speed limits are appropriate for settlement
West Barns	30mph	Yes	<ul style="list-style-type: none"> The proposed ELC Speed Limit Policy would suggest that 20mph speed limit would be appropriate for settlement
West Fenton	National speed limit	No	<ul style="list-style-type: none"> The proposed ELC Speed Limit Policy would suggest that a reduced speed limit would not be appropriate for settlement. Roads C110 and C111 (road between West Fenton and Gullane, and the road that intersects this road) have been subject to a separate 'Quiet Roads' trial and it is recommended that this is made permanent, as it meets the criteria under the proposed ELC Speed Limit Policy
West Saltoun	30mph	No	<ul style="list-style-type: none"> Unsuitable for a 20mph speed limit.

Location	Existing speed limit	Suggestion to be implemented	Comment
			<ul style="list-style-type: none"> The proposed ELC Speed Limit Policy would suggest that existing speed limit is appropriate for settlement

Recommendations were based on features that may encourage compliance / non-compliance with lower speed limits or support lower speed limits.

6.2 Sites with partial data

Traffic surveys were undertaken at 6 other sites in either 2020 or 2021 to assess the need for reduced speed limits or additional measures. A summary of the available results is given below in Table 6.2:

Table 6.2 - Summary of sites with partial data

Site Number	Site	Month, Year of Survey	Posted Speed Limit	Surveyed Combined Average Speed (mph)	Comment
41	Tynninghame – B1407, Main Street (west)	April 2021	30	27.4	It is recommended that the speed limit is retained as 30mph due to the lack of frontages and lack of street lighting
42	Tynninghame – B1407, Main Street (east)	April 2021	30	22.3	It is recommended that the speed limit is retained as 30mph due to the lack of frontages and lack of street lighting
43	Tynninghame – A198	April 2021	40	39.0	It is recommended that the serious collision is examined to determine if speed was a factor.
44	Danskine – B6355	July to August 2020	60	47.6	It is recommended that the speed limit is retained as derestricted.
45	Inveresk – A6124, Carberry Road	September 2020	30	28.7	It is recommended that post-implementation survey data is obtained to determine the effectiveness of the temporary 20mph speed limit at this location

7. Speed limit boundaries

The speed limit boundaries have been reviewed on two occasions. The first occasion was prior the public consultation, in summer 2021. This review led to new proposals for speed limit boundaries, which were consulted on during the public consultation (December 2021 to January 2022). The second was following the conclusion of the public consultation, where feedback had been received from communities.

The first review was undertaken whilst AECOM were undertaking site visits and reviewing the speed limit data. The comments that were recorded by AECOM on the speed limit boundaries are presented in Appendix B. These comments are based on the temporary speed limit boundaries, as defined in the TTROs and observed on street at the time of the review.

In Appendix C, the suggested changes to the speed limit boundaries that were highlighted during the public consultation are presented and discussed.

The final proposed speed limit boundaries are shown in the maps that are appended to this report in Appendix D. It is recommended that these are taken forward to be made permanent.

8. Possible measures to encourage compliance with 20mph speed limits

Possible measures to encourage compliance with 20mph speed have been considered, and examples of possible measures are listed below:

- Additional signage and painted speed limit roundels;
- Painted gateway treatments;
- 30 / 40mph buffer zones (sections shorter than 600m may still be used as a form of traffic calming);
- Vehicle speed activated signs;
- Rumble devices / strips;
- Gateway features with build outs / physical road narrowing measures;
- Footway widening or the introduction of cycle infrastructure;
- Other physical traffic calming measures such as raised junctions / tables, speed cushions / humps, chicanes or priority working.

The most suitable form of treatment will depend on the nature of the area and the geometry of the road.

Examples of such treatments are shown in Figure 8.1 to Figure 8.8.



Figure 8.1 - Additional signage and painted roundel

Source: AECOM. Picture of Ormiston Road, Tranent



Figure 8.2 - Painted gateway treatment (option to have cat's-eyes instead of bollards)

Source: ELC



Figure 8.3 - 30 / 40mph buffer zones

Source: AECOM. Picture of existing buffer zone in Dirleton



Figure 8.4 - Speed reactive signs

Source: <https://www.istockphoto.com/photos/solar-powered-speed-limit-signs>



Figure 8.5 - Rumble strips

Source: yourvoicebucks.citizenspace.com



Figure 8.6 - Gateway features (e.g. build outs)

Source: Google.com/maps



Figure 8.7 - Raised tables

Source: https://ec.europa.eu/transport/sites/default/files/cycling-guidance/sustrans_junctions_and_crossings.pdf



Figure 8.8 - Speed cushions

Source: ELC



Figure 8.9 - Advisory cycle lanes

Source: Google.com/maps

9. Summary

9.1 20mph speed limits

This report has analysed survey data associated with the temporary 20mph speed limits throughout East Lothian and has assessed the feedback that has been received from local residents.

Considering the data and information available, it is proposed that the temporary 20mph speed limits are to be made permanent and extended to other settlements that also fit the criteria of the proposed ELC Speed Limit Policy. Where surveyed speed limits were above 24mph, it is recommended that further measures are provided to encourage compliance with the speed limit.

9.2 30mph and 40mph speed limits

The following speed limits are candidates to be made permanent, because the average vehicle speeds were less than 35mph (for 30mph limits) and 46mph (for 40mph limits):

- Site 31 – Whitecraig (Cowpits Road)
- Site 32 – Whitecraig to Inveresk (A6124)
- Site 36 – Tranent to Macmerry (A199)
- Site 37 – Tranent to Dolphingstone (A199)
- Site 38 – Musselburgh to Prestonpans (B1348)
- Site 39 – Musselburgh to Crossgatehall (A6124)

It is recommended that the 40mph speed limits at Site 34 (Tranent to Elphinstone) and Site 35 (Tranent to New Winton) are reconsidered. This is due to the fact that the average speed is above 46mph and significant investment in additional measures would likely be required to make these roads suitable. Furthermore, there is little evidence of the requirement for reduced speed limits on these roads post-COVID pandemic.

For reasons of consistency, it is recommended that Site 33 (Tranent to Ormiston) is treated in the same manner as sites 34 and 35.

9.3 Proposed amendments to speed limit boundaries

The proposed new speed limit boundaries have been reviewed on two occasions:

- Immediately after the reduced speed limits had first been put in place (summer 2021), in order to provide a basis for consultation; and
- Following the conclusion of the public consultation (January 2022), where feedback had been received from communities.

The reviews that have been undertaken have informed proposed amendments to the speed limit boundaries. The amendments are illustrated graphically in the maps appended in Appendix D.

9.4 General complementary improvements

Alongside the site-specific recommendations specified in sections 9.1 to 9.3, it is recommended that additional speed limit roundels are installed along all of the distributor roads within the new permanent 20mph, 30mph and 40mph limits. Any existing vehicle activated speed signs should be either appropriately altered and relocated or removed, to ensure they are consistent with the new permanent speed limits

9.5 Feedback and potential additional schemes

Several settlements were highlighted by communities as also being in need of reduced speed limits. These have been assessed in line with the proposed ELC Speed Limit Policy.

The following changes are proposed.

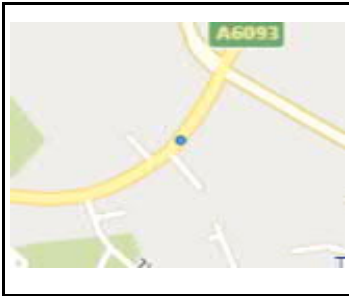
Location	Existing speed limit	Proposed speed limit
Garvald	30mph	20mph
Gladsmuir	40mph	30mph
Innerwick	30mph	20mph

Location	Existing speed limit	Proposed speed limit
Levenhall	30mph	20mph (on side roads only)
Spott	30mph	20mph
Stenton	30mph	20mph
West Barns	30mph	20mph

Appendix A Site summaries

SITE 1 PENCAITLAND

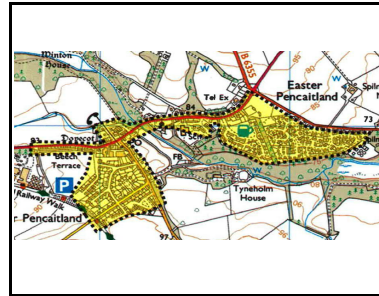
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A6093 (at bowling green)

EXISTING SPEED LIMIT BOUNDARY



Settlement: Village

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	4181
% change in 7 day ave. two-way traffic volume (vehs)	16%
Collision rate (per 100mil vkm)	38.79022



Post implementation ave. speed (mph)	25.3
Post implementation 85th percentile speed (mph)	29.9
% change in ave. speed	-3%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - Looking north-west towards terminal signs (Ref: 5202)



Photo 2 - View of 20mph boundary (looking west)

OBSERVATIONS AND COMMENTS

During the site investigation it was observed that the visibility at the junction on approach to the 20mph one has very poor visibility.

It was also observed that the 30mph 'buffer' zone is very short.

Collision rate in Pencaitland is approx. 39 per 100mil vkm including one fatal collision in the last 3 years.

Despite the reduction in speed, average speeds are still above 24mph

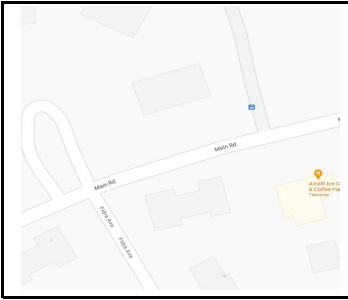
CLASSIFICATION

2

Additional traffic calming recommended

SITE 2 DIRLETON

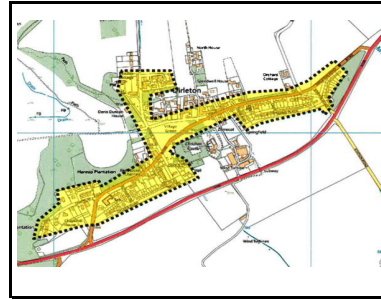
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: B1345, Dirleton Road (East)

EXISTING SPEED LIMIT BOUNDARY



Settlement: Village

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	1217
% change in 7 day ave. two-way traffic volume (vehs)	-5%
Collision rate (per 100mil vkm)	63.53076



Post implementation ave. speed (mph)	22.3
Post implementation 85th percentile speed (mph)	27.8
% change in ave. speed	0%
Ave. speed decreased	TRUE

PHOTOS



Photo 1 - West 20mph boundary



Photo 2 - East 20mph boundary

OBSERVATIONS AND COMMENTS

During the site investigation it was observed that the VAS (speed sensor signage) was not working.

It was also observed that the 30mph 'buffer' zone is very short.

At the western boundary, it appears that the existing roundel (30mph) has not been changed to reflect the new speed limit (20mph).

Speeds were slightly higher in the eastbound direction.

