

**REPORT TO:** Cabinet

**MEETING DATE:** 8 March 2022

**BY:** Executive Director for Place

**SUBJECT:** Updated Speed Limit Policy 2022

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## **1 PURPOSE**

- 1.1 To present an updated version of the Speed Limit Policy for East Lothian Council.

## **2 RECOMMENDATIONS**

- 2.1 It is recommended that Cabinet approves the Updated Speed Limit Policy for ELC as set out in Appendix B of this report.

## **3 BACKGROUND**

- 3.1 The speed of vehicles is an important issue for communities that often generates intense local concern and debate, partly because the perception of what is an appropriate safe speed often differs greatly between drivers, pedestrians and cyclists, many of whom live and work in the community. It is important, therefore, that ELC clearly sets out its policy on how it will determine appropriate speed limits and ensure consistency of application, in line with current government recommendations.
- 3.2 East Lothian Council has undertaken a number of speed limit reviews over the years, and taken reports to Cabinet for approval, notably in November 2010 and May 2018. The main reason for a review has been around changes to national guidance and or new legal documents being introduced such as the Traffic Signs Regulations and General Directions (TSRGD) 2016.
- 3.3 The key principles of the speed limit policy are that:
- Speed limits should be evidence led, self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel.

They should encourage self-compliance and not be seen by drivers as being a target speed at which to drive in all circumstances;

- Roads Authorities set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the national speed limit;
- The guidance is to be used for setting all local speed limits on single and dual carriageway roads, in both urban and rural areas;
- The guidance should also be used as the basis for future assessments of local speed limits and for developing route management strategies.

3.4 These principles form the basis of decision-making and recommendations to Members by officers when they review or amend speed limits or assess new requests for speed limit reduction in East Lothian.

3.5 This review has come about following the Spaces for People project in 2020-21 where we delivered temporary interventions to support essential travel and exercise while COVID-19 restrictions were in place. A key measure was the introduction of temporary 20mph speed limits in our towns and villages, and the reduction of speed limits on some inter-urban routes (mostly around Tranent) to 40mph to support cycling between towns.

3.6 The new speed limits were introduced under 18-month Temporary Traffic Regulation Orders (TTRO), and it is timely to review these with a view to either:

- allowing the TTROs to lapse and returning the streets to their previous speed limits, or
- making the new speed limits permanent, taking into account feedback gathered through the public consultation exercise.

3.7 Public reaction to the new speed limits was gauged through a series of open online questionnaires and a weighted postal survey conducted by an independent market research organisation. The survey results are reported in Appendix A, and show a majority in favour of retaining at least some of the speed limits with a sizable minority in favour of extending them further.

3.8 Traffic speed monitoring was undertaken and a report produced which makes recommendations on the retention of the new speed limits, based on observations of compliance (available in the Members' Library, Ref: 25/22). Generally, compliance was within expected margins, and, in areas where it was not, the report proposes a series of increasing interventions (from additional signage, to a last resort of speed cushions) which would increase the likelihood of compliance.

3.9 The Council's current Speed Limit Policy was adopted in May 2018 and deals with 20mph limits as the exception. Should the decision be taken to make the new speed limits permanent, it will be necessary to revise the

principles appropriately and this paper proposes an updated policy to suit the changed landscape (Appendix B).

- 3.10 This updated Speed Limit Policy has been written with input from Transport Scotland and by benchmarking against neighbouring local authorities, and it takes account of good practice elsewhere, referencing national policy and practice. It recognises that speed limits form one distinct element of speed management and this should be considered alongside other speed management measures including engineering, enforcement and education.
- 3.11 The speed limit policy will be reviewed when national policy and guidance is released.
- 3.12 Police Scotland has reviewed this updated policy and supports the principles contained within.
- 3.13 This policy presented to Cabinet today retains the approach to setting speed limits which has been in place since May 2018, and provides a new hierarchy of speed limits to ensure there is a consistency across the Council area. We have essentially brought together the good practice previously used by the Council, with the experience and feedback gained through the introduction of the temporary speed limits.
- 3.14 The main changes to the updated policy are:
  - A new section on process i.e. how communities can request a speed limit review;
  - New sections on interventions, including an indication of the scale of cost – this will help communities consider options for funding certain interventions that meet the principles set out in the policy;
  - Consolidation of the sections on 20mph and their inclusion within the ‘towns and villages’ sections instead of being a separate section;
  - New section on Quiet Roads.

#### **4 POLICY IMPLICATIONS**

- 4.1 These proposals will contribute towards fulfilling the East Lothian Plan 2017- 2027, in particular:
  - Outcome 2.1: “East Lothian has strong resilient communities where people respect and support each other” and;
  - action (k) “we will make our roads safer, including a focus on making journeys safer for cyclists and pedestrians of all ages and abilities

#### **5 INTEGRATED IMPACT ASSESSMENT**

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

## 6 RESOURCE IMPLICATIONS

- 6.1 Financial – Keeping the new speed limits in place will have minimal impact on budgets as only small changes to boundaries are proposed in response to feedback. This can be accommodated within the Road Services Budget. Returning to the previous speed limits will mean the removal of all the new signs to replace with old ones, which will come at a similar cost.

There may be some additional costs incurred in responding to areas which have seen less good compliance during the trial. It is expected that this could be met from the Road Services Budget, or alternatively, by communities via the Area Partnerships if they wish to prioritise the measures.

