



## MINUTES OF THE MEETING OF THE CABINET

WEDNESDAY 26 JANUARY 2022  
VIA DIGITAL MEETING FACILITY

1

---

### Committee Members Present:

Councillor S Akhtar  
Councillor F Dugdale  
Councillor N Hampshire (Convener)  
Councillor J McMillan

### Other Councillors Present:

Councillor L Bruce  
Councillor J Findlay  
Councillor F O'Donnell

### Council Officials Present:

Mrs M Patterson, Chief Executive  
Ms L Brown, Executive Director for Education and Children's Services  
Ms S Fortune, Executive Director for Council Resources  
Ms A MacDonald, Director of Health and Social Care  
Mr D Proudfoot, Executive Director of Place  
Ms F Ferguson, Head of Corporate Support  
Ms N McDowell, Head of Education  
Ms W McGuire, Head of Housing  
Mr T Reid, Head of Infrastructure  
Ms S Saunders, Head of Communities  
Ms M Sullivan, Head of Development  
Ms R Crichton, Committees Officer  
Mr C Grilli, Service Manager – Governance  
Mr S Cooper, Team Manager – Communications  
Mr K Dingwall, Service Manager – Planning  
Mr D Henderson, Finance Manager – Service Accounting  
Ms H Lundstrom, Sustainability and Climate Change Officer  
Ms J Mackay, Senior Communications Adviser  
Mr D Ogilvie, Service Manager – Housing Strategy and Development  
Ms R Pringle, Team Manager – Housing Strategy

### Clerk:

Mrs L Gillingwater

### Apologies:

Councillor J Goodfellow

### Declarations of Interest:

None

## **1. MINUTES FOR APPROVAL – CABINET 9 NOVEMBER 2021**

The minutes of the meeting of the Cabinet of 9 November 2021 were approved.

## **2. CLIMATE CHANGE STRATEGY ANNUAL UPDATE**

A report was submitted by the Executive Director of Place providing the second annual update to Cabinet on progress with delivering the actions and commitments in East Lothian Council's Climate Change Strategy 2020-25.

Keith Dingwall, Service Manager – Planning, presented the report, advising that this area of work was now situated within the Planning Service, and that Hanna Lundstrom was the lead officer for sustainability and climate change. He summarised the key points in the report, including: progress made as regards reducing the Council's carbon footprint (a reduction of 6.4% since last year, and 34% since 2014/15); the introduction of new ways of working for Council staff; measures included in National Planning Framework 4 which would be embedded in the Local Development Plan; the increase in electric vehicle charging points; central heating and insulation upgrades in Council homes; and the introduction of a new kerbside recycling service in November 2021. He did, however, point out that it would be difficult to achieve net zero carbon, with COVID-19 causing delays with a number of projects, and the scale of development ongoing in East Lothian.

Councillor Akhtar requested an update on the new kerbside recycling collection arrangements. Tom Reid, Head of Infrastructure, advised that there had been some teething problems (mainly relating to the ability to recruit drivers and crew), but that the new arrangements were now working well and he was delighted with the progress that had been made. He pointed out that 54,000 domestic properties now had a weekly collection service, and that the quality of materials being collected was very high, with very low levels of contamination. He hoped to be able to provide Members with some performance statistics towards the end of the financial year, but noted that the number of complaints about the new service was low and that any problems reported had been resolved quickly.

In response to a question from Councillor O'Donnell on community-based initiatives to tackle climate change, Mr Dingwall noted that there were a lot of ideas coming forward from the community, and that Hanna Lundstrom (Sustainability and Climate Change Officer) would make contact with these groups to discuss their ideas.

Councillor O'Donnell also sought information on action being taken to address coastal erosion. Mr Reid reported that the Council had received funding from the Scottish Government to monitor coastal erosion and that some measures had been put in place around Dunbar. The Countryside Ranger Service was also recording any changes and providing information that may be used to identify areas at risk. He noted that providing nature-based solutions was the preferred way forward where possible. He also referenced the flood prevention scheme in Musselburgh as the major intervention under consideration.

Councillor Dugdale asked what the Council was doing to reduce the use of single-use plastics, especially in schools. Mr Reid advised that plastic straws and cutlery was being phased out, and that officers were also looking at ways of reducing the amount of plastic drink holders. He noted that some school pupils had launched a campaign against single-use drink bottles, and that bottled water now only being provided where requested. Nicola McDowell, Head of Education, added that most schools were involved in the Eco-Schools initiative, which encouraged pupils to bring forward ideas to reduce the use of plastics.

On a question on the 'circular economy' from Councillor McMillan, Mr Reid provided an example whereby under the new recycling system, glass could be delivered to a local manufacturer who would treat it and convert it into filters that turned dirty water into drinking water. He also indicated that the recycling service had been modelled based on the potential impact of the deposit return scheme being introduced in Scotland.

Councillor McMillan opened the debate by thanking Jennifer Lothian for her contribution to the Council's climate change work, and welcoming Ms Lundstrom to her new post. He also paid tribute to the Council's partners and community groups for their efforts to tackle climate change. He welcomed the plan and the Council's commitment to tackling climate change, highlighting the various Council initiatives underway, in particular the projects at Queen Margaret University, Blindwells and Cockenzie. He also made reference to the Council's involvement with COP26 and the Queen's Green Canopy.