CLASSIFICATION

1

No further measures recommended

SITE 3 MACMERRY

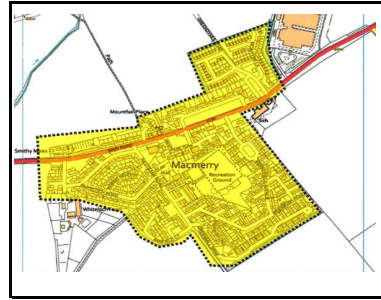
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Main Road (A199) (East)

EXISTING SPEED LIMIT BOUNDARY



Settlement: Village

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	5808
% change in 7 day ave. two-way traffic volume (vehs)	6%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	26.4
Post implementation 85th percentile speed (mph)	31.6
% change in ave. speed	-8%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - West 20mph Boundary



Photo 2 - East 20mph Boundary

OBSERVATIONS AND COMMENTS

Buffer zones on eastern and western boundaries are short (approx. 150m)

At eastern and western boundaries, speed limit reduces from 40mph to 30mph to 20mph in quick succession. Could this be rationalised from 40mph to 20mph?

Speeds were fairly similar in both directions. Average speeds still fairly high.

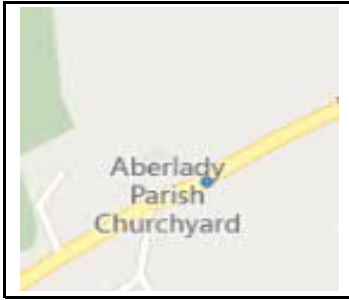
CLASSIFICATION

2

Additional traffic calming recommended

SITE 4 ABERLADY

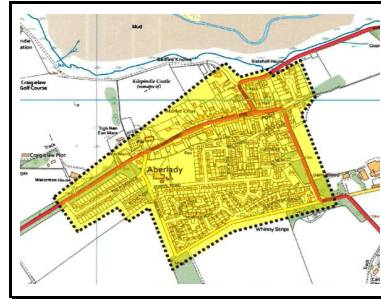
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A198 West Main Street (East)

EXISTING SPEED LIMIT BOUNDARY



Settlement: Village

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	6353
% change in 7 day ave. two-way traffic volume (vehs)	3%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	22.6
Post implementation 85th percentile speed (mph)	27.6
% change in ave. speed	-12%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - West 20mph Boundary (A198)



Photo 2 - East 20mph Boundary (A198)

OBSERVATIONS AND COMMENTS

Speed limit reduced in both directions. Combined average speeds are less than 24mph, as are the average speeds in each direction.

HFS not in line with 20mph speed limit signage.

30mph buffer zone is short on east approach on A198

CLASSIFICATION

1

No further measures recommended

SITE 5 GULLANE

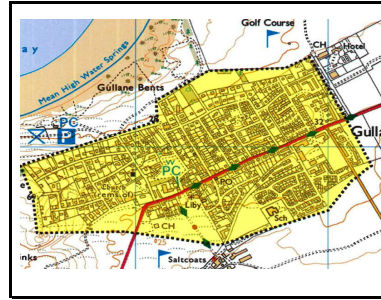
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A198 Main Street (East)

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	5846
% change in 7 day ave. two-way traffic volume (vehs)	4%
Collision rate (per 100mil vkm)	40.59575



Post implementation ave. speed (mph)	18.6
Post implementation 85th percentile speed (mph)	23.8
% change in ave. speed	-27%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - Eastern boundary (A198)



Photo 2 - Western boundary (A198)

OBSERVATIONS AND COMMENTS

Western approach into Gullane is fairly straight and the speed limit reduces suddenly from national speed limit to 20mph. Could a buffer or countdown signage be provided?

Average speeds were found to be much lower in the eastbound direction compared to in the westbound direction.

CLASSIFICATION

1

No further measures recommended

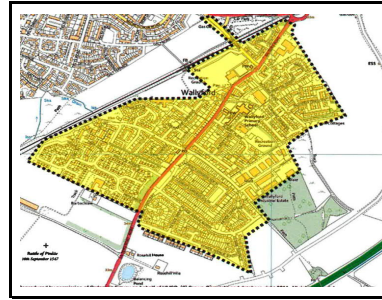
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A6094 Salters Road (east)

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	11167
% change in 7 day ave. two-way traffic volume (vehs)	6%
Collision rate (per 100mil vkm)	24.27466



Post implementation ave. speed (mph)	20
Post implementation 85th percentile speed (mph)	23.2
% change in ave. speed	-4%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - West 20mph Boundary



Photo 2 - East 20mph Boundary

OBSERVATIONS AND COMMENTS

Acceptable average vehicle speeds below 24mph.
 Pedestrian refuge island on south approach to Wallyford before 20mph zone.
 View of offside 30mph speed limit sign on east of Wallyford is obscured by "Wallyford" sign.

CLASSIFICATION

1

No further measures recommended

SITE 7 LONGNIDDRY

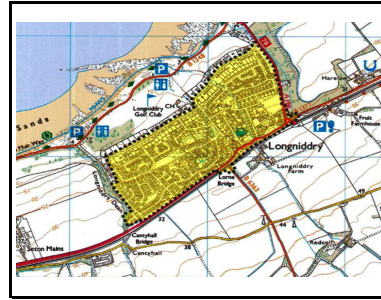
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A198 Main Street (North)

EXISTING SPEED LIMIT BOUNDARY



Settlement: Village

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	13184
% change in 7 day ave. two-way traffic volume (vehs)	20%
Collision rate (per 100mil vkm)	14.53883



Post implementation ave. speed (mph)	26.6
Post implementation 85th percentile speed (mph)	30.2
% change in ave. speed	5%
Ave. speed decreased	FALSE



PHOTOS



Photo 1 - North 20mph Boundary (A198)



Photo 2 - East 20mph Boundary (B1377)

OBSERVATIONS AND COMMENTS

Increase in average vehicle speeds from 2020 to 2021, with combined average speeds being above 24mph. Increase in speed mainly observed in eastbound direction. An increase in volume was also seen in the eastbound direction from 2020 to 2021.

No change in environment on A198. Despite provision of coloured surfacing, not a clear gateway.

Speed signs covered by vegetation on B1377.

Wide, straight road may encourage higher speeds.

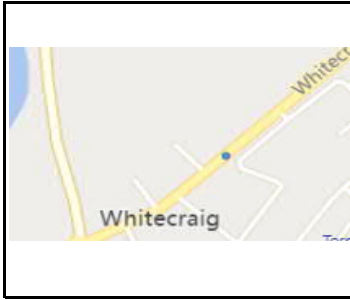
CLASSIFICATION

2

Additional traffic calming recommended

SITE 8 WHITECRAIG

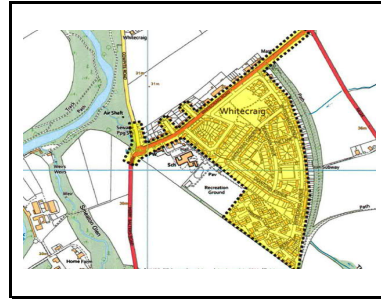
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A6094 Whitecraig Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Village

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	7665
% change in 7 day ave. two-way traffic volume (vehs)	14%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	24.5
Post implementation 85th percentile speed (mph)	29.1
% change in ave. speed	-8%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - East 20mph boundary



Photo 2 - West 20mph boundary

OBSERVATIONS AND COMMENTS

Clear gateway on west approach to Whitecraig and good sign visibility.

Vehicle speeds have decreased but remain slightly above 24mph.

There have been no collisions in the last 3 years.

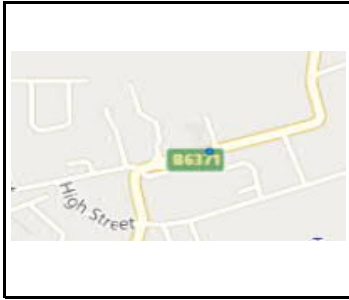
CLASSIFICATION

2

Additional traffic calming recommended

SITE 9 ORMISTON

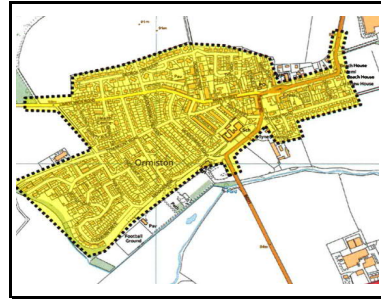
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Main Street (North/East)

EXISTING SPEED LIMIT BOUNDARY



Settlement: Village

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	4340
% change in 7 day ave. two-way traffic volume (vehs)	22%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	25.7
Post implementation 85th percentile speed (mph)	30.6
% change in ave. speed	1%
Ave. speed decreased	FALSE



PHOTOS



Photo 1 - South 20mph Boundary (B6371)



Photo 2 - North 20mph Boundary (B6371)

OBSERVATIONS AND COMMENTS

During site visit, dangerous crossing behaviour was observed on road entering village from the south due to tight corners and poor sightlines.

Vegetation covering offside 20mph sign on approach from the south.

School and playground adjacent to south 20mph boundary.

Increase in average vehicle speeds from 2020 to 2021, with combined average speeds being above 24mph. Increase in speed mainly observed in westbound direction. An increase in volume was seen in both directions from 2020 to 2021.

Buffer provided on northern approach only (40mph). Southern approach is a long, straight approach that is derestricted.

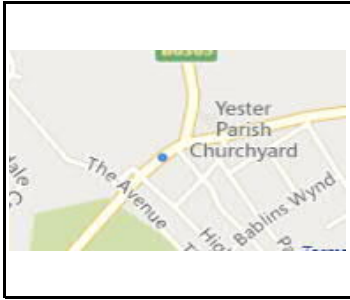
CLASSIFICATION

2

Additional traffic calming recommended

SITE 10 GIFFORD

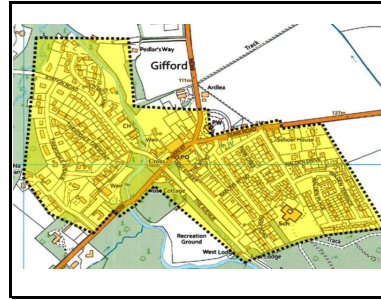
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Main Street (B6355 East)

EXISTING SPEED LIMIT BOUNDARY



Settlement: Village

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	1832
% change in 7 day ave. two-way traffic volume (vehs)	-3%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	18.3
Post implementation 85th percentile speed (mph)	22.2
% change in ave. speed	15%
Ave. speed decreased	FALSE



PHOTOS



Photo 1 - West 20mph Boundary (B6355)



Photo 2 - North 20mph Boundary (B636)

OBSERVATIONS AND COMMENTS

Increase in combined average vehicle speeds from 2020 to 2021, but still below acceptable threshold of 24mph. Average speeds increased in both directions. Two-way volume of traffic decreased from 2020 to 2021.

30mph buffer zone of B636 (North) looks too short to be enforceable.

Vegetation must be maintained to ensure clear sign visibility.