- 6.2 Personnel - None
- 6.3 Other – None

## 7 BACKGROUND PAPERS

- 7.1 Appendices:
- Appendix A: Summary of Spaces for People surveys
  - Appendix B: East Lothian Council Speed Limit Policy 2022
- 7.2 Report to Members' Library (Ref: 25/22, March 2022 Bulletin): East Lothian Council Speed Limit Review, available at:
- [Agendas, reports and minutes | East Lothian Council](#)
- 7.3 Speed Limit Review and Proposed Speed Limit Policy 9 November 2010
- 7.4 Speed Limit Review and Proposed Speed Limit Policy 8 May 2018

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## Appendix A – 2021 Residents Survey: Interim Summary of Travel and Transport Questions

This interim summary of the Travel and Transport questions contained within the 2021 Residents Survey is provided as background for the Spaces for People reports and proposed speed limit policy being put before Cabinet in March 2022.

### **Background and Methodology**

A section of the 2021 Residents Survey focused on travel and transport in East Lothian.

The 2021 East Lothian Residents Survey was undertaken using a self-completion methodology. The survey was carried out in order to provide the Council and East Lothian Partnership with information on local residents' experience and perceptions across a range of topics. The Residents' Survey has previously been undertaken using a face to face methodology, most recently in 2019. However, due to the ongoing COVID pandemic it was decided that the methodology should be changed for the 2021 survey. The survey was sent to a representative sample of 16,000 East Lothian residents who were sent a copy of the questionnaire in the post and asked to complete and return to Research Resource for processing using a reply paid envelope which was enclosed with the survey. Residents were also given the opportunity to complete the survey using a QR code or via an html survey link.

The sample was designed to be representative of ward and Scottish Index of Multiple Deprivation (SIMD) datazone with addresses selected at random. Overall, a total of 3,158 responses were achieved to the survey with 309 of these being online responses. The survey was sent on the 25th October 2021 and returns were accepted up until the 13th January 2022. Completed questionnaires were returned to Research Resource.

The response profile was reviewed and compared to the overall East Lothian population in terms of demography and geography. For geographical comparisons the postcode provided by residents within the survey data was used to identify multi-member ward and also SIMD datazone. However, a number of respondents chose not to provide all or some of the information required to draw these comparisons.

Analysis of the profile for those who provided information on age, gender and postcode revealed that the respondents was over-represented in certain multi-member wards (mainly North Berwick Coastal) and under-represented in others (mainly Tranent, Wallyford and Macmerry). Older residents were also over-represented and there was a much lower response from those aged under 35. For these reasons it was decided that the data should be weighted by age and ward. However, this has meant that respondents to the survey who did not provide their age or postcode have been excluded from the weighting calculation. The total survey response excluding those who did not provide their age and postcode equates to 2416.

### **Summary**

- Nine in ten respondents (90%) said they had at least one car or light van in their household, with 45% having access to 2 or more.
- Just over 6 in 10 respondents (63%) said they had at least one bicycle in their household.
- Respondents were asked about the travel methods they used for various different journeys. Travelling on foot was the most popular choice for travelling to local shops, chemist, public green space, public transport facilities, libraries, primary and secondary schools. On the other hand, travelling by car as a driver was most popular for travelling to shopping centres of supermarkets, to GP surgeries and sports centres.
- The vast majority (91%) of respondents were aware of the new lower speed limits in East Lothian since 2020.
- 6 in 10 respondents believed the lower speed limits have made it safer for children (61%) and older people (60%), 57% said it was now safer for pedestrians and people in wheelchairs and 52% said it was now safer for cyclists. Less than half (44%) said it was now safer for drivers.
- In terms of the wider impacts of 20mph speed limits, over 4 in 10 respondents said they have a very positive or positive impact on noise pollution (44%) and quality of life (42%). Also, 39% of respondents said they have a positive impact on climate change and air pollution.
- In terms of the negative impacts of the 20mph speed limits, 73% of respondents said that drivers ignore the speed limits. This was followed by drivers taking more risks because of frustration at slower speeds (55%) and that there is no enforcement (46%).
- On the other hand, with regards to the positive impacts of the 20mph limits 36% of respondents believed drivers now take more notice of other road users, 35% said drivers were less likely to overtake cyclists unsafely as they are now travelling at similar speeds and 33% said they now find it easier to cross the road.
- Respondents were asked for their opinions on the future of 20mph speed limits. The majority (54%) said that some, but not all of the 20mph speed limits should be kept; 16% said the new 20mph speed limits should be kept but don't add any more; and, 21% said that the new speed limits should be kept and should also be extended to add more areas. On the other hand, only 8% of respondents said that none of the 20mph limits should be kept.
- Those respondents who said that they would like to see some of the new 20mph speed limits kept but not all, were asked whether they felt the limits should be removed from arterial routes away from town centres or from everywhere except around schools. This subset of respondents' opinion was split 50/50 in this respect.

Further detail on the responses to the Travel and Transport questions is provided below.

## 1. Access to car/ bicycles in the household

Respondents were asked if they have a car or light van for use in their household. Nine in ten respondents (90%) said they had at least one car or light van in their household, with 45% having access to 2 or more.

Analysis by area reveals that respondents who live in Musselburgh (77%) were significantly less likely to have a car or light van in their household than respondents living in all other areas (between 91 and 95%). Furthermore, respondents who lived in the most deprived areas were less likely to have a car or light van (81%) than respondents living in all other areas (91%).