Councillor Akhtar stressed the importance of protecting the environment. She welcomed the officers' comments on the new recycling arrangements and reducing single-use plastics, and looked forward to further updates on these issues. She also made reference to a number of community-based initiatives to tackle climate change, as well as the work of the Area Partnerships in supporting cycling and path network projects, noting that more than 1000 school pupils had participated in the Bikeability scheme last year. She accepted that there was more to be done to address climate change, but was reassured by the Strategy and the work currently in progress.

Councillor Dugdale praised the work done by the Council, its partners and community groups for continuing to deliver the aims of the Strategy during the pandemic. She welcomed the efforts within schools to reduce the use of single-use plastic.

Concluding the debate, Councillor Hampshire described the 6.4% reduction in the carbon footprint over the past year as a huge achievement. However, he stressed the need to look at the baseline relative to growth in East Lothian. He praised the progress made with kerbside recycling, commenting that the volume of general [non-recyclable] waste was reducing. On electric vehicle charging, he advised that the Council now had an experienced officer dedicated to this project. As regards coastal protection, he highlighted a project in Dunbar which had resulted in hundreds of tonnes of sand being returned to the beach thereby reducing the impact on the sea wall. He was supportive of identifying natural solutions to protect the coastline. Thanking officers for their work in this area, he commented that addressing the effects of climate change would become more difficult in future.

## **Decision**

The Cabinet agreed, by roll call vote:

- i. to note the progress made across Council service areas during 2021 to tackle the climate emergency locally and deliver actions in the East Lothian Council Climate Change Strategy 2020-25, despite the significant challenges of COVID-19;
- ii. to approve the updates to the Climate Change Strategy Action Plan, as set out in Appendix 2 to the report and summaries in Sections 3.30-3.33; and
- iii. to note the Key Projects and Achievements, and Key Risks, as set out in the report, delivered by members of the Climate Change Planning and Monitoring Group.

### **3. PROPOSED DEVELOPMENT OF THE NEXT LOCAL HOUSING STRATEGY (LHS) 2023-28**

A report was submitted by the Executive Director of Place providing an update on progress on the delivery of actions within the LHS 2018-23; providing an update on relevant changes to the national policy and planning context for the development and delivery of the East Lothian LHS; and outlining the project plan for the development of the next LHS 2023-28.

David Ogilvie, Service Manager – Housing Strategy, presented the report, advising of the statutory requirement for the Council to produce a Local Housing Strategy, and the opportunity to align the next LHS with the Local Development Plan (LDP). He drew attention to the key aspects of the report, including the objectives of the LHS; the impact of COVID-19 on the delivery of the LHS; the introduction of Rapid Rehousing Transition Plans; the requirement for consideration of specialist provision requirements; and the requirement to take account of issues such as climate change and fuel poverty as part of the LHS. He alluded to the Scottish Government's priorities within its 'Housing to 2040' framework, and also provided an update on progress with the current LHS, which included the delivery of 279 affordable housing units during 2019/20, as well as 40 units of accommodation for people with care needs. As regards the LHS 2023-28, he drew attention to the project brief (attached at Appendix 2 to the report) and the key timelines for development and submission of the strategy.

Councillor Akhtar asked questions in relation to the provision of housing for key workers and for people with dementia. Rebecca Pringle, Team Manager – Housing Strategy, advised that housing for key workers was a significant policy area, and that the Council was working with the Health and Social Care Partnership on recruitment and retention of key workers. She noted that teachers were also struggling to afford property in East Lothian. On the issue of dementia, the Health and Social Care Partnership would be bringing forward a strategy, which would include housing; the LHS would also link with the Dementia Strategy. She added that there was a move away from specific provision for dementia, with provision to be made for people with a variety of needs.

In response to a question from Councillor Findlay on the Town Centre Regeneration Strategy, Douglas Proudfoot, Executive Director for Place, pointed out that COVID-19 had had a significant impact on this area of work. He noted that the LDP1 policies were still in place, but that the pandemic had provided an opportunity to take a different approach, with a stronger focus on climate change. He stated that the town centre work would be embedded within the Economic Development Strategy and LDP2, and also link with national strategy. Michaela Sullivan, Head of Development, added that the Economic Development Strategy would be the next major area of focus for her team, and that town centre regeneration would feature strongly in that strategy.

Councillor McMillan asked what could be done to help alleviate the impact of rising fuel costs, and also about engagement with stakeholders to deliver 'Housing to 2040'. Mr Ogilvie advised that the Council had an energy advice contract in place to assist residents, noting that this would be publicised more widely. On the delivery of 'Housing to 2040', Ms Pringle explained that there was a consultation and engagement plan in place, which would involve a wide range of stakeholders, including housing developers. Councillor McMillan welcomed the report and the 'Housing to 2040' vision, and was reassured that consultation and engagement plans were in place.