CLASSIFICATION

1

No further measures recommended

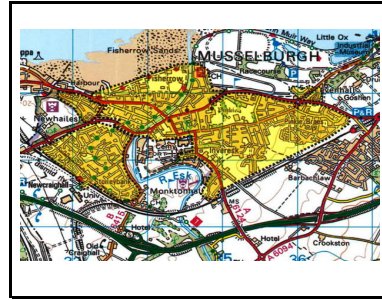
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Inveresk Brae

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	5276
% change in 7 day ave. two-way traffic volume (vehs)	26%
Collision rate (per 100mil vkm)	68.27467



Post implementation ave. speed (mph)	25
Post implementation 85th percentile speed (mph)	29.1
% change in ave. speed	-14%
Ave. speed decreased	TRUE



OBSERVATIONS AND COMMENTS

Musselburgh Grammar School is adjacent to Inveresk Brae and there is a signalised pedestrian crossing.

The road is narrow at the south of Inveresk Brae but widens on approach to Newbigging.

There are no traffic calming measures on the street.

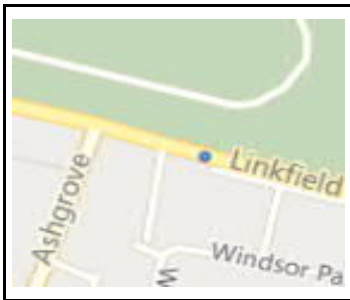
Average vehicle speeds have decreased post-implementation but are still above acceptable limit of 24mph.

CLASSIFICATION

2

Additional traffic calming recommended

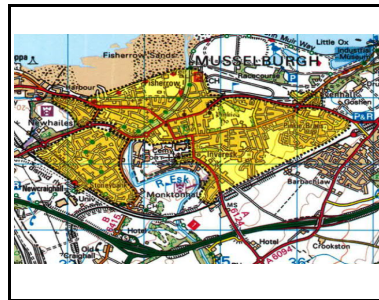
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Linkfield Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	30
2021 7 day ave. two-way traffic volume (vehs)	11204
% change in 7 day ave. two-way traffic volume (vehs)	-9%
Collision rate (per 100mil vkm)	7.766258



Post implementation ave. speed (mph)	29
Post implementation 85th percentile speed (mph)	32.5
% change in ave. speed	-2%
Ave. speed decreased	TRUE



PHOTOS

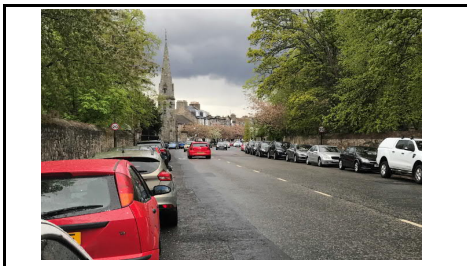


Photo 1 - Looking west towards 20mph boundary



Photo 2 - Looking west towards bend at Millhill

OBSERVATIONS AND COMMENTS

School, playing field and other private side road accesses along Linkfield Road on approach to 20mph.

Cars parked along both sides of street and lack of pedestrian crossing infrastructure.

Relocation of 20mph boundary to east of corner at Millhill may provide a clearer gateway and may help reduce vehicle speeds.

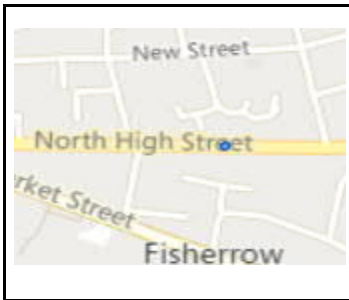
CLASSIFICATION

1

No further measures recommended

SITE 13 MUSSELBURGH North High Street

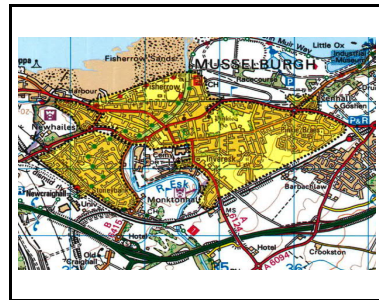
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: North High Street

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	11606
% change in 7 day ave. two-way traffic volume (vehs)	30%
Collision rate (per 100mil vkm)	189.9359



Post implementation ave. speed (mph)	20.4
Post implementation 85th percentile speed (mph)	24.8
% change in ave. speed	7%
Ave. speed decreased	FALSE



PHOTOS



Photo 1 - Looking east towards 20mph Boundary (Edinburgh Rd)



Photo 2 - Looking west along North High Street

OBSERVATIONS AND COMMENTS

Traffic volumes and speeds have increased post-implementation, however, average speeds are below acceptable levels (less than 24mph).

The street exhibits a high collision rate which should be investigated further to establish the cause of the collisions.

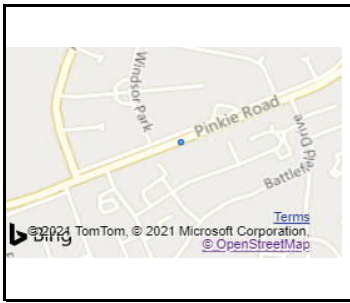
CLASSIFICATION

1

No further measures recommended

SITE 14 MUSSELBURGH Pinkie Road

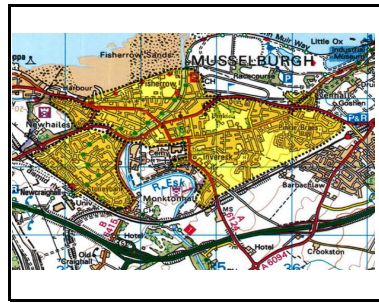
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Pinkie Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	6034
% change in 7 day ave. two-way traffic volume (vehs)	18%
Collision rate (per 100mil vkm)	27.377



Post implementation ave. speed (mph)	26.8
Post implementation 85th percentile speed (mph)	31.6
% change in ave. speed	-11%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - Looking west towards 20mph boundary



Photo 2 - Looking east towards 30mph boundary

OBSERVATIONS AND COMMENTS

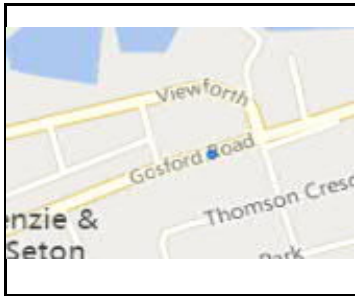
Faded centre line and splitter hatching has faded.
 Reduction in traffic speeds but still above 24mph.
 Pinkie Primary School adjacent to Pinkie Road.

CLASSIFICATION

2

Additional traffic calming recommended

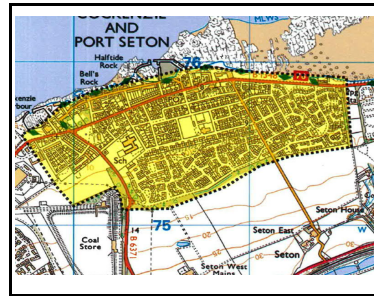
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: B1348, Gosford Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	7273
% change in 7 day ave. two-way traffic volume (vehs)	-9%
Collision rate (per 100mil vkm)	40.19964



Post implementation ave. speed (mph)	24.1
Post implementation 85th percentile speed (mph)	28.4
% change in ave. speed	-0.4%
Ave. speed decreased	TRUE

PHOTOS



Photo 1 - West 20mph boundary on Edinburgh Road



Photo 2 - East 20mph boundary on Links Road

OBSERVATIONS AND COMMENTS

Post implementation vehicle speeds have decreased slightly and are very close to 24mph.

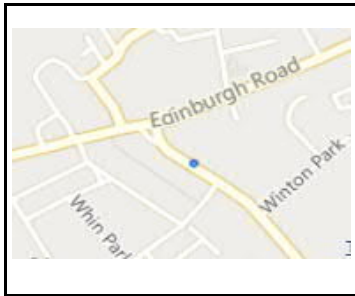
During the site investigation it was observed that the VAS (speed sensor signage) on Edinburgh Road was not working.

CLASSIFICATION

1

No further measures recommended

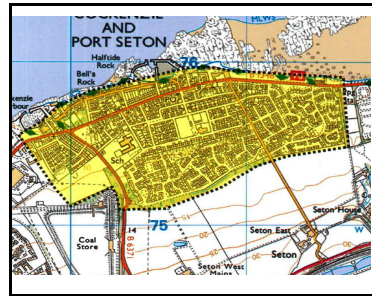
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: East Lorimer Place

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	6353
% change in 7 day ave. two-way traffic volume (vehs)	75%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	22.6
Post implementation 85th percentile speed (mph)	27.6
% change in ave. speed	-4%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - South 20mph boundary



Photo 2 - Looking south along East Lorimer Place

OBSERVATIONS AND COMMENTS

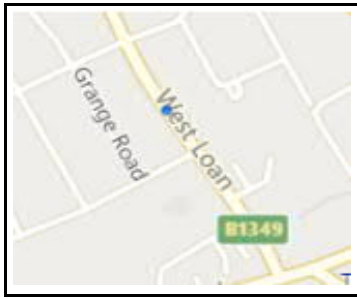
Recorded vehicle speeds are acceptable.
Higher vehicle speeds were recorded in the westbound direction as they approached the junction with Edinburgh Road.

CLASSIFICATION

1

No further measures recommended

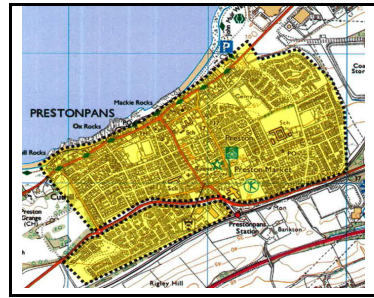
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: B1349 West Loan

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	3029
% change in 7 day ave. two-way traffic volume (vehs)	2%
Collision rate (per 100mil vkm)	149.3885



Post implementation ave. speed (mph)	23.8
Post implementation 85th percentile speed (mph)	28.7
% change in ave. speed	-11%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - 20mph boundary at Gardiner Terrace



Photo 2 - 20mph boundary on Preston Road

OBSERVATIONS AND COMMENTS

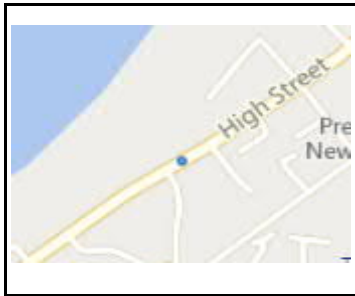
High collision rate of 149 per 100mil vkm.
 There are two schools in the vicinity which will benefit from the reduction in vehicle speeds which are now below 24mph.

CLASSIFICATION

1

No further measures recommended

ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: B1348 High Street

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	8169
% change in 7 day ave. two-way traffic volume (vehs)	-11%
Collision rate (per 100mil vkm)	14.69208



Post implementation ave. speed (mph)	23.7
Post implementation 85th percentile speed (mph)	27.9
% change in ave. speed	6%
Ave. speed decreased	FALSE



PHOTOS



Photo 1 - West 20mph boundary on High Street



Photo 2 - Looking east along High Street

OBSERVATIONS AND COMMENTS

Increase in combined average vehicle speeds from 2020 to 2021, but still below acceptable threshold of 24mph. Average speeds increased in both directions. Two-way volume of traffic decreased from 2020 to 2021.