Age based analysis reveals that those aged 35-64 were more likely to have a car or van (94%) than those aged 16-34 (86%) and those aged 65 and over (88%).

Respondents were asked if their household had access to a bicycle. Over 6 in 10 respondents (63%) said they had at least one bicycle in their household. Further analysis reveals that respondents living in Musselburgh (58%) and Tranent, Wallyford and Macmerry (57%) were least likely to have a bicycle, while those living in Haddington and Lammermuir were most likely (70%).

Access to a bicycle was lower for those living in the most deprived data zones (46%, compared to 64% of respondents who lived elsewhere).

Respondents aged 65 and over were significantly less likely to have access to a bicycle (36%) than respondents aged 16-34 (68%) and aged 35-64 (68%).

## 2. Travel methods

Respondents were asked about the travel methods they use for various different journeys. Travelling on foot was the most popular choice for travelling to local shops, chemist, public green space, public transport facilities, libraries, primary and secondary schools. On the other hand, travelling by car as a driver was most popular for travelling to shopping centres or supermarkets, to GP surgeries and sports centres.

Analysis by Multimember wards reveals the following variations in travel methods:

- **Travelling to local shops:** Those who lived in Musselburgh were most likely to walk to local shops (77%) and Haddington and Lammermuir were least likely (54%). Haddington and Lammermuir respondents (37%) along with Dunbar and East Linton respondents were most likely to travel by car (38%).

- **Travelling to shopping centre or supermarket for main food shop:** Just under 1 in 4 Musselburgh respondents (24%) would walk to shopping centres or supermarkets for their main food shop which is significantly more than all areas (between 4% and 10%).
- **Travelling to GP:** Over half of Dunbar and East Linton would walk to their GP surgery compared to 34% in Tranent, Wallyford and Macmerry respondents who were most likely to travel by car as a driver (53%). Musselburgh respondents were least likely to travel by car as a driver (38%).
- **Travelling to chemists and pharmacies:** Two thirds of Preston, Seton, Gosford respondents walk to chemists and pharmacies compared to 49% of Haddington and Lammermuir respondents, 48% of North Berwick Coastal respondents and 48% of Tranent, Wallyford and Macmerry respondents (48%). Those living in Haddington and Lammermuir were most likely to travel by car as a driver to chemists (44%).
- **Travelling to public transport facilities e.g. bus stop, train station:** Haddington and Lammermuir respondents were least likely to walk to public transport facilities (59%) and Musselburgh residents were most likely to walk (85%). Haddington and Lammermuir respondents, along with those who lived in North Berwick Coastal were most likely to travel by car as a driver (23% and 22% respectively).

### 3. Awareness of lower speed limits

Respondents were asked if they were aware or not of the new lower speed limits in East Lothian since 2020. The vast majority (91%) of respondents were aware of this. Awareness levels were highest amongst those living in Haddington and Lammermuir (96%), for those living outside of the most deprived areas (91%), and respondents aged 35-64 (94%) and aged 65 and over (93%). On the other hand, Musselburgh respondents (82%), those living in the most deprived areas (85%) and aged 16-34 (82%) were least aware of the lower speed limits.

### 4. Impact of lower speed limits on road safety

Following on from this, respondents were asked what they believed to be the impact of the 20mph speed limits on road safety in their area. Over 6 in 10 respondents believed the lower speed limits have made it safer for children (61%) and older people (60%), 57% said it was now safer for pedestrians and people in wheelchairs and 52% said it was now safer for cyclists. Less than half said it was now safer for drivers (44%).

Analysis by geography shows that the results to this question vary most significantly in terms of the following:

- **Road safety for drivers:** Those living in North Berwick Coastal were more likely to say it is now safer for drivers (50%) than those who live in Tranent, Wallyford and Macmerry (36%).



- **Road safety for cyclists:** Dunbar and East Linton respondents (60%) were more likely to say it is now safer for cyclists than respondents living in Tranent, Wallyford and Macmerry (48%).
- **Road safety for pedestrians/ people in wheelchairs:** Respondents living in North Berwick Coastal (64%) were most likely to say it is safer for pedestrian and people in wheelchairs than in Tranent, Wallyford and Macmerry (52%).
- **Road safety for children:** 68% Dunbar and East Linton were most likely to say it is now safer for children (68%) and those living in Tranent, Wallyford and Macmerry were least likely (57%).

Analysis by age reveals that younger respondents were the least likely to say that the new lower speed limits have made the roads safer. This was most notable in terms of the following:

- **Road safety for drivers:** 66% of respondents aged 65 and over said it is now safer for drivers compared to 54% of respondents aged 16-34.
- **Road safety for older people:** 64% of respondents aged 65 and over said it is now safer for older people compared to 52% of respondents aged 16-34.
- **Road safety for drivers:** 50% of respondents aged 65 and over said it is now safer for drivers compared to 33% of respondents aged 16-34.

## 5. Wider impacts of 20mph limits

In terms of the wider impacts of 20mph speed limits, over 4 in 10 respondents said they have a very positive or positive impact on noise pollution (44%) and quality of life (42%) and 39% of respondents said they have a positive impact on climate change and air pollution.