Councillor Hampshire commended officers on their work, and welcomed the link between the LHS and the LDP, which would allow the Council to deliver the types of housing required to meet demand, especially as regards extra care housing.

Councillor Akhtar concluded the debate by highlighting the pressures on the Council and the Health and Social Partnership as a result of COVID-19 and Brexit. She appreciated the continued partnership working as regards key workers and people with dementia.

### **Decision**

The Cabinet agreed, by roll call vote:

- i. to approve the development of the next LHS 2023-28;
- ii. to note the progress which has been made to date to deliver the actions set out in the 2018-23 LHS, despite the significant challenges of COVID-19; and
- iii. to note the Scottish Government's publication of the 2018 LHS Guidance and the Scottish Government's Housing to 2040 agenda.

## **4. BUDGET DEVELOPMENT 2022-27**

A report was submitted by the Executive Director for Council Resources presenting an update on matters affecting development of budgets including the draft budget proposals prepared on behalf of the Administration.

Sarah Fortune, Executive Director for Council Resources, presented the report, advising that the Local Government Finance Order would not be published until 24 February, and that the papers for this meeting should be considered as draft and subject to change. She made reference to the main elements of the draft settlement (outlined at Section 3.5 of the report), noting that CoSLA had now made representation to the Scottish Government, with the support of all 32 council leaders, setting out their concerns and potential impact on services. She added that any change to the Council's allocation would be reported to Group Leaders. Ms Fortune drew attention to the appendices attached to the report, and also stated that all three political groups had declared their intention to freeze rent levels for the coming year. She stressed the scale of the challenges facing the Council (detailed in Section 3.10 of the report), noting that difficult decisions would have to be taken at the Special Council meeting on 1 March.

Councillor Akhtar questioned whether there would be sufficient reserves available for the proposals to be delivered within the requirements of the reserves strategy. Ms Fortune confirmed that this was the case.

Councillor Dugdale asked for further information on the reduction in funding of £1.2m for early learning and childcare. Ms Fortune explained that this figure was aligned with a national reduction of c. £15m from the national settlement, and that Scottish Government officials were of the view that there was sufficient funding in the national settlement to cover this. Lesley Brown, Executive Director for Education and Children's Services, indicated that the reduction was likely to have an impact on the delivery of the policy, and that changes may need to be made.

Councillor O'Donnell asked what percentage of the revenue budget was generated through Council Tax, including the contribution to Council Tax from new homes, and what percentage of overall services were covered by Council Tax revenue. Ms Fortune advised that Council Tax accounted for 25% of the Council's overall revenue, with the Scottish Government grant settlement being the largest portion. She noted that a 1% Council Tax increase would amount to an additional £680,000 per annum, adding that any increase in Council Tax would still not cover the scale of the pressures facing the Council.

Councillor Hampshire opened the debate by stating that the Scottish Government grant settlement for 2022/23 was at the lowest level for 15 years, and that no funding had been made available for growth in demand, inflation or salary increases. He argued that devolution was not working as there were restrictions on resources, and control of services was being taken away from communities. He suggested that a new devolution settlement was required, with local government being on an equal level as the devolved administrations, whereby some funding could be allocated directly to local authorities to allow them to determine their own priorities. Councillor Hampshire pointed out that the core budget had been reduced by £700,000 for the coming year, despite the growing population in East Lothian. He claimed that the settlement would not allow the Council to deliver on commitments such as climate change, nor would it fund salary and National Insurance increases. There would therefore be a significant impact on the Council's revenue budget, requiring the Council to use £7.2m from its reserves and increase Council Tax by 3%. He made reference to the Administration's financial strategy, noting that had the Council not had those reserves available, a Council Tax increase of 15% would have been required. He observed that all 32 local authority leaders had disputed the settlement. He offered the Leaders of the Conservative and SNP Groups an opportunity to discuss the draft proposals with a view to reaching agreement on the budget in advance of the Special Council meeting on 1 March.

Councillor McMillan stressed the need for sufficient resources being made available to deliver services. He commented that it was important for officers to be relieved of constantly having to think of new ways of working. He suggested that the funding system should be reviewed, otherwise there would be a further detrimental impact on the public.

Councillor Akhtar thanked staff and partners for their delivery of services. She highlighted a number of challenges facing local government, such as climate change and the COVID-19 recovery, and stressed the need for the settlement to be amended to reflect these pressures. She noted that the decision to propose an increase in Council Tax by 3% had not been taken lightly, and urged Members to pursue additional resources to deliver services.

Councillor Dugdale concurred with her colleagues that the settlement was insufficient to deliver services, and hoped that the Scottish Government would reconsider their decision to reduce funding for Education and Children's Services. She called on the Scottish Government to fund local government services in full.

## **Decision**

The Cabinet agreed, by roll call vote:

- i. to note the current position relating to the national Local Government Finance Settlement and the implications for East Lothian Council;
- ii. to approve the draft budget proposals as contained within the report appendices; and
- iii. to request that any formal amendments to the draft proposals be submitted in accordance with the timeline set out in Section 3.15 of the report.