Speeds mainly increased on Friday, Saturday and Sunday.

The 20mph signs on the western approach are lower than usual.

CLASSIFICATION

1

No further measures recommended

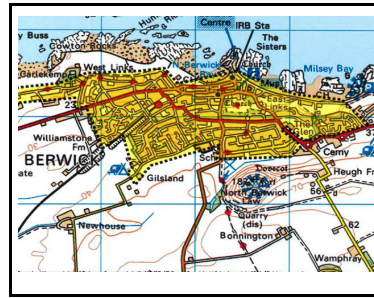
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: East Road (B1346)

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	4461
% change in 7 day ave. two-way traffic volume (vehs)	1%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	23.2
Post implementation 85th percentile speed (mph)	27.1
% change in ave. speed	0%
Ave. speed decreased	FALSE

PHOTOS



Photo 1 - South East 20mph boundary (A198)



Photo 2 - Looking north towards East Road

OBSERVATIONS AND COMMENTS

No significant change in combined average vehicle speeds but still below acceptable threshold of 24mph. Average speeds increased in both directions. Two-way volume of traffic increased slightly from 2020 to 2021, mainly in westbound direction.

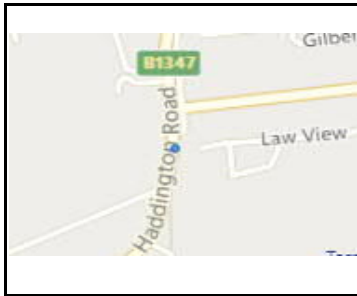
Eastbound traffic speeds were slightly higher than westbound, although westbound was the direction that saw the greater increase in average speeds.

CLASSIFICATION

1

No further measures recommended

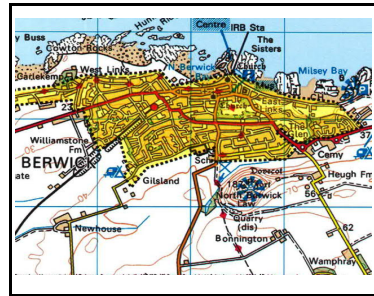
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Haddington Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	3618
% change in 7 day ave. two-way traffic volume (vehs)	13%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	28.7
Post implementation 85th percentile speed (mph)	34.7
% change in ave. speed	-1%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - Looking north towards 20mph boundary



Photo 2 - Looking south towards 30mph speed limit signage

OBSERVATIONS AND COMMENTS

Vehicle speeds well above acceptable limit of 24mph despite slight reduction.

Southbound average vehicle speeds were considerably higher (31.2mph) than northbound speeds (26.3mph).

A school is located along Haddington Road, therefore, speeds must be reduced to acceptable levels.

CLASSIFICATION

2

Additional traffic calming recommended

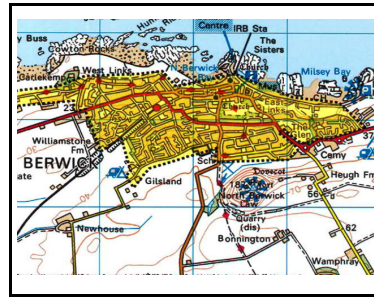
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A198 Dirleton Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	7911
% change in 7 day ave. two-way traffic volume (vehs)	0%
Collision rate (per 100mil vkm)	16.66296

Post implementation ave. speed (mph)	25
Post implementation 85th percentile speed (mph)	29.5
% change in ave. speed	-6%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - Looking west along Dirleton Road at 20mph boundary



Photo 2 - Looking east along Dirleton Road at 30mph boundary

OBSERVATIONS AND COMMENTS

There has been a reduction in average vehicle speeds but they are still above acceptable level of 24mph.

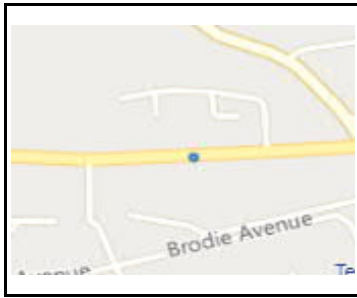
Average vehicle speeds in the westbound direction are approx. 1.7mph higher than eastbound vehicle speeds.

CLASSIFICATION

2

Additional traffic calming recommended

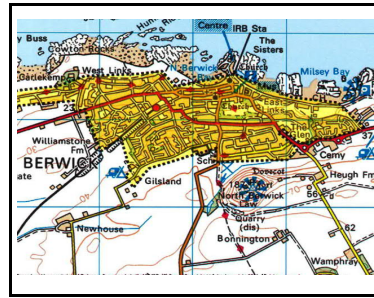
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A198 St Baldreds Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	3888
% change in 7 day ave. two-way traffic volume (vehs)	11%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	26.4
Post implementation 85th percentile speed (mph)	31.1
% change in ave. speed	-5%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - View from west St Baldred's Road looking east



Photo 2 - View from east St Baldred's Road looking west

OBSERVATIONS AND COMMENTS

Average eastbound vehicle speeds are slightly lower than average westbound speeds.

The average westbound traffic volume is approximately 30% lower than the eastbound volume.

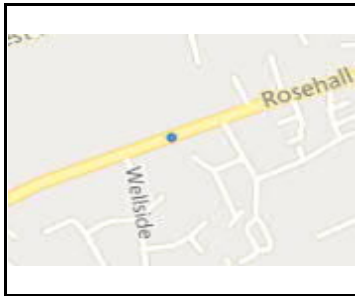
Vehicle speeds have decreased but are still above 24mph.

CLASSIFICATION

2

Additional traffic calming recommended

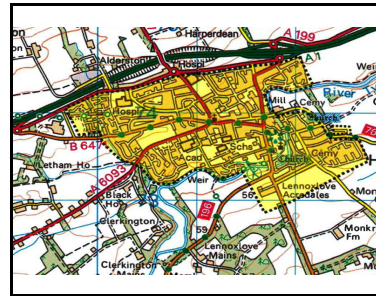
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A6093 Pencaitland Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	4273
% change in 7 day ave. two-way traffic volume (vehs)	17%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	25.9
Post implementation 85th percentile speed (mph)	31.8
% change in ave. speed	-13%
Ave. speed decreased	TRUE



PHOTOS

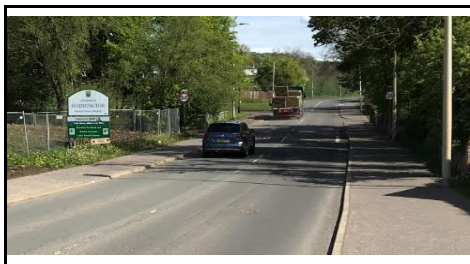


Photo 1 - Looking east towards 20mph boundary



Photo 2 - Looking towards 40mph boundary

OBSERVATIONS AND COMMENTS

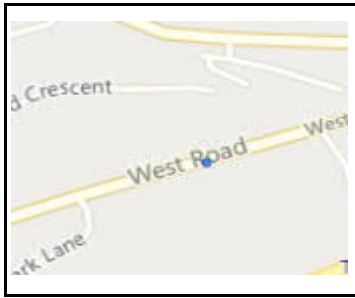
The road widens after entering 20mph zone.
 HFS is in poor condition and should be repaired.
 Average vehicle speeds have reduced but are still above 24mph.

CLASSIFICATION

2

Additional traffic calming recommended

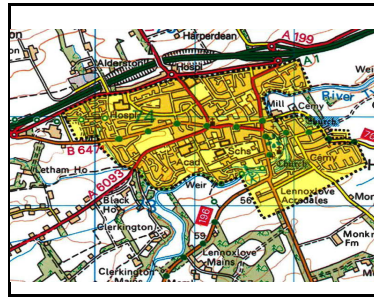
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: B6471 West Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	4557
% change in 7 day ave. two-way traffic volume (vehs)	115%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	26.1
Post implementation 85th percentile speed (mph)	31.5
% change in ave. speed	-10%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - Looking east towards 20mph boundary



Photo 2 - Looking west towards 30mph boundary

OBSERVATIONS AND COMMENTS

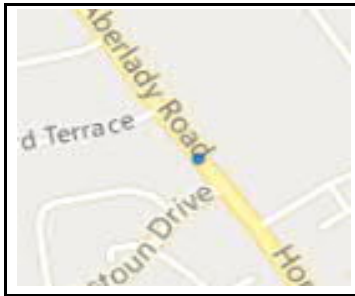
Average vehicle speeds are above 24mph despite the 10% reduction.
 Speed limit signage is not in line with HFS and 20mph roundel.
 Westbound average vehicle speeds are approx. 2mph higher than the eastbound.

CLASSIFICATION

2

Additional traffic calming recommended

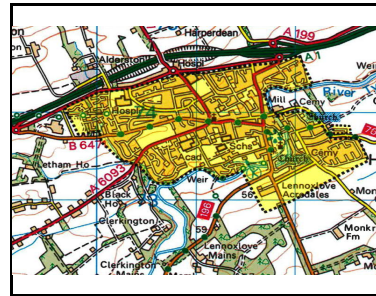
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A6137, Aberlady Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	4134
% change in 7 day ave. two-way traffic volume (vehs)	23%
Collision rate (per 100mil vkm)	48.70936



Post implementation ave. speed (mph)	26.4
Post implementation 85th percentile speed (mph)	31.7
% change in ave. speed	-7%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - Looking south along Aberlady Road



Photo 2 - Looking north towards 30mph boundary

OBSERVATIONS AND COMMENTS

HFS has faded and should be repaired.

Higher vehicle speeds and volumes were recorded in the southbound direction.

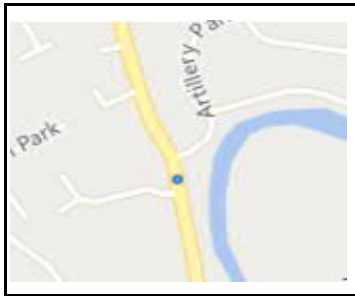
During the site visit it was noted that the sightlines near the roundabout were poor; vehicles exiting the roundabout would have little time to react to a pedestrian crossing the road.

CLASSIFICATION

2

Additional traffic calming recommended

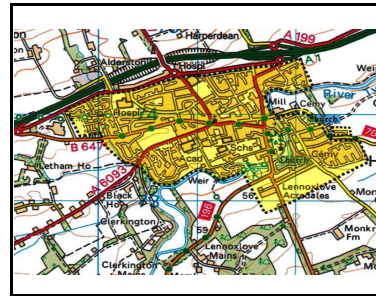
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A6093 Hardgate

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	7477
% change in 7 day ave. two-way traffic volume (vehs)	14%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	26
Post implementation 85th percentile speed (mph)	31.2
% change in ave. speed	-7%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - View of 20mph/60mph boundary on Dunbar Road, north-east of Hardgate



Photo 2 - View of 20mph/60mph boundary at A199, north of Hardgate

OBSERVATIONS AND COMMENTS

There are no buffer zones at either of the 20mph boundaries to the north of Hardgate.