The results to this question vary significantly by multi member ward:

- **Climate change:** 47% of North Berwick Coastal respondents said 20mph speed limits has a positive impact on climate change compared to 35% of Haddington and Lammermuir respondents and 36% of Tranent, Wallyford and Macmerry respondents.
- **Air pollution:** 31% of Preston, Seton and Gosford respondents and 31% of Tranent, Wallyford and Macmerry respondents said 20mph speed limits have a negative impact on air pollution compared to 20% of Dunbar and East Linton respondents and 20% of North Berwick Coastal respondents. Dunbar and East Linton respondents (42%) and North Berwick Coastal respondents (43%) were most likely to say this had a positive impact.

- **Noise pollution:** 24% of Tranent, Wallyford and Macmerry respondents said the 20mph speed limits had a negative impact on noise pollution compared to 15% of Haddington and Lammermuir respondents. North Berwick Coastal and Preston, Seton and Gosford respondents (both 49%) were most likely to say this had a positive impact on noise pollution.
- **Quality of life:** 28% of Preston, Seton and Gosford respondents said 20mph speed limits had a negative impact on quality of life compared to 17% of North Berwick Coastal respondents, 18% of Dunbar and East Linton respondents and 18% of Haddington and Lammermuir respondents. North Berwick Coastal (48%) and Dunbar and East Linton respondents (47%) were most likely to say the 20mph speed limits had a positive impact on quality of life.

Analysis by SIMD shows that those living in the most deprived data zones were most likely to say the 20mph speed limits had a positive impact on their quality of life (51% compared to 41% of respondents who lived in other areas).

## 6. Positive and negative impacts of 20mph limits

The survey included two multi-choice questions, asking respondents what they believed were the impacts of the 20mph limits. Firstly, in terms of the negative impacts the top response was that drivers ignore the speed limits (73%). This was followed by drivers taking more risks because of frustration at slower speeds (55%) and that there is no enforcement (46%).

The top three negative impacts were consistent across all multi member wards, with the exception of Musselburgh where “more air pollution caused by traffic spending longer in towns” was the third negative impact instead of “there is no enforcement”.

In terms of the positive impacts of the 20mph limits, 36% of respondents believed drivers now take more notice of other road users, 35% said drivers were less likely to overtake cyclists unsafely as they are now travelling at similar speeds and 33% said they now find it easier to cross the road. Area based analysis also revealed that respondents living in Tranent, Wallyford and Macmerry (32%) and in Preston, Seton and Gosford (31%) were over twice as likely to say there were no positive impacts than respondents living in North Berwick Coastal (15%).

## 7. The future of 20mph limits

Respondents were asked for their opinions on the future of 20mph speed limits. The majority (54%) said that some, but not all of the 20mph speed limits should be kept, 16% said the new 20mph speed limits should be kept but don't add any more and 21% said that the new speed limits should be kept and should also be extended to add more areas. On the other hand, 8% of respondents said that none of the 20mph limits should be kept.

Further analysis reveals that those living in Dunbar and East Linton (28%) and North Berwick Coastal were most likely to want to see the new limits kept and extended.

Where respondents said they would like to see some of the new 20mph speed limits kept but not all, they were asked whether they felt the limits should be removed from arterial routes away from town centres or from everywhere except around schools. This subset of respondents' opinion was split 50/50 in this respect. Those living in Dunbar and East Linton were most likely to support removal of the limits from arterial routes away from town centre, while Preston, Seton and Gosford respondents were most likely to want to see the limits removed from everywhere except from around schools.

## Appendix B – ELC Speed Limit Policy 2022

### C.1 Introduction

This policy is an update from the previous policy approved by Cabinet in 2018.

The current proposal reiterates the principles already adopted but takes into account both the findings from East Lothian Council's (ELC's) 20mph speed limit trials, and further good practice from across the country. The policy also incorporates additional sections on Quiet Roads, how ELC will deal with speed limit change requests, and potential mitigation measures.

This policy will be reviewed as and when national policy and guidance is released.

### C.2 Background

It is the responsibility of the UK Government to set national speed limits for different road types, and identify which exceptions to the general limits can be applied. The three national speed limits for cars, motorcycles and light vans are:

- The 30mph speed limit on restricted roads (in Scotland Class A, B, C, or unclassified roads with street lighting);
- The speed limit of 60mph on single carriageway roads;
- The 70mph limit on dual carriageways and motorways.

These national limits are not, however, appropriate to all roads. The responsibility for determining local speed limits lies with the Roads Authorities having regard to guidance issued by the Transport Scotland together with relevant advice from the Department for Transport (DfT).

Transport Scotland is currently reviewing its approach to speed limits as the most recent specific directive dates from August 2006, when the Scottish Executive published *ETLLD Circular No.1/2006: Setting Local Speed Limits*. This laid out recommendations on the setting of local speed limits, other than 20mph speed limits, on single or dual carriageway roads in both urban and rural areas.

### C.3 Legislation and Regulations

Speed limits are covered by the legislation set out in *Part VI of the Road Traffic Regulation Act 1984* (the Act). Local speed limits are made by Roads Authorities, by order, under section 84 of the Act. Local Authorities must ensure speed limits meet the legislative process and the requirements.

In order to ensure compliance with a new limit, it is important that it is signed correctly and consistently in accordance with section 85 of the Act and must

comply with *The Traffic Signs Regulations and General Directions 2016 (TSRGD 16)*.