## **SUMMARY OF PROCEEDINGS – EXEMPT INFORMATION**

The Cabinet unanimously agreed to exclude the public from the following business containing exempt information by virtue of Paragraph 9 (terms proposed or to be proposed in the course of negotiations for a contract for the acquisition or disposal of property) of Schedule 7A of the Local Government (Scotland) Act 1973.

**Grant Funding of East Lothian Mid-Market Rent Homes LLP from the Council's Second Homes Council Tax Fund**

A private report submitted by the Executive Director for Place concerning the grant funding to acquire a number of affordable housing units was approved.





**REPORT TO:** Cabinet

**MEETING DATE:** 8 March 2022

**BY:** Executive Director for Council Resources

**SUBJECT:** Annual Pensions Report – 2020/21

2

---

## 1 PURPOSE

- 1.1 To summarise the early retirement activity within the financial year 2020/21, in accordance with External Audit requirements and Council policy.

## 2 RECOMMENDATIONS

- 2.1 That Cabinet notes the content of the report with regard to the pension activity in respect of early retirements in the financial year 2020/21.

## 3 BACKGROUND

### 3.1 Council's Retirement Activity in Financial Year 2020/21

There are currently three types of pensionable early retirements available to the Council, for all employees other than teaching employees. These are:

- **Due to Efficiency or Redundancy, at the discretion of the Council.**  
This allows the individual, aged over 55 years (50 if in the Scheme before 5 April 2006), at the discretion of the Council, to retire early, drawing their pension without any actuarial reduction being applied. In this case the strain costs relating to the early release of the pension are borne by the Council.
- **Ill-Health retirement**  
This occurs where an employee is confirmed by Occupational Health as being permanently incapable of efficiently discharging their duties because of ill-health or infirmity of mind or body. The employee is permitted early access to an enhanced pension in accordance with the superannuation regulations and requires no exercise of Council discretion. The costs are fully borne by the pension fund.

- **Flexible Retirement**

This is a discretionary element of the pension regulations which allows employees who meet certain criteria to draw their pension and continue working on the basis of reduced hours. To qualify, the employee must be over 55 years old, have a minimum of 2 years pensionable service and must reduce their working hours by a minimum of 40%. Generally there are no costs to the Council as the employee would have their pension actuarially reduced. However, in some circumstances, if the employee meets the Rule of 85, there can be costs. In these cases, the Council's agreement must be obtained for the early release of the individual's pension. If agreed, the employee then continues working on reduced hours and will automatically be re-enrolled into the pension fund while drawing the pension benefits they have already accrued (if they did not wish to join the scheme then they would need to opt out).

3.2 A summary of the pension activity in the financial year 2020/21 is as follows:

<b>Department</b>	<b>Health &amp; Social Care</b>	<b>Education &amp; Children's Services</b>	<b>Place</b>	<b>Council Resources</b>	<b>Totals</b>
<b>Compulsory Severance (pensionable)</b>	-	-	-	-	-
<b>Voluntary Severance (pensionable)</b>	-	-	-	1	1
<b>Medical Retirement (Lothian Pension Fund)</b>	3	-	4	-	7
<b>Medical Retirement (Teachers Scheme)</b>		1			1
<b>Flexible Retirements</b>	3	3	7	1	14

3.3 Details of the Council's financial commitments relating to pensions are included in the 2020/21 Financial Statements. As a result of ongoing pension costs arising from decisions taken in earlier years, in addition to the up-front strain costs now due in the year they accrue, during 2020/21 the Council

spent £0.733 million (£0.751 million in 2019/20) on early retirements for local government workers and £0.488 million (£0.504 million in 2019/20) for teachers.

- 3.4 The Council has a liability to pay pension costs in the future. At 31 March 2021 this liability has increased and was actuarially assessed at £196.054 million (and at 31 March 2020 at £146.708 million). This liability is reviewed through an actuarial valuation which takes place every three years. The most recent valuation date was 31 March 2020. The contribution stability mechanism remains in place with the Lothian Pension Fund based on the current valuation results, which takes into consideration the Lothian Pension Fund performance and assessed liabilities. Contribution rates from 1 April 2021 are frozen for 3 years and then increase or decrease by a maximum of 0.5% per annum.
- 3.5 In addition to the above figures, the Council also makes 'ex gratia' pension payments to 93 former employees who worked less than 16 hours per week, were aged under 50 at 31 December 1993 and were unable to join the LGSS pension scheme under the statutory rules at the time. The value of these payments during 2020/2021 was £55,136 (and in 2019/20 it was £57,645). The Council took the decision to remove this discretion at Cabinet on 9 June 2009. No new ex gratia pension payments will arise and the existing estimated value of future liabilities based on the actuarial mortality estimate is £0.313m and will therefore reduce over time.

## **4 POLICY IMPLICATIONS**

- 4.1 The Council is required to report its pension activity annually to elected members in accordance with the Audit Scotland requirements.