The 20mph signage at the junction with the A199 (photo 2) may be missed by turning vehicles.

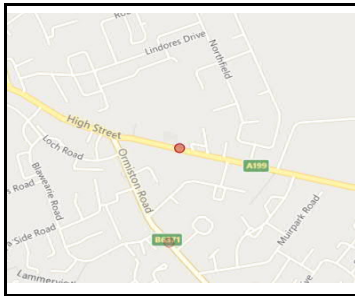
The average southbound vehicle speeds were 2mph lower than northbound.

CLASSIFICATION

2

Additional traffic calming recommended

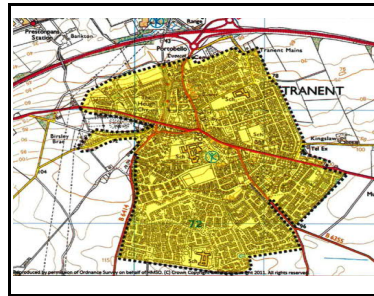
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Haddington Road (A199)

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	7200
% change in 7 day ave. two-way traffic volume (vehs)	6%
Collision rate (per 100mil vkm)	89.65219



Post implementation ave. speed (mph)	23.7
Post implementation 85th percentile speed (mph)	28.3
% change in ave. speed	-8%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - View of 20mph boundary looking west along Haddington Road



Photo 2 - View of 40mph boundary looking east along Haddington Road

OBSERVATIONS AND COMMENTS

Average vehicle speeds have decreased to below 24mph.

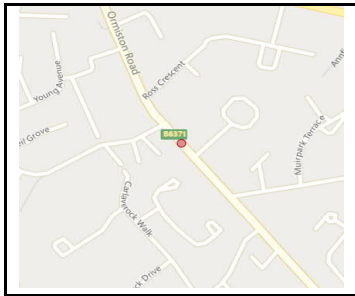
The HFS surfacing at the 20mph boundary, as seen in Photo 1 and 2, is in poor condition. The nearside 40mph has rotated and does not face oncoming traffic in either direction.

CLASSIFICATION

1

No further measures recommended

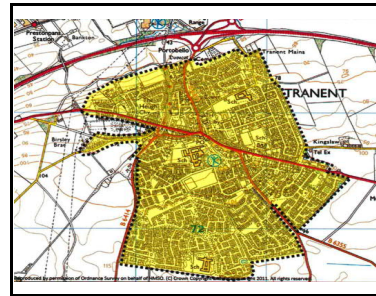
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Ormiston Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	6879
% change in 7 day ave. two-way traffic volume (vehs)	20%
Collision rate (per 100mil vkm)	33.81013



Post implementation ave. speed (mph)	26.2
Post implementation 85th percentile speed (mph)	31.2
% change in ave. speed	-5%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - Looking north towards 20mph boundary



Photo 2 - Looking south towards 30mph boundary

OBSERVATIONS AND COMMENTS

Vehicle speeds have decreased but are still above 24mph.

The 20mph boundary does not provide a clear gateway as there is no change in environment or road nature.

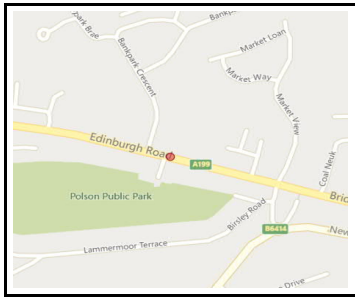
The westbound average vehicle speeds are slightly higher than eastbound speeds (approx. 1.2mph).

CLASSIFICATION

2

Additional traffic calming recommended

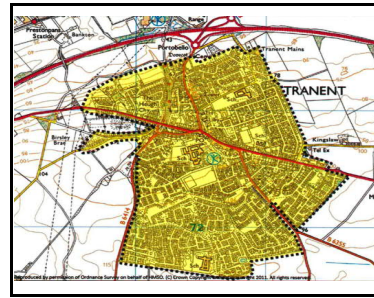
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A199 Edinburgh Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	13323
% change in 7 day ave. two-way traffic volume (vehs)	8%
Collision rate (per 100mil vkm)	17.16633



Post implementation ave. speed (mph)	25.3
Post implementation 85th percentile speed (mph)	30.1
% change in ave. speed	-7%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - Looking west towards 40mph boundary



Photo 2 - Looking east towards 20mph boundary

OBSERVATIONS AND COMMENTS

Average vehicle speeds in the westbound direction were approx. 2mph higher than those in the eastbound direction.

Average daily traffic volume was higher in the westbound direction before and after implementation.

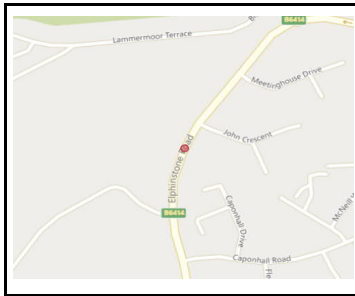
Vehicle speeds have reduced but are still above 24mph.

CLASSIFICATION

2

Additional traffic calming recommended

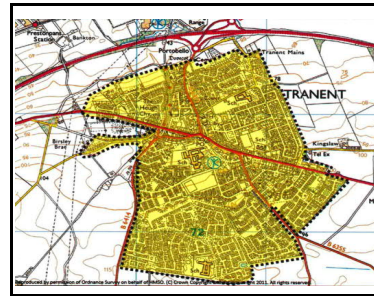
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Elphinstone Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	8004
% change in 7 day ave. two-way traffic volume (vehs)	20%
Collision rate (per 100mil vkm)	52.62126

Post implementation ave. speed (mph)	29.1
Post implementation 85th percentile speed (mph)	33.4
% change in ave. speed	17%
Ave. speed decreased	FALSE

PHOTOS



Photo 1 - Looking northbound towards 20mph boundary



Photo 2 -View from the 20mph boundary looking southbound along Elphinstone Road

OBSERVATIONS AND COMMENTS

Average vehicle speeds increased from 2020 to 2021 and are well above 24mph. Average speeds increased in both directions, but main increase was seen in the southbound direction. Two-way volume of traffic increased significantly from 2020 to 2021.

Centre line/splitter hatching markings are faded in some places along the road.

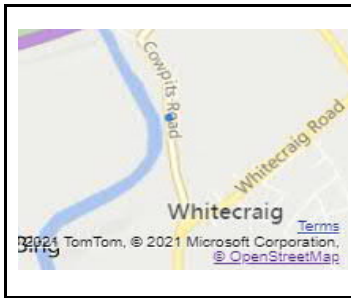
The 20mph boundary could benefit from additional measures to create a more obvious gateway.

CLASSIFICATION

2

Additional traffic calming recommended

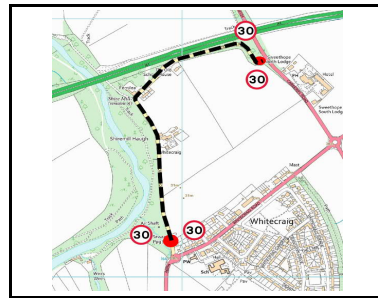
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A6094 Whitecraig Road

EXISTING SPEED LIMIT BOUNDARY



KEY DATA

Posted speed limit (mph)	30
2021 7 day ave. two-way traffic volume (vehs)	7665
% change in 7 day ave. two-way traffic volume (vehs)	#DIV/0!
Collision rate (per 100mil vkm)	0

Post implementation ave. speed (mph)	28.5
Post implementation 85th percentile speed (mph)	38.7
% change in ave. speed	#DIV/0!
Ave. speed decreased	#DIV/0!

PHOTOS



Photo 1 - Looking northwards along Cowpits Road towards terminal signs



Photo 2 - Looking northwards along Cowpits Road towards terminal signs

OBSERVATIONS AND COMMENTS

Cowpits Road is rural, with no frontages. It is on National Cycle Network Route 1. Average vehicle speeds indicate that vehicles are adhering to the 30mph speed limit.

Vehicle speeds found to be higher when volumes are lower (early morning / late night).

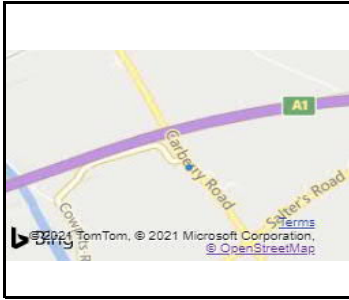
CLASSIFICATION

1

No further measures recommended

SITE 32 WHITECRAIG TO INVERESK

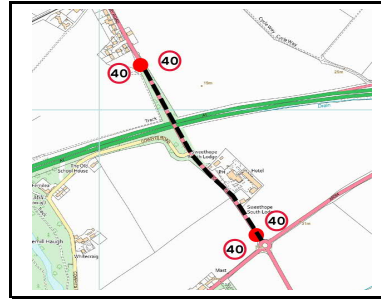
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A6124

EXISTING SPEED LIMIT BOUNDARY



KEY DATA

Posted speed limit (mph)	40
2021 7 day ave. two-way traffic volume (vehs)	4795
% change in 7 day ave. two-way traffic volume (vehs)	14%
Collision rate (per 100mil vkm)	22.7906



Post implementation ave. speed (mph)	38.5
Post implementation 85th percentile speed (mph)	44.6
% change in ave. speed	-4%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - A6124, looking north to terminal signs



Photo 2 - A6124, looking south to terminal signs

OBSERVATIONS AND COMMENTS

Average vehicle speeds indicate that vehicles are adhering to the 40mph speed limit.

Whilst the two-way traffic volume has increased from 2020 to 2021, average speeds have reduced.

Only side road junction within the reduced speed area is with Cowpits Road (site 31), where the speed limit was reduced to 30mph.

CLASSIFICATION

1

No further measures recommended

SITE 33 TRANENT TO ORMISTON

ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: B6371

EXISTING SPEED LIMIT BOUNDARY



KEY DATA

Posted speed limit (mph)	40
2021 7 day ave. two-way traffic volume (vehs)	4535
% change in 7 day ave. two-way traffic volume (vehs)	7%
Collision rate (per 100mil vkm)	44.97843



Post implementation ave. speed (mph)	47
Post implementation 85th percentile speed (mph)	54.4
% change in ave. speed	-7%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - B6371, looking north to 40mph terminal signs



Photo 2 - B6371, looking south

OBSERVATIONS AND COMMENTS

Average vehicle speeds have reduced from 2020 to 2021, but are still greater than 110% of the posted speed limit + 2mph. Average speeds are slightly higher in the southbound direction.

85th percentile speeds are over 50mph (54.4 mph). The collision rate (no. of collisions taken from Crashmap) is over the threshold value of 35 collisions per 100mil vkm.

Traffic volumes have increased from 2020 to 2021. Road is rural with no frontages.

There are several junctions with minor roads within the reduced speed limit area, and these roads are subject to the national speed limit.