The current guidance, to which this policy makes reference, is as follows:

- [DfT 1/2013 - Setting Local Speed Limits](#)
- [ETLLD Circular No 1/2006 – Setting Local Speed Limits](#)
- [DfT Traffic Advisory Leaflet 1/04 – Village Speed Limits](#)
- [Good Practice Guide on 20mph Speed Restrictions 2016](#)
- [The Traffic Signs Regulations and General Directions 2016 \(TSRGD\)](#)
- [DfT Traffic Signs Manual](#)
- [Designing Streets: A Policy Statement for Scotland](#)
- [Scotland’s Road Safety Framework to 2030](#)

The Scottish Government is responsible for determining speed limits on the trunk road and motorway network. ELC, as Roads Authority for East Lothian, is responsible for determining local speed limits on the local road network.

## C.4 Policy Objectives

The East Lothian public road network needs to support a local transport system that is safe for all road users, improves the quality of life in our communities, and promotes economic growth.

Effective vehicle speed management involves many components designed to encourage, help and require drivers to adopt appropriate and safe speeds. Speed limits are a key source of information and play a fundamental role in indicating the nature of, and risks posed by, a road to both motorised and non-motorised road users.

The Scottish Government’s *Designing Streets* policy emphasises that active travel options can enhance the character of a place, improve public health and social interaction and help to tackle climate change by reduced carbon emissions. It stresses that roads are often part of a community, as well as being thoroughfares, and considerations of both ‘place’ and ‘movement’ are important in determining appropriate speed limits.

Speed limits should also encourage compliance and should not be seen by drivers as being a target speed at which to drive in all circumstances.

## C.5 Underlying Principles

The underlying principles of ELC’s speed limit policy are as follows:

- ELC and Police Scotland will work in partnership in considering and determining any changes to speed limits;
- The needs of vulnerable road users will be fully taken into account;
- The setting of the road, and whether it is part of a ‘place’ or is a key ‘movement’ corridor, is an important factor when setting a speed limit;
- Mean (average) speeds will be referenced when determining local speed limits;

- The minimum length of a speed limit will generally not be less than 600m to avoid too many changes of speed limit along the route;
- There is a need to strike the right balance between the needs of communities and the needs of drivers passing through, particularly on those roads that are the main traffic routes in the county;
- New speed limits should not be introduced on roads where there is no realistic expectation that drivers will comply with the reduced speed limit;
- Alternative speed management options will be considered before a new speed limit is introduced.

Circular 1/2006 states quite clearly that "*Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced visibility such as a bend*".

## C.6 Enforcement

Police Scotland is responsible for the enforcement of speed limits.

Enforcement can be carried out at specific locations by Police officers using hand-held equipment, or along routes using in-vehicle detection equipment.

Before any new or altered speed limits are introduced, Police Scotland will be formally consulted to ensure they are supportive and agree that the proposals are valid and appropriate.

It seems inevitable that there will remain a type of driver that will continue to disregard the speed limits suggested by the surrounding environment or imposed through regulation. It is expected that Police Scotland will target this group of drivers as part of its enforcement effort.

Any changes to limits should be monitored, and where compliance levels are not at an acceptable level, consideration should be given to the installation of traffic calming measures.

## C.7 Speed Limits on our Roads

Unless otherwise signed, the national speed limit in areas with street-lighting is 30mph, and on single carriageways is 60mph for all cars, motorcycles and light vans.

Roads with high approach speeds to an area with a 20mph speed limit, will have a 40mph 'buffer' or other visual marker to alert drivers to the upcoming settlement.

A minimum length of 600m for any speed limit is recommended so as to avoid too many changes of speed limit along a given road, and because many drivers are unlikely to reduce their speed if it is over a very short distance, particularly if the end of the limit can be seen from the entry point. However, shorter lengths will be considered if they are 'buffered' by intermediate limits on approaches, giving a total restricted length of 600m.

## Towns

Roads within towns will have speed limits in accordance with the characteristics below.

### 40mph limits in towns

Roads within towns that are suitable for a speed limit of 40mph are generally on the outskirts of urban areas where there is little frontage development.

Where such roads, with little or no frontage development, pass through predominantly residential areas and there is significant vulnerable road user activity then a lower speed limit should be considered.

### 30mph limits in towns

Typically, 30mph roads in towns demonstrate similar characteristics to 20mph roads and can be considered where motor vehicle movement is given a higher priority than the place function of the street.

### 20mph limits in towns

20mph streets within towns are mostly residential, or see high pedestrian and cyclist movements such as around town centres and schools. They tend to be roads where motor vehicle movement is not deemed the primary function.

## Villages and smaller settlements

### 40mph limits in villages or smaller settlements

A road in a small settlement will be considered for a 40mph speed limit if:

- there are more than 10 houses directly fronting the road (on one or both sides); and
- there is a minimum density of 3 houses every 100m; and
- there is a community facility such as a school, shop or village hall within the settlement.

### 30mph limits in villages or smaller settlements

A road in a small settlement will be considered for a 30mph speed limit if, in addition to the criteria for a 40mph limit above:

- there are more than 15 houses directly fronting the road (on one or both sides).

Road classification (A, B, C or unclassified) and number/density of junctions will also be considered as significant factors.

### 20mph limits in villages or smaller settlements

A road in a small settlement will be considered for a 20mph speed limit if, in addition to the criteria for a 30mph limit above:

- there are more than 20 houses directly fronting the road (on one or both sides); and
- there is street lighting no more than 185m apart; and
- there is a continuous footway along at least one side.