## **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 – Early retirement decisions taken in earlier years have created a significant liability for current and future Council Tax payers. There are no immediate budgetary implications associated with this report.
- 6.2 Personnel – In accordance with Council policy and within the Standing Orders and the supporting Scheme of Delegation and also that managers are aware that any pensionable retiral must meet the strict efficiency or redundancy requirements and will generate the necessary savings.
- 6.3 Other - none

## **7 BACKGROUND PAPERS**

- 7.1 Policy on Enhanced Compensation for early Retirement on Grounds of Redundancy and Efficiency– December 2010
- 7.2 Lothian Pension Fund Website: [www/lpf.org.uk](http://www/lpf.org.uk)
- 7.3 Local Government Pensions Scheme (Scotland) Regulations 2014
- 7.4 Policy Statement on Application of Regulatory Discretions approved at Cabinet on 19 January 2021.
- 7.5 Flexible Retirement Policy – December 2013

<b>AUTHOR'S NAME</b>	Paul Ritchie
<b>DESIGNATION</b>	HR Business Partner
<b>CONTACT INFO</b>	01620 827767 pritchie@eastlothian .gov.uk
<b>DATE</b>	24 January 2022

**REPORT TO:** Cabinet  
**MEETING DATE:** 8 March 2022  
**BY:** Executive Director for Place  
**SUBJECT:** Council House Allocations Targets for 2022/23

---

3

## **1 PURPOSE**

- 1.1 To seek Cabinet approval for Council House Allocation Targets for the period 1 April 2022 to 31 March 2023.
- 1.2 To explain the context, legal position and rationale for the proposed targets.

## **2 RECOMMENDATIONS**

- 2.1 That Cabinet approves the recommended targets detailed in Section 3.24 of this report.
- 2.2 That Cabinet notes that performance against these targets is reviewed on a regular basis and that such review forms part of the analysis in setting future targets in 2022/23 and beyond.
- 2.3 That Cabinet notes that ongoing regular monitoring of performance has been embedded within the Community Housing Performance Management Framework.
- 2.4 That Cabinet notes the ongoing impact of the COVID-19 pandemic and associated advice from the Scottish Government which has limited the Council's ability to allocate housing in order to reduce the risk of transmission of the virus and protect public health.

## **3 BACKGROUND**

- 3.1 The Council operates a Group and Points Allocations Policy, which has been operational since its introduction in July 2007. A review of the policy took place in 2018/2019 with full implementation on 1 May 2019.

- 3.2 The main objective of the Allocations Policy is to meet the Council's legal obligations specified in the Allocations and Homelessness legislation. The policy, along with other associated actions will also help the Council make best use of Council housing stock. In addition, the policy also assists the Council achieve, along with other complementary actions, balanced and sustainable communities through local lettings plans.

### **Legal Obligations**

- 3.3 In setting any targets against each group the Council must give reasonable preference to certain statutory groups when allocating Council houses. These include applicants living in unsatisfactory housing conditions; tenants in social housing who are under occupying their property and who have unmet housing needs and to those applicants who are homeless or threatened with homelessness.
- 3.4 Most of the statutory groups are found in the General Needs Group, although some applicants may fall into the Transfer Group, such as those who need re-housing because of overcrowding or whose health is being negatively impacted upon in their current accommodation.
- 3.5 The Homelessness etc. (Scotland) Act, which took effect from 1 January 2013 has abolished the "priority need" test and now places a duty on local authorities to provide settled accommodation to anyone found to be unintentionally homeless.
- 3.6 The Homeless Persons (Unsuitable Accommodation) (Scotland) Order 2014 (amended) stipulated that no household comprising children or a pregnant person be accommodated in 'unsuitable accommodation for more than seven days'. Failure to comply with the Order will result in a local authority breach, requiring declaration. Plans were underway to extend the Order to all homeless households in 2019, although this was delayed due to COVID-19. Temporary exceptions of the Homeless Persons (Unsuitable Accommodation) (Scotland) Order 2014 were put in place in May 2019 in response to COVID-19, with further exceptions agreed in September 2019 and beyond, ultimately ending on 30 September 2021. As a result, from 30 September 2021 no homeless households are permitted to remain in 'unsuitable accommodation' for more than seven days, or this will constitute a breach of duties under the extended Order. All homeless households will require to be accommodated in 'suitable accommodation' in accordance with guidance after seven days.
- 3.7 The Children and Young People (Scotland) Act 2014 specifically impacts on the provision of accommodation to young people leaving the care system. The Council 'Starter Flat' approach, which allocates these tenancies within the General Needs Group has already helped the Council deliver its corporate parenting objectives and has recently been complemented by the My Place project, which provides shared accommodation for care experienced young people.
- 3.8 The Scottish Government issued guidance to social landlords regarding house moves, voids and repairs during the COVID-19 pandemic and

throughout subsequent periods of lockdown. Although some restrictions were enforced, this guidance also advised that it was crucial to allocate essential lets to vulnerable groups where possible (following safe working practices), e.g. to those experiencing or at risk of homelessness, in order to provide secure and settled accommodation.

### **Target Principles**

- 3.9 The Scottish Government's Legal Framework for Allocations (2019) states that all targets should contain sufficient flexibilities to allow the landlord to continue to meet significant need when a target has been reached. The functionality to review targets against changing housing demand forms part of a responsive allocations policy.
- 3.10 With this in mind, the allocations targets will be reviewed within six months to ensure that they continue to reflect the greatest housing demand. If, after analysis, a change to the targets is deemed necessary, a paper outlining the change will be submitted to Cabinet for approval.