Existing dual use path alongside B6371.

CLASSIFICATION

2

Additional traffic calming recommended

SITE 34 TRANENT TO ELPHINSTONE

ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: B6414



KEY DATA

Posted speed limit (mph)	40
2021 7 day ave. two-way traffic volume (vehs)	2789
% change in 7 day ave. two-way traffic volume (vehs)	15%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	46.9
Post implementation 85th percentile speed (mph)	54.6
% change in ave. speed	-1%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - B6414, looking south towards 40mph terminal signs



Photo 2 - B6414, looking south

OBSERVATIONS AND COMMENTS

Average vehicle speeds have reduced from 2020 to 2021, but are still greater than 110% of the posted speed limit + 2mph. Average speeds rose in the northbound direction and are greater than in the opposite direction.

85th percentile speeds are over 50mph (54.6 mph). The collision rate (no. of collisions taken from Crashmap) is under the threshold value of 35 collisions per 100mil vkm.

Traffic volumes have increased from 2020 to 2021. Road is rural with no frontages.

There is one junction with a minor road within the reduced speed limit area, and the minor road is subject to the national speed limit. There are also two junctions with two tracks.

CLASSIFICATION

3

Little evidence for requirement for reduced speed limit post-COVID pandemic and unlikely to meet ELC's existing Speed Limit Policy

SITE 35 TRANENT TO NEW WINTON

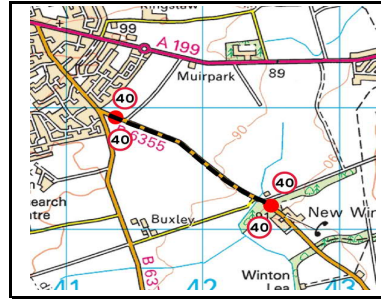
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: B6355

EXISTING SPEED LIMIT BOUNDARY



KEY DATA

Posted speed limit (mph)	40
2021 7 day ave. two-way traffic volume (vehs)	1739
Collision rate (per 100mil vkm)	0

Post implementation ave. speed (mph)	46.7
Post implementation 85th percentile speed (mph)	54.7

PHOTOS



Photo 1 - B6355, looking south-east towards 40mph terminal signs



Photo 2 - B6355, looking west

OBSERVATIONS AND COMMENTS

Average vehicle speeds are greater than 110% of the posted speed limit + 2mph. Average speeds were very similar in each direction.

85th percentile speeds are over 50mph (54.7 mph). The collision rate (no. of collisions taken from Crashmap) is under the threshold value of 35 collisions per 100mil vkm.

Road is rural with no frontages.

There is one junction with a minor road within the reduced speed limit area, and the minor road is subject to the national speed limit.

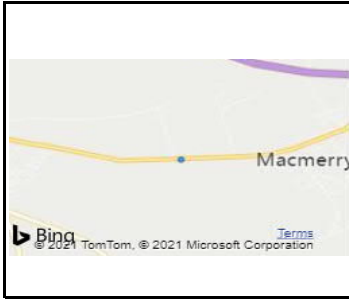
CLASSIFICATION

3

Little evidence for requirement for reduced speed limit post-COVID pandemic and unlikely to meet ELC's existing Speed Limit Policy

SITE 36 TRANENT TO MACMERRY

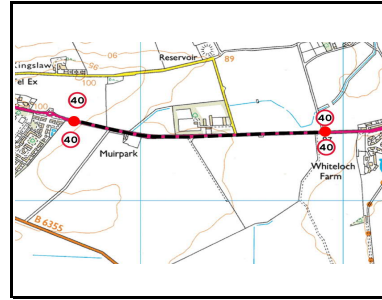
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A199

EXISTING SPEED LIMIT BOUNDARY



KEY DATA

Posted speed limit (mph)	40
2021 7 day ave. two-way traffic volume (vehs)	5939
% change in 7 day ave. two-way traffic volume (vehs)	13%
Collision rate (per 100mil vkm)	22.5181



Post implementation ave. speed (mph)	45.1
Post implementation 85th percentile speed (mph)	52.6
% change in ave. speed	-13%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - A199, looking west from Macmerry



OBSERVATIONS AND COMMENTS

A199 is rural, with no frontages. Average vehicle speed found to have reduced from 2020 to 2021 and is within 110% of the posted speed limit + 2mph.

85th percentile speeds are over 50mph (52.6 mph). The collision rate (no. of collisions taken from Crashmap) is under the threshold value of 35 collisions per 100mil vkm.

Two-way vehicle flows were found to have increased between 2020 and 2021.

There is one junction with a minor road within the reduced speed limit area, and the minor road is subject to the national speed limit. There are also a junction with an access and a track.

Existing advisory cycle lanes on road between Tranent and Macmerry.

CLASSIFICATION

1

No further measures recommended

SITE 37 TRANENT TO DOLPHINGSTONE

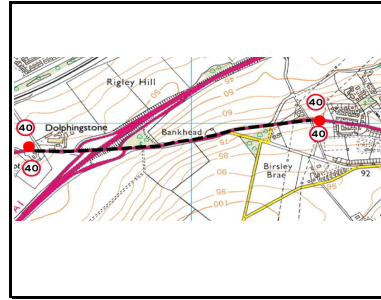
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A199

EXISTING SPEED LIMIT BOUNDARY



KEY DATA

Posted speed limit (mph)	40
2021 7 day ave. two-way traffic volume (vehs)	12978
% change in 7 day ave. two-way traffic volume (vehs)	10%
Collision rate (per 100mil vkm)	19.27647



Post implementation ave. speed (mph)	42.4
Post implementation 85th percentile speed (mph)	47.7
% change in ave. speed	-8%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - A199, looking west towards 40mph terminal signs



Photo 2 - A199, looking west from petrol filling station, Tranent

OBSERVATIONS AND COMMENTS

A199 is rural, with no frontages. Average vehicle speed found to have reduced from 2020 to 2021 and is within 110% of the posted speed limit + 2mph.

85th percentile speeds are under 50mph (47.7 mph). The collision rate (no. of collisions taken from Crashmap) is under the threshold value of 35 collisions per 100mil vkm.

Two-way vehicle flows were found to have increased between 2020 and 2021.

There are several junctions with minor roads within the reduced speed limit area, and these roads are subject to the national speed limit.

Existing advisory cycle lanes on sections of the road between Tranent and Dolphingstone.

CLASSIFICATION

1

No further measures recommended

SITE 38 MUSSELBURGH TO PRESTONPANS

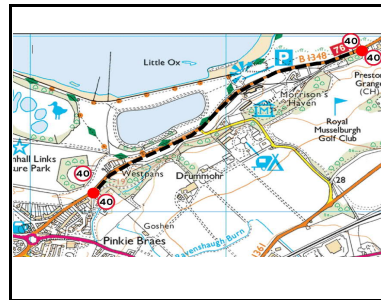
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: B1348

EXISTING SPEED LIMIT BOUNDARY



KEY DATA

Posted speed limit (mph)	40
2021 7 day ave. two-way traffic volume (vehs)	6900
% change in 7 day ave. two-way traffic volume (vehs)	3%
Collision rate (per 100mil vkm)	0



Post implementation ave. speed (mph)	38
Post implementation 85th percentile speed (mph)	44.2
% change in ave. speed	-4%
Ave. speed decreased	TRUE



PHOTOS



Photo 1 - B1348, looking north-east towards 40mph terminal signs



Photo 2 - B1348, looking north-east

OBSERVATIONS AND COMMENTS

B1348 is rural, with no frontages. Average vehicle speeds indicate that vehicles are adhering to the 40mph speed limit. Average vehicle speeds reduced from 2020 to 2021.

85th percentile speeds are under 50mph (44.2 mph). The collision rate (no. of collisions taken from Crashmap) is under the threshold value of 35 collisions per 100mil vkm.

Two-way traffic volume found to have increased from 2020 to 2021.

There are several accesses within the reduced speed limit area.

The road is on National Cycle Network Route 76 and a dual use path is provided on the north side of the road.

CLASSIFICATION

1

No further measures recommended

SITE 39 MUSSELBURGH TO CROSSGATEHALL

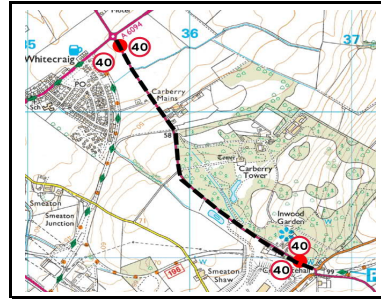
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A6124

EXISTING SPEED LIMIT BOUNDARY



KEY DATA

Posted speed limit (mph)	40
2021 7 day ave. two-way traffic volume (vehs)	2249
% change in 7 day ave. two-way traffic volume (vehs)	20%
Collision rate (per 100mil vkm)	23.25546



Post implementation ave. speed (mph)	42.8
Post implementation 85th percentile speed (mph)	50.5
% change in ave. speed	-5%
Ave. speed decreased	TRUE



PHOTOS

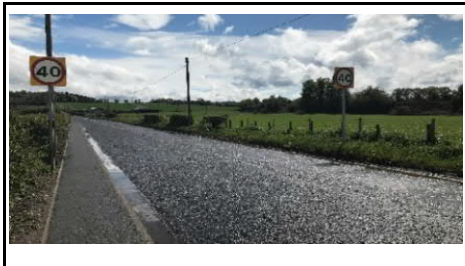


Photo 1 - A614, looking south-east from junction with A6094



Photo 2 - A614, looking south-east

OBSERVATIONS AND COMMENTS

A199 is rural, with no frontages. Average vehicle speed found to have reduced from 2020 to 2021 and is within 110% of the posted speed limit + 2mph.

85th percentile speeds are over 50mph (50.5 mph). The collision rate (no. of collisions taken from Crashmap) is under the threshold value of 35 collisions per 100mil vkm.

Two-way vehicle flows were found to have increased between 2020 and 2021.

There are several accesses within the reduced speed limit area.

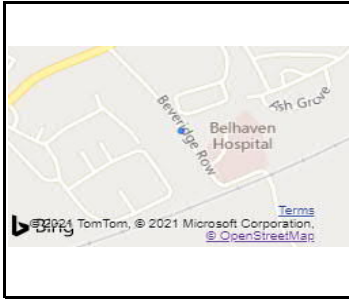
CLASSIFICATION

1

No further measures recommended

SITE 40 BELHAVEN

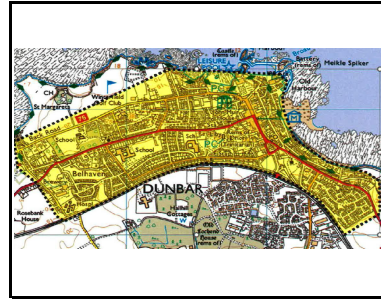
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Beveridge Row

EXISTING SPEED LIMIT BOUNDARY



KEY DATA

Posted speed limit (mph)	20
2021 7 day ave. two-way traffic volume (vehs)	405
Collision rate (per 100mil vkm)	0

Ave. speed (mph)	21.3
85th percentile speed (mph)	27.3

PHOTOS



Photo 1 - Beveridge Row, looking south



Photo 2 - Beveridge Row, looking east towards 30mph terminal signs

OBSERVATIONS AND COMMENTS

Road is narrow and no centre line is provided. Limited pedestrian infrastructure is provided.