## Rural Roads

The national speed limit on the rural road network is 60mph on single carriageway roads and 70mph on dual carriageways.

### Roads between settlements

Where the primary function of a road is for motor vehicle travel between settlements, any accident history will be taken into account when setting speed limits.

In accordance with the guidelines, remedial measures and alternative speed management options will always be considered in detail before the introduction of a lower speed limit.

### Quiet Roads

Quiet Roads are increasingly being implemented on rural roads across Scotland where there may be high levels of use by pedestrians, cyclists or equestrians. The presence of vulnerable road users in the carriageway is highlighted to drivers through the use of signage to promote a shared environment. Where appropriate, ELC will consider the introduction of Quiet Roads to develop safer networks for vulnerable road users.

Based on good practice from around the country, ELC have adopted the following characteristics for suitable Quiet Roads:

- the route has daily traffic volumes of less than 800 vehicles per day (two-way); and
- the carriageway is no greater than 5.5 metres wide; and
- the route is already used by pedestrians, cyclists and equestrians; and
- the route provides a link to existing infrastructure; and
- the designation has the support of the community, emergency services and elected members



## C.8 ELC Speed Management

### Strategy

It is necessary to set appropriate and effective speed limits, which support the underlying principles, and achieve a reasonable level of driver compliance within those limits.

Where there is strong community support to lower the speed limit, this request will be considered in line with the procedure outlined below.

If, at any time, measures are deemed necessary to improve the effectiveness of a speed limit, consideration will be given to using additional speed management measures appropriate to each individual location. Section C.9 highlights options to consider.

### Signing

The design of speed limits signs in East Lothian will be in accordance with the Traffic Signs Regulations and General Directions 2016 and the Traffic Signs Manual. Where possible, speed limit signs and town/village nameplates will be brought together at a single location, and accompanied by appropriate carriageway markings, forming a 'gateway' feature.

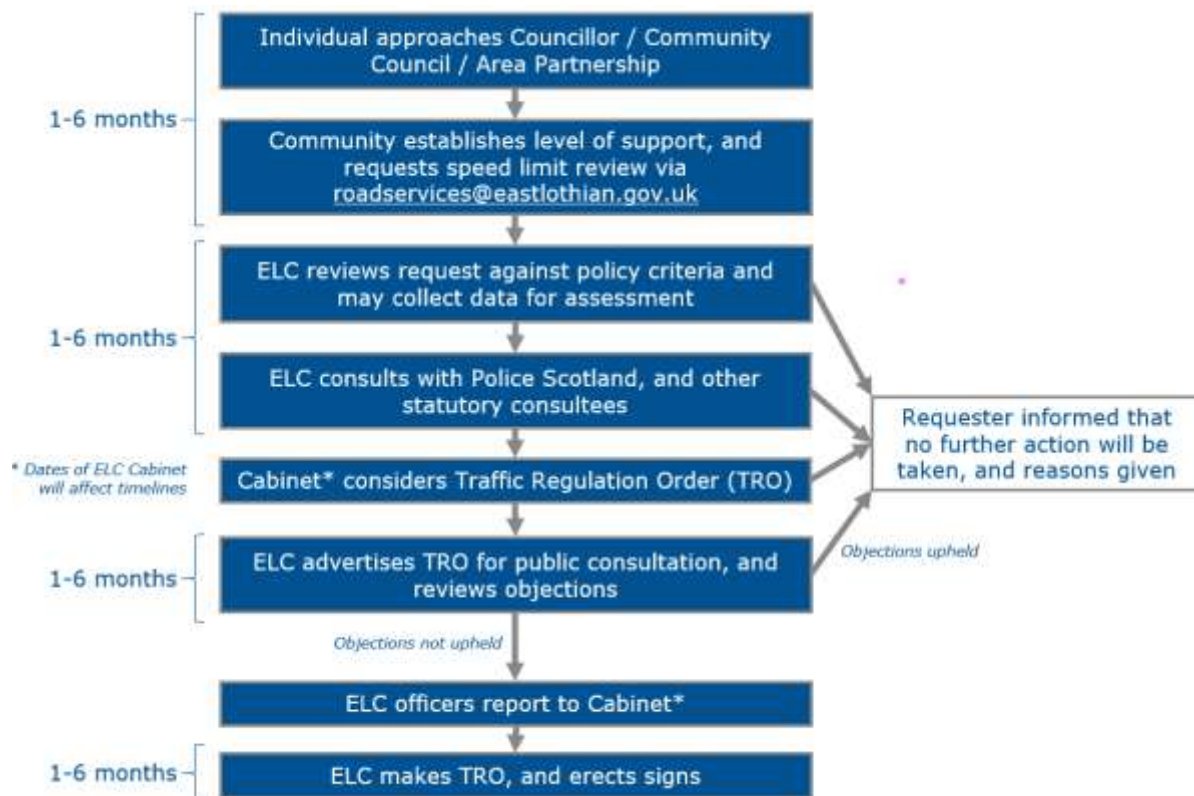
### Requests for speed limit changes

Reviews of existing speed limits across the network shall generally be undertaken every few years, or where circumstances have changed.

It is essential that any changes to speed limits should have widespread community support and, as such, should there be any concerns between routine review periods, these should be highlighted through the Community Council, Area Partnership or a Local Councillor.