### **Making best use of stock**

- 3.11 Significant effort has been made in the last few years to encourage transfer activity in order to make best use of stock, i.e. by creating vacancy chains, which free up additional houses to those initially let to transfer applicants.
- 3.12 To help facilitate this, the Council has also 'incentivised' transfers for existing tenants in larger family-sized properties to move to smaller and more appropriately sized accommodation by awarding downsizing grants.
- 3.13 Housing benefit changes with effect from April 2013 affected those who have a 'spare' bedroom deemed to be under occupying. This has led to some tenants wanting to downsize, in turn creating greater demand for smaller sized accommodation.
- 3.14 Full mitigation of the Housing Benefit under-occupancy reduction through Discretionary Housing Payments has helped ease this pressure but this may not continue to be a long-term solution and is the subject of various committee reports.
- 3.15 In March 2019, March 2020 and in May 2021, Cabinet continued to approve allocations targets that broadly align to overall housing list demand where most of the reasonable preference groups' applicants can be found, not least those who are homeless. As previously, it is proposed that the targets remain set at this level going forward.
- 3.16 At the end of January 2022, 65.97% of all allocations for 2021/22 have gone to the General Needs Group against a target of 70% and 30.15% of allocations have gone to the Transfer Group (against a target of 25%). The remaining 3.88% have gone to the Sustainable Communities (against a target of 5%). This higher than usual transfer activity is in part due to a number of new build developments coming forward with higher transfer targets. Actions have been taken with a view to achieve closer to target performance by year-end.

## **Sustainable Communities**

- 3.17 Good practice states that landlords should not exclude any prospective tenants from accessing housing.
- 3.18 Good practice also dictates that Local Lettings Plans can only be used where there is demonstrably good reason to do so, e.g. high turnover, anti-social behaviour etc., and to promote and enable balanced and sustainable communities.
- 3.19 The Council must set appropriate targets for those with low housing need at such a level that make sufficient material and positive impact to Local Lettings Plans, but at the same time continue to allow the Council to meet its overriding legal obligations to the reasonable preference groups as defined in housing legislation. As such, this flexibility within the lettings targets to positively and materially impact on housing allocations should be retained.
- 3.20 Each local housing team has brought forward local lettings plans, with support from their respective Local Housing Partnerships, to help achieve balanced and sustainable communities. Currently, we have four Local Lettings Plans in operation within the Musselburgh, Prestonpans, North Berwick and Tranent areas – all of which are being kept under continuous review.
- 3.21 As an example of the positive impact of Sustainable Communities, the Local Lettings Plan for The Co-op Buildings, Tranent (lodged in the Members' Library in February 2020) saw the Council achieve twelve allocations to households that were experiencing homelessness and occupying temporary accommodation provided by East Lothian Council.
- 3.22 On support from their respective LHPs, existing and future Local Lettings Plans will be reviewed and submitted to the Members' Library. It is anticipated that the total target for Sustainable Communities will not exceed 5% but again will be subject to strict monitoring.

### **2021/22 Allocations against reported groups**

- 3.23 There were a total of 335 allocations from 1 April 2021 to 31 January 2022. The following table shows the numbers and percentages of allocations for the following groups for this period.

The total numbers of allocations are lower than in previous years where numbers average around 500 allocations per annum.



Type	Number	Percentage	Targets 2021/22
General Needs	221	65.97%	70%
Transfers	101	30.15%	25%
Sustainable Communities	13	3.88%	5%
Total	335	100%	100%

- 3.24 Taking account of the 2021/22 data, legal obligations - such as the recent changes to the Homeless Persons (Unsuitable Accommodation) (Scotland) Order 2014, the introduction of Rapid Re-housing Policy and associated requirement for annual plans, backlogs in and increasing pressure on the provision of temporary accommodation, optimum stock utilisation and sustainability objectives, senior management within Housing propose the following percentage targets for 2022/23.

Group	Proposed Targets
General Needs	<b>70%</b>
Transfers	<b>25%</b>
Sustainable Communities	<b>5%</b>

- 3.25 These targets should be seen in the context of a range of measures required by the Council and its partners to increase the supply of affordable housing, and to address homelessness and comply with statutory and regulatory requirements.

#### **4 POLICY IMPLICATIONS**

- 4.1 The proposed allocations targets will assist the Council to meet its legal obligations under the Housing (Scotland) Act 2001, the Homeless Persons (Unsuitable Accommodation) (Scotland) Order 2014 (as amended) and the Homelessness etc. (Scotland) Act 2003

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

- 5.1 The subject of this report has been through the Integrated Impact Assessment process and no negative impacts have been identified.

## **6 RESOURCE IMPLICATIONS**

- 6.1 Financial – Continuing to set targets at this level will help reduce the overall financial strains on the provision of temporary accommodation by assisting throughput of all forms of temporary accommodation to settled accommodation.
- 6.2 Personnel – None.
- 6.3 Other – None.