Average vehicle speed found to be within 110% of the posted speed limit + 2mph (24mph).

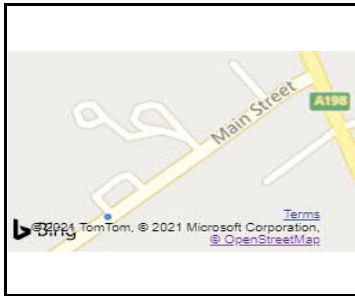
Two-way vehicle flows were found to have increased between 2020 and 2021.

CLASSIFICATION

1

No further measures recommended

ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)



Settlement: Village

KEY DATA

Posted speed limit (mph)	30
2021 7 day ave. two-way traffic volume (vehs)	554
Collision rate (per 100mil vkm)	0

Ave. speed (mph)	27.4
85th percentile speed (mph)	33.6

PHOTOS



Photo 1 - Main Street, looking north-east from boundary of 30mph speed limit



Photo 2 - Main Street, looking north-east

OBSERVATIONS AND COMMENTS

B1407 is a B-class road that connects Tynninghame and East Linton. There are relatively few frontages and no street lighting is provided. A footway is provided on the south side of the road. Road is narrowed by parked vehicles and is a bus route.

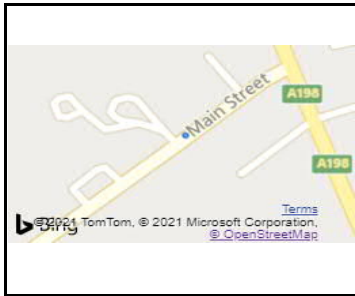
There is not a history of collisions along the link.

Average vehicle speeds were found to be lower than the posted speed limit (30mph).

RECOMMENDATION

It is recommended that the speed limit is retained as 30mph.

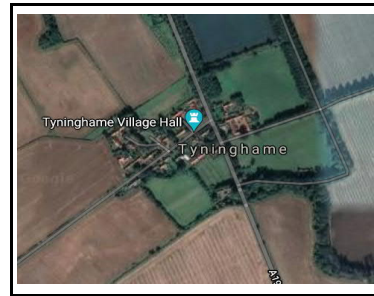
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Main Street (east)

EXISTING SPEED LIMIT BOUNDARY



Settlement: Village

KEY DATA

Posted speed limit (mph)	30
2021 7 day ave. two-way traffic volume (vehs)	633
Collision rate (per 100mil vkm)	0

Ave. speed (mph)	22.3
85th percentile speed (mph)	28.8

PHOTOS



Photo 1 - Main Street, looking north-east towards junction with A198



Photo 2 - Main Street, looking south-west at junction with A198

OBSERVATIONS AND COMMENTS

B1407 is a B-class road that connects Tynningham and East Linton. There are relatively few frontages and no street lighting is provided. A footway is provided on the south side of the road. Road is narrowed by parked vehicles and is a bus route.

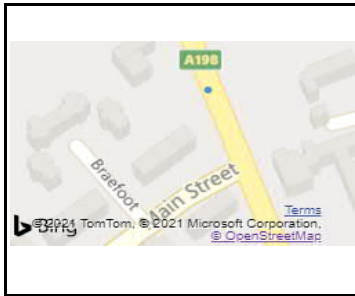
There is not a history of collisions along the link.

Average vehicle speeds were found to be lower than the posted speed limit (30mph).

RECOMMENDATION

It is recommended that the speed limit is retained as 30mph.

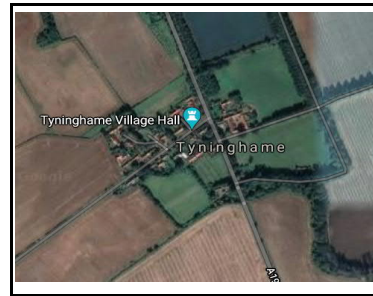
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: A198

EXISTING SPEED LIMIT BOUNDARY



Settlement: Village

KEY DATA

Posted speed limit (mph)	40
2021 7 day ave. two-way traffic volume (vehs)	2943
Collision rate (per 100mil vkm)	86.19719

Ave. speed (mph)	39
85th percentile speed (mph)	47.2

PHOTOS



Photo 1 - A198, looking north from junction with B1407



Photo 2 - A198, looking south from north of junction with B1407

OBSERVATIONS AND COMMENTS

A198 is an A-class road that connects A199, North Berwick and Tynningham. There are very few frontages and no street lighting is provided. No footway is provided and the road is very straight. There is a section of priority working over a bridge, south of the junction with the B1407.

One serious collision on the route, but unclear if speed was a factor.

Average vehicle speeds were found to be lower than the posted speed limit (40mph).

RECOMMENDATION

It is recommended that the serious collision is examined to determine if speed was a factor.

SITE 44 DANSKINE

ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: B6355



Settlement: Hamlet

KEY DATA

Posted speed limit (mph)	60
2021 7 day ave. two-way traffic volume (vehs)	-
Collision rate (per 100mil vkm)	0

Ave. speed (mph)	47.6
85th percentile speed (mph)	56.1

PHOTOS

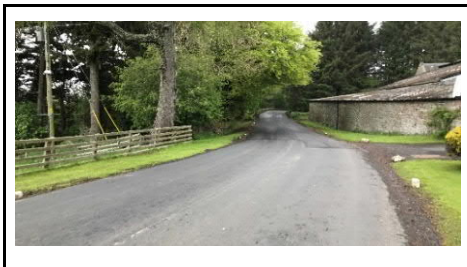


Photo 1 - B6355, looking east at Danskin Lodge



Photo 2 - B6355, looking west at junction with unnamed roads

OBSERVATIONS AND COMMENTS

B6355 is a B-class road that connects the A6105, A6112 and Tranent. There are very few frontages and no street lighting is provided. No pedestrian infrastructure is provided and the road does not appear to be on a bus route.

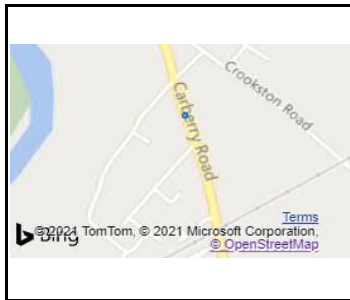
There is not a history of collisions along the link.

Average vehicle speeds were found to be lower than the speed limit (derestricted).

RECOMMENDATION

It is recommended that the speed limit is retained as derestricted.

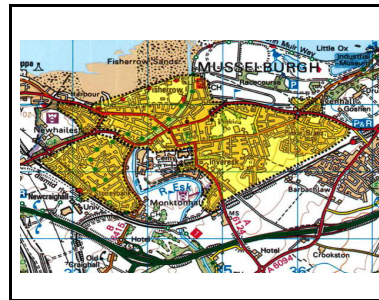
ATC LOCATION



Source: East Lothian Council Traffic Speed and Volume Dashboard (Tracsis, 2021)

Location: Carberry Road

EXISTING SPEED LIMIT BOUNDARY



Settlement: Town

KEY DATA

Posted speed limit (mph)	30
2021 7 day ave. two-way traffic volume (vehs)	-
Collision rate (per 100mil vkm)	0

Ave. speed (mph)	28.7
85th percentile speed (mph)	33.6

PHOTOS



Photo 1 - Looking north along Carberry Road



Photo 2 - Looking south along Carberry Road

OBSERVATIONS AND COMMENTS

Traffic data obtained pre-implementation when road had a 30mph speed limit.

No collisions in the last 3 years

Rural road leading into conservation village of Inveresk.

Footways primarily on one side of the road.

RECOMMENDATION

Further surveys should be conducted to assess current traffic volumes and speeds since implementation of 20mph speed limit.

Appendix B AECOM comments on speed limit boundaries (summer 2021)

The comments below are from the review that was undertaken on the speed limit boundaries in summer 2021, based on the temporary speed limit boundaries (as defined in the TTROs and observed on street at that time).

AECOM comments on existing speed limit boundaries (summer 2021)

Site	Comment	Justification
Pencaitland	Concerns raised by residents at Limekilns and observations made on-site indicate that the existing 40mph speed limit on the B6355 (east) could be reduced to 30mph.	The location of the 20mph boundary is suitable but a reduction of the speed limit on the B6355 from 40mph to 30mph would provide a more consistent speed limit on all roads approaching the crossroads. This would address the concerns raised by local residents of Limekilns.
Dirleton	Consider either extending buffer zone further east towards junction with A198 or removing buffer zone.	Buffer zone is very short and appears unlikely to be effective. Vehicles exiting Dirleton to the east tend to speed up before they exit the 20mph zone (according to resident who spoke to on-site AECOM staff).
Macmerry	Consider removing 30mph buffer at both sides of Macmerry. Move 20mph boundary up to existing build out at the west approach.	Buffer zones are short and speed limit reduces from 40mph to 30mph to 20mph in quick succession.
Aberlady	Consider realigning red high friction surfacing with 20mph speed limit signage on A198 (east).	Aligning HFS with signage would create a clearer gateway feature
Gullane	Add 40mph buffer zone to west approach to town.	Buffer zone present at east approach but not at west. Long straight road on west approach.
Wallyford	Consider extending 20mph zone south by moving 20mph signage in line with pedestrian refuge island on south approach. Raise height of speed limit signage at north of Wallyford (at roundabout) to improve clear sightlines.	Extending 20mph zone south to refuge island would create a clearer gateway and would take advantage of the refuge island as a form of traffic calming/road narrowing. View of offside 30mph speed limit sign on east of Wallyford is obscured by "Wallyford" sign.
Longniddry	Trim back tree branches and vegetation to improve visibility of signage. Repair high friction surfacing on B1377.	Visibility of signage is obscured by tree branches, especially on B1337. Signs must be clearly visible to create an obvious gateway, particularly where there is no significant change in environment.
Ormiston	Consider adding 40mph buffer zone to the south approach to Ormiston. Trim vegetation to improve sign visibility.	Buffer present at other end of Ormiston. Vehicle speeds remain high in Ormiston and high vehicle speeds were observed by site staff on road adjacent to primary school and playground.
Gifford	Approach landowner regarding trimming of overhanging tree branches to improve speed limit sign visibility on the B6369 (north) approach.	Visibility to sign is currently compromised.
Musselburgh - Inveresk Brae	Consider moving boundary to start of "Musselburgh" welcome signage, just before Carberry Close	Would create a more obvious gateway due to change in surrounding environment
Musselburgh - Linkfield Road	Extend 20mph boundary further east (east of corner at Millhill).	School and playground accesses along section west of Millhill, presence of on-street parking and lack of pedestrian crossing provisions influence unsafe pedestrian crossing behaviour. Will provide a more obvious gateway.
Musselburgh - Eskview Terrace	Gateway observed to be very close to signalised junction. May be road safety implications. It is recommended that this is monitored.	Gateway is very close to signalised junction of Eskview Terrace and Olive Bank Road. Attention of drivers / riders could be drawn to speed limit signs rather than traffic signals.
Musselburgh - Olive Bank Road	Add red HFS and roundel to create a clearer gateway.	Coloured surfacing and roundel would create a clearer gateway. No clear change in environment at this location