- List of local Community Councils:  
[https://www.eastlothian.gov.uk/directory/10048/community\\_councils](https://www.eastlothian.gov.uk/directory/10048/community_councils)
- List of local Area Partnerships:  
[https://www.eastlothian.gov.uk/info/210567/your\\_community/12397/area\\_partnerships\\_in\\_east\\_lothian](https://www.eastlothian.gov.uk/info/210567/your_community/12397/area_partnerships_in_east_lothian)
- List of local Councillors:  
<https://www.eastlothian.gov.uk/councillors/name>

The following process will be followed. Note that timescales are approximate.



## C.9 Traffic Calming





There will be locations where drivers' speeds are too high for the prevailing local environment and further intervention is required to achieve good compliance with the existing or a lower speed limit.

The table which follows, highlighting the performance of the various measures, has been produced utilising principles laid out in the Department for Transport's (DfT) *Local Transport Note 1/07: Traffic Calming*:

Definitions:







- Traffic Regulation Order (TRO) is a legal tool that allows permanent changes to restrict, regulate or prohibit use of a road. A TRO is also required to change speed limits.
- A Redetermination Order (RSO) legally alters or amends the way in which roads, footways and cycleways are used.






The below table highlights indicative costs and effectiveness of various traffic calming measures. It is important to be aware that costs may be significantly impacted by local circumstances such as the presence of drainage features or services under the carriageway/footway. Also note that if physical changes to the road network are proposed then an independent Road Safety Audit (RSA) of the design will also be required at a cost of around £1000-£3000. This includes the introduction of speed cushions, chicanes, etc.

Intervention	Example	Cost range ££££ = most expensive	Impact on traffic speeds <sup>1</sup> *** = largest reduction	Impact on traffic flows <sup>1</sup> *** = largest reduction	Impact on injury accidents <sup>1</sup> *** = largest reduction	Delays to emergency services <sup>1</sup> *** = shortest delays	Requirements	Pros	Cons
Promotion	 <p>Example poster</p>	£ - ££	Not reported	Not reported	Not reported	Not reported	<ul style="list-style-type: none"> <li>Evidence that existing speed limit is not being adhered to</li> </ul>	<ul style="list-style-type: none"> <li>Changes in driver behaviour may reach further than a single community</li> <li>Can be community-led</li> </ul>	
Enforcement		Police Scotland	Not reported	Not reported	Not reported	Not reported	<ul style="list-style-type: none"> <li>Police will prioritise areas where there is a unique road safety issue</li> <li>Otherwise communities can set local police priorities through the CAPP<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Changes in driver behaviour may reach further than a single community</li> </ul>	<ul style="list-style-type: none"> <li>Reliant on Police resources</li> </ul>
Signage	 <p>Source: Google Maps, Pencaitland</p>	££ - £££	*	*	*	***	<ul style="list-style-type: none"> <li>Available mounting height</li> <li>Available forward visibility</li> </ul>	<ul style="list-style-type: none"> <li>Can be retro-fitted to existing street furniture</li> </ul>	<ul style="list-style-type: none"> <li>Can be visually unattractive in rural areas</li> <li>Their use alone may have minimal impact on reducing speeds</li> <li>Can contribute to sign clutter</li> </ul>
Lining/road markings	 <p>Source: Google Maps, Pencaitland</p>	££ - £££	*	*	*	***		<ul style="list-style-type: none"> <li>Can create advanced warnings of approaching hazards</li> </ul>	<ul style="list-style-type: none"> <li>Require regular maintenance</li> <li>Difficult to see in adverse weather</li> </ul>

<sup>1</sup> Parameters based on scoring from Department for Transport "Local Transport Note 1/07: Traffic Calming"