## **7 BACKGROUND PAPERS**

- 7.1 Cabinet Report – Council Housing Allocations Review 2019 – March 2019
- 7.2 Cabinet Report – Council House Allocations Targets for 2021/22 – May 2021
- 7.3 Cabinet Report – Update on Rapid Rehousing Transition Plan and Changes to Homelessness Legislation – September 2019
- 7.4 Members’ Library – Local Lettings Plans – February 2020

<b>AUTHOR’S NAME</b>	Wendy McGuire
<b>DESIGNATION</b>	Head of Housing
<b>CONTACT INFO</b>	James Coutts 07770 653162
<b>DATE</b>	February 2022

**REPORT TO:** Cabinet

**MEETING DATE:** 8 March 2022

**BY:** Executive Director for People

**SUBJECT:** Updated Spaces for People Interventions 2022

---

**4**

## **1 PURPOSE**

- 1.1 To present Cabinet with an update on the Spaces for People programme, including work completed to date and proposals to make some interventions permanent.

## **2 RECOMMENDATIONS**

- 2.1 Cabinet is asked to approve the interventions listed below:
- Cycle parking at beaches and other attractions
  - Re-timing of pedestrian crossings to reduce pedestrian crowding
  - New speed limits (Appendix 1 – sub-appendix F, as published in the Members’ Library Service (Ref 30/22 to 36/22, [March 2022 Bulletin](#))
  - Segregated footpath between Cockenzie and Prestonpans
  - Widened footpath on Countess Road, Dunbar
  - Path through Hallhill Centre, Dunbar
  - E-bike hire scheme

## **3 BACKGROUND**

- 3.1 In May 2020, in response to the COVID-19 pandemic, East Lothian Council collated over 3,000 comments received via a widely promoted online portal, together with feedback from colleagues across the Council, in order to set the following priorities:

- Slower speeds for quicker recovery – reduce speed limits in our towns to 20mph to allow more flexible use of road space; and reduce speed limits on inter-urban routes to 40mph to support cycling between towns
  - Space for shopping – relocate parking in town centres to create space for queuing (and potentially eating) outside shops
  - Space for exercise – create an exercise circuit for walking and cycling around each town using traffic calming and improved off-road routes
  - Space at schools – localised school interventions to encourage physical distancing and manage private car drop-off
  - Bike racks and on-street e-bike hire – in towns and at coastal sites
- 3.2 An application was made to Sustrans to implement the measures, including monitoring and evaluation, and a grant of £1.3m was awarded to East Lothian Council on 25 June 2020. £1.01m of this was committed and £108,000 carried over into the financial year 2021/22, which is restricted to grant conditions to amending, removing or monitoring existing interventions or making them permanent.

#### **4 POLICY IMPLICATIONS**

- 4.1 These proposals will contribute towards fulfilling the East Lothian Plan 2017-2022, 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 – adopting the proposals 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. Removal of interventions will require the removal of signs and other measures, and restoration of the previous situation will come at a cost. Some additional costs may be incurred in responding to areas which have seen less good compliance during the trial period. It is expected that this would be met from the Road Services budget or, alternatively, by communities via Area Partnerships if they wished to prioritise the measures.

6.2 Personnel – none

6.3 Other – none

## 7 BACKGROUND PAPERS

7.1 Appendix 1 – Spaces for People Final Report

7.2 Members' Library Report (Ref: 25/22, March 2022 Bulletin): East Lothian Council Speed Limit Review (Appendix D of the Spaces for People Final Report), available at the link below:

[Agendas, reports and minutes | East Lothian Council](#)

<b>AUTHOR'S NAME</b>	Alan Stubbs
<b>DESIGNATION</b>	Road Services Manager
<b>CONTACT INFO</b>	Ian Lennox Team Manager – Asset & Regulatory Team, Road Services
<b>DATE</b>	28 February 2022

# Spaces for People Final Report

March 2022

*Road Services  
Infrastructure  
East Lothian Council*

## Contents

1	Executive Summary	3
2	Background	4
3	Process	4
4	Implementation	4
5	Communication	5
6	Equalities Impact and Risk Assessment	5
7	Monitoring and evaluation	6
8	Speed limits	6
9	Prestonpans to Cockenzie cycle path	10
10	Law Road, North Berwick	11
11	Dunbar	12
12	Conclusion	14
13	Appendix A – Summary of interventions	14
14	Appendix B – Law Road Options Appraisal	14
15	Appendix C – 2021 Residents Survey	14
16	Appendix D – Traffic Speed Analysis	14
17	Appendix E – Dunbar Community Feedback	14
18	Appendix F – Recommended speed limits	14

## 1 Executive Summary

- 1.1 The Spaces for People (SfP) fund from the Scottish Government was used for temporary measures in East Lothian to support essential travel and exercise while Covid restrictions were in place throughout most of 2020-21.
- 1.2 The Scottish Government has recently made clear its desire to see these temporary measures made permanent, where they have been felt to be beneficial in terms of meeting road safety and climate change objectives.
- 1.3 Council officers, supported by external consultants, carried out an extensive consultation and review exercise in the latter half of 2021 and as a result we are undertaking the following:
- Making permanent the footway widening to the west of the signalised crossing on Countess Road, Dunbar, by constructing a properly formed footway
  - Making a Traffic Regulation Order (TRO) to make permanent the closure of the southern end of Countess Crescent in Dunbar to motorised traffic
  - Creating an ebike hire point at Prestonpans station (for a period of two years) which will be linked with the existing ebike hire points in Musselburgh

If these can be implemented before March, the costs can be claimed from the Spaces for People fund. However, there have been some delays and contingencies are being put in place to deliver them through other funding streams later in the year, if necessary.