Site	Comment	Justification
Cockenzie & Port Seton - East Lorimer Place	Consider adding red high friction surfacing and repainting existing roundel to make gateway more conspicuous.	No change in surrounding environment at current 20mph boundary
North Berwick - East Road (B1346)	Considering extending the 20mph to Heugh roundabout, and providing a 30mph limit to the existing 30mph terminal signs and a 40mph limit to Tantallon Caravan Park.	Comments made by cyclists who feel unsafe on the road and pedestrians complaining about cyclists on the footway between North Berwick and Tantallon Caravan Park.
Haddington - B6471 West Road	Realign red high friction surfacing and 20mph speed limit signage.	Would create a more prominent entry to 20mph speed limit
Haddington - A6137, Aberlady Road	Repair high friction surfacing and consider adding further traffic calming measures.	Would create a more prominent entry to 20mph speed limit
Haddington - A6093 Hardgate	Make 20mph limit more conspicuous by adding red HFS and consider adding lane narrowing road markings.	Speed limit drops from derestricted to 20mph on A6093 over a short distance. Limited space to create a buffer due to presence of roundabout.
Haddington - A6093, Pencaitland Road	Increase number of roundels along the road.	Would make 20mph speed limit more obvious and would remind drivers who access Pencaitland Road via side roads of the 20mph limit.
Tranent - Haddington Road (A199)	Repair high friction surfacing at 20mph boundary on Haddington Road.	Acceptable vehicle speeds but existing road markings / traffic calming in poor condition.
Tranent - Ormiston Road	Consider extending the 20mph zone southwards to Miner's Cottages. This will mean the playpark was within the 20mph zone.	Playpark will be within 20mph and a more obvious gateway will be created.
Tranent to Ormiston	Rural road from Tranent to Ormiston was converted from 60mph to 40mph but 40mph gateway at Tranent remains. This is inconsistent and may confuse drivers about speed limit of road between Tranent and Ormiston.	Existing gateway signage may confuse drivers / riders
Tranent to New Winton	Trim back tree branches / vegetation to improve sign visibility.	Ensure gateway features and signage is clearly visible.
Athelstaneford	Add 40mph buffer zone to north section of B1343 between Lammerview Farm and existing 20mph boundary. Add 40mph buffer to west section of B1343 approx. 600m from existing 20mph terminal signs,	Road changes from national speed limit to 20mph. A short buffer zone is likely to help reduce speeds on approach to the 20mph boundary. The 20mph speed limit boundary on the east approach is set back slightly from the start of the frontages. Both approaches to the village are fairly straight.
East Saltoun	Add 40mph buffer zone to both approaches on the B6355 (east and north)	Road changes from national speed limit to 20mph. A short buffer zone is likely to help reduce speeds on approach to the 20mph boundary. Both approaches to the village are fairly straight.
Elphinstone	Trim back tree branches / vegetation to improve sign visibility. Add 40mph buffer zone to western approach (B6414). School is located towards western boundary of village.	Ensure gateway features and signage is clearly visible. Road changes from national speed limit to 20mph. A short buffer zone is likely to help reduce speeds on approach to the 20mph boundary. Both approaches to the village are fairly straight.
Old Craighall	Add 40mph buffer zone to south approach to Old Craighall (B6415). Possibility of introducing a 40mph speed limit between Millerhill and Old Craighall, and a 30mph speed limit between Old Craighall and Monktonhall area of Musselburgh	Road changes from national speed limit to 20mph. A short buffer zone is likely to help reduce speeds on approach to the 20mph boundary. Relatively short distance between Millerhill and Old Craighall. Route is a bus route, a recommended cycle route and there are other properties between the two villages.

Appendix C Public consultation comments on speed limit boundaries (October to November 2021)

Public consultation comments on existing speed limit boundaries and responses (October to November 2021)

Location / Comment	Existing speed limit	Suggestion to be implemented	Comment
Coast road (B1348 / A198) Suggestions included between Longniddry and Aberlady, Musselburgh to Longniddry, Port Seton to North Berwick, Seton Sands to North Berwick, Seton Sands to Longniddry, and Aberlady to North Berwick	40mph	No	To be subject to a separate study
B1343 at Athelstaneford to Lammerview farm	40mph	No	Unsuitable for a 20mph speed limit. A 20mph speed limit is in place in Athelstaneford. There is currently a 40mph buffer speed limit between Athelstaneford and Lammermuir Farm
All of Belhaven	20mph / 30mph	No	20mph speed limit already in place. Higher speed limits in place where warranted
Further along Belhaven Road, Dunbar	20mph / 30mph	No	Extents of 20mph speed limit align with ELC Speed Limit Policy. 40mph speed limit to be provided between West Barns and Dunbar
Countess Road, Dunbar	20mph	No	20mph speed limit already in place
Kellie Road, Dunbar	30mph	Yes	ELC Speed Limit Policy indicates that 20mph speed limit would be appropriate for road
Spott Road, Dunbar	30mph	No	Unsuitable for a 20mph speed limit. ELC Speed Limit Policy indicates that existing speed limit is appropriate for road
A199 at East Linton	30mph	No	Unsuitable for a 20mph speed limit. ELC Speed Limit Policy indicates that existing speed limit is appropriate for road
Extend 20mph eastwards on Preston Road, East Linton	20mph / 40mph	No	ELC Speed Limit Policy indicates that existing speed limits and boundaries are appropriate for road
Fenton Road, Gullane	Trial Quiet Road	No	To be considered for permanent Quiet Road status
Gateside, Haddington	20mph	No	20mph speed limit already in place
Gifford Road, Haddington	20mph	No	20mph speed limit already in place
Haldane Avenue, Haddington	40mph	Yes, with alteration	Unsuitable for a 20mph speed limit. ELC Speed Limit Policy indicates that 30mph speed limit would be appropriate for road

Location / Comment	Existing speed limit	Suggestion to be implemented	Comment
Approach to Haddington from Pencaitland Road should have the 40mph buffer extended to junction with U137 (road to Letham Mains) as area to north of road is currently being developed as residential	National speed limit	Yes	40mph buffer to be extended to junction with U137
The main route from Pencaitland Road. Main routes to the schools aswell. Haddington	40mph	Yes	ELC Speed Limit Policy indicates that 20mph speed limit would be appropriate for road. 20mph speed limit to be extended to existing 40mph terminal signs
Phillips Avenue, Haddington	30mph	Yes, future scheme	ELC Speed Limit Policy indicates that 20mph speed limit would be appropriate for road. To be taken forward when road is adopted
West Road, Haddington Suggestions included Haddington Retail Park, roads leading off West Road, extended up West Road, and past retail complex and new housing	30mph	Yes	20mph speed limit to be extended westwards to the junction of David's Way / Arthur's Way
Carberry Road south of Carberry Close, Musselburgh	20mph	No	20mph speed limit already in place
Linkfield Road, Musselburgh	30mph	No	Unsuitable for a 20mph speed limit. ELC Speed Limit Policy indicates that existing speed limit is appropriate for road
Monktonhall Terrace, Musselburgh	30mph	Yes	ELC Speed Limit Policy indicates that 20mph speed limit would be appropriate for road. 20mph speed limit to be extended to junction with Mayfield Crescent
Newhailes Road (Main Road to Newcraighall), Musselburgh	30mph / 40mph	No	Unsuitable for a 20mph speed limit. ELC Speed Limit Policy indicates that existing speed limits are appropriate for road
Levenhall roundabout, Wallyford roundabout, Haddington Road and MacBeth Moir Road, Musselburgh	20mph / 30mph / 40mph	No	20mph speed limit already in place on MacBeth Moir Road. Other locations are unsuitable for a 20mph speed limit, with ELC Speed Limit Policy indicates that existing speed limits are appropriate for these locations
Millhill, Musselburgh	20mph	No	20mph speed limit already in place
Up to the Tantallon caravan site (A198), North Berwick	30mph	Yes, with alteration	20mph speed limit to extended eastwards to the roundabout at Tesco. Existing 30mph speed limit to be retained between roundabout at Tesco and Tantallon Caravan Park
Barley Brae estate, North Berwick	30mph	Yes, future scheme	ELC Speed Limit Policy indicates that 20mph speed limit would be appropriate for road. To be taken forward when road is adopted
Dirleton Avenue, North Berwick	20mph	No	20mph speed limit already in place
Haddington Road, North Berwick Suggestions included further along the road, to south of Old Haddington Road; and to Law Primary School	30mph	Yes, with alteration	20mph speed limit to be extended southwards, to a point between the existing terminal signs and Pilgrims Way

Location / Comment	Existing speed limit	Suggestion to be implemented	Comment
St. Baldreds Road, North Berwick	20mph	No	20mph speed limit already in place
Old Craighall to Musselburgh	National speed limit	Yes, with alteration	Unsuitable for a 20mph speed limit. ELC Speed Limit Policy indicates that 30mph speed limit would be appropriate for road. To be monitored
Spilmersford Road, Pencaitland	40mph	Yes, with alteration	Unsuitable for a 20mph speed limit. ELC Speed Limit Policy indicates that 30mph speed limit would be appropriate for road
Mid Road, Prestonpans. All the way from the Royal Musselburgh Golf club to Meadowmill	30mph	No	Unsuitable for a 20mph speed limit. ELC Speed Limit Policy indicates that existing speed limit is appropriate for road
Current 30mph limit, Tranent	30mph	Yes, with alteration	Alteration proposed on Ormiston Road (see below). Elsewhere, ELC Speed Limit Policy indicates that 30mph speed limits are appropriate where they are proposed
Ormiston Road, Tranent	20mph / 30mph	Yes, with alteration	20mph speed limit already in place (to Muirpark Road). To be extended south-eastwards to include playpark. 30mph speed limit to be retained south-east of this point
Whitecraig to Dalkeith	National speed limit	Yes, with alteration	Unsuitable for a 20mph speed limit. 40mph speed limit to be extended to Whitecraig roundabout
Cowpits road, Whitecraig	30mph	No	Unsuitable for a 20mph speed limit. ELC Speed Limit Policy indicates that existing speed limit is appropriate for road
Extend 20mph limits to outside town boundaries Extending right to the end of towns and villages. In our village we have a mix of 20/ 30/40.	Various	No	Speed limit boundaries to be assessed on a case-by-case basis, and to be assessed against ELC Speed Limit Policy

Appendix D Speed limit boundary maps

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