<sup>2</sup> CAPP – Community and Police Partnership

Intervention	Example	Cost range ££££ = most expensive	Impact on traffic speeds <sup>1</sup> *** = largest reduction	Impact on traffic flows <sup>1</sup> *** = largest reduction	Impact on injury accidents <sup>1</sup> *** = largest reduction	Delays to emergency services <sup>1</sup> *** = shortest delays	Requirements	Pros	Cons
Intermediate speed limits / 'buffers'	 <i>Source: Google Maps, East Linton</i>	£	*	*	*	***	<ul style="list-style-type: none"> <li>TRO and subsequent consultation</li> <li>Adequate length to create intermediate limit</li> </ul>	<ul style="list-style-type: none"> <li>Create advanced warning of approach to lower speed limit</li> </ul>	<ul style="list-style-type: none"> <li>Limited situations where they can be used</li> </ul>
Rumble strips/ countdown markers	 <i>Source: Google Maps, Stenton</i>	££	*	*	**	***	<ul style="list-style-type: none"> <li>Should be located away from dwellings to avoid noise disturbance</li> <li>Consultation</li> </ul>	<ul style="list-style-type: none"> <li>Can be used as a low-cost warning to alert drivers of changing environment</li> </ul>	<ul style="list-style-type: none"> <li>Creates noise/vibration</li> <li>Uncomfortable for cyclists and motorcyclists</li> <li>Can become slippery when wet</li> </ul>
Gateway entry treatment which highlights the change in speed limit to drivers	 <i>Source: Google Maps, Pencaitland</i>	££ - £££	**	*	**	***	<ul style="list-style-type: none"> <li>Available width in verge/footway</li> <li>Suitable carriageway width to enable narrowing (where part of design)</li> </ul>	<ul style="list-style-type: none"> <li>Change in speed limit is made more obvious to drivers</li> <li>Can be combined with build-out to narrow carriageway</li> </ul>	<ul style="list-style-type: none"> <li>May have limited impact where reduced impact when comprising solely signing and lining</li> </ul>
Vehicle Activated Signs	 <i>Source: Google Maps, Wallyford</i>	££	**	*	**	***	<ul style="list-style-type: none"> <li>Access to power or in location where sign can be powered by solar energy</li> </ul>	<ul style="list-style-type: none"> <li>Non-illuminated until activated, creating less visual impact</li> </ul>	<ul style="list-style-type: none"> <li>These signs become less effective with familiarity so should be moved around to maximise impact</li> </ul>
Road narrowing (build-outs)	 <i>Source: Google Maps, Macmerry</i>	££ - £££	* to ***	* to **	* to **	***	<ul style="list-style-type: none"> <li>RSA</li> <li>Consultation</li> <li>Street lighting</li> <li>Carriageway space must be available to accommodate build out</li> </ul>	<ul style="list-style-type: none"> <li>Can incorporate active travel crossings</li> <li>Can span around junctions</li> <li>Opportunity for cycle bypass</li> <li>Emergency vehicles unlikely to be unaffected</li> </ul>	<ul style="list-style-type: none"> <li>Where a cycle bypass isn't used, cyclists may feel unsafe</li> </ul>
Footway widening / introduction of cycle infrastructure	 <i>Source: Google Maps, Musselburgh</i>	£££ - ££££ (depends on length)	* to ***	* to ***	* to **	***	<ul style="list-style-type: none"> <li>RSA required for some measures</li> <li>Consultation</li> <li>Street lighting</li> <li>Must be adequate room to widen footway/reduce carriageway width</li> </ul>	<ul style="list-style-type: none"> <li>Can incorporate active travel crossings</li> <li>Emergency vehicle speeds likely to remain unaffected</li> <li>If allowances made for cyclists, can negate need for cyclists on carriageway</li> </ul>	<ul style="list-style-type: none"> <li>Could reduce resilience of street, where width is reduced over a longer distance</li> <li>May remove opportunities for informal parking</li> </ul>

Intervention	Example	Cost range ££££ = most expensive	Impact on traffic speeds <sup>1</sup> *** = largest reduction	Impact on traffic flows <sup>1</sup> *** = largest reduction	Impact on injury accidents <sup>1</sup> *** = largest reduction	Delays to emergency services <sup>1</sup> *** = shortest delays	Requirements	Pros	Cons
Speed cushions	 <i>Source: Google Maps, Dunbar</i>	££	**	***	***	**	<ul style="list-style-type: none"> <li>• Consultation</li> <li>• Street lighting</li> </ul>	<ul style="list-style-type: none"> <li>• Buses likely to remain unaffected</li> </ul>	<ul style="list-style-type: none"> <li>• Design dependent, some vehicles may be able to straddle the cushion to lessen impact</li> </ul>
Road hump (leaves spaces at the side for water run-off)	 <i>Source: Google Maps, Tranent</i>	£££	**	***	***	**	<ul style="list-style-type: none"> <li>• Consultation</li> <li>• Street lighting</li> </ul>		<ul style="list-style-type: none"> <li>• Less preferred for bus routes</li> <li>• Cyclists are affected</li> <li>• Can be obstructive to emergency service vehicles</li> <li>• Creates noise/vibration</li> </ul>
Raised Table (runs from footway to footway and creates crossing point)	 <i>Source: Google Maps, Haddington</i>	£££ - ££££	***	***	***	*	<ul style="list-style-type: none"> <li>• Consultation</li> <li>• Street lighting</li> </ul>	<ul style="list-style-type: none"> <li>• Can incorporate active travel crossings</li> <li>• Can span across junctions</li> <li>• Makes road easier to cross for users with mobility impairments</li> </ul>	<ul style="list-style-type: none"> <li>• Drainage interventions may be required</li> <li>• Where used on bus routes or in shared spaces, they have to be designed accordingly</li> <li>• Cyclists are affected</li> <li>• Can be obstructive to emergency service vehicles</li> <li>• Creates noise/vibration</li> </ul>
'Give and go' chicane	 <i>Source: Google Maps, Tynninghame</i>	£££	***	**	**	**	<ul style="list-style-type: none"> <li>• RSO and subsequent consultation</li> <li>• Street lighting</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunity for cycle bypass to allow cyclist continuity</li> <li>• Emergency vehicle speeds likely to remain unaffected</li> </ul>	<ul style="list-style-type: none"> <li>• Speeds can remain the same if there is no oncoming traffic</li> <li>• Vehicles may not slow down and may even increase speed to avoid having to give way</li> </ul>
Pedestrian Refuge	 <i>Source: Google Maps, Haddington</i>	£££	*	*	*	***	<ul style="list-style-type: none"> <li>• RSO and subsequent consultation</li> <li>• Street lighting</li> </ul>	<ul style="list-style-type: none"> <li>• Can make it easier for pedestrians to cross the road, as they can cross one side at a time</li> </ul>	<ul style="list-style-type: none"> <li>• Priority to motor vehicles</li> <li>• Can make cyclists more vulnerable</li> <li>• Carriageway space must be available to accommodate island</li> </ul>