- 1.4 The review exercise also established good compliance with the 20mph speed limits in towns and villages, and a desire from a majority of respondents to make them permanent. As a result of comments received, the boundaries of the proposed permanent speed limits have been changed slightly from the trial speed limits, and some locations added that were missed from the trial. The plans can be viewed in Appendix F and the recommendation is to make these permanent through the statutory TRO process.
- 1.5 If the lower speed limits are made permanent then ELC's Speed Limit Policy will need revised accordingly, and an updated Policy is also being put forward for members' approval.
- 1.6 The following SfP measures will also be retained. No traffic orders are required:
- Cycle parking at coastal and town centre locations
  - Re-timing of pedestrian crossings to reduce wait-time for pedestrians
  - Off-road segregated cycleway from Cockenzie to Prestonpans
  - On-going monitoring of pedestrian, cyclist and vehicle activity at SfP sites



## 2 Background

- 2.1 In May 2020, in response to the Covid pandemic, we collated over 3000 comments received via a widely-promoted online portal, together with feedback from colleagues across the council in order to set the following priorities:
- **slower speeds for quicker recovery** - reduce speed limits in our towns to 20mph to allow more flexible use of road space; and reduce speed limits on inter-urban routes to 40mph to support cycling between towns
  - **space for shopping** - re-locate parking in town centres to create space for queueing (and potentially eating) outside shops
  - **space for exercise** - create an exercise circuit for walking and cycling around each town using traffic calming and improved off-road routes
  - **space at schools** - localised school interventions to encourage physical distancing and manage private car drop off
  - **bike racks and on-street e-bike hire** - in towns and coastal sites
- 2.2 An application was made to Sustrans to implement the measures, including monitoring and evaluation, and a grant of £1.4m awarded on 25 June 2020.
- 2.3 We spent £1.01m of this, and have carried over £108k into FY 2021-22 which is restricted by the grant conditions to amending, maintaining, removing or monitoring existing interventions or making them permanent

## 3 Process

- 3.1 Working groups were set up for three areas of East Lothian and each worked with a supporting consultancy with previous experience of working in that area. The consultants were responsible for drawing up proposals, carrying out risk assessments, integrated impact assessments, and safety audits, and monitoring and reporting.
- 3.2 Additionally, advice and support came from across the council in particular from Economic Development, Connected Communities, Roads Operations, Education, Landscape and Countryside, and Amenity Services.
- 3.3 The working groups moved to create spaces for people in town centres as quickly as possible, via temporary Traffic Regulation Orders, given our understanding of the emergency. However, this approach encountered significant opposition from communities who wanted to have more involvement in the process, and at that point we widened the working groups to include some community stakeholders and decisions were taken collaboratively. This resulted in interventions moving forward at different speeds across the county.

## 4 Implementation

- 4.1 We moved early to install the signage and to undertake the statutory process to implement the temporary lower speed limits. This was to make it easier to walk and cycle around East Lothian when people were instructed to 'stay local', but would also give us more flexibility when looking to introduce other SfP schemes within town centres.

- 4.2 Other schemes took longer to design and agree with communities and, as other local authorities across the country were working along the same lines, materials and contractor resource were scarce. Ultimately, the restricted circumstances and the lack of available contractors meant that a number of fully-designed schemes could not be implemented in the available timescale.
- 4.3 A number of communities were disappointed, notably Dunbar and Prestonpans where members of the public had devoted time and energy into developing and supporting the schemes. In the case of Prestonpans we were subsequently able to install the desired speed cushions by taking advantage of resurfacing work which was being undertaken in the summer of 2021.
- 4.4 We were also unable to deliver the extensive on-street ebike scheme we had developed for the west of the county. This would have provided travel options for people who are unable to drive. When it became clear that the supplier would not have bikes available within the timeframe of the grant, we repurposed the funding to obtain monitoring equipment which will provide ongoing data on modes of transport throughout the county.
- 4.5 A full list of SfP proposals and interventions is presented in Appendix A.

## 5 Communication

- 5.1 We sought to keep the public involved via press releases, social media and on a dedicated section of our website ([www.eastlothian.gov.uk/spaces-for-people](http://www.eastlothian.gov.uk/spaces-for-people)) to explain the ongoing works.
- 5.2 In August 2020 we created a second online portal to present the plans and obtain on-going feedback from the public.
- 5.3 From October-December 2021 we ran an online consultation seeking feedback on the future of specific projects, and the lower speed limits in particular.
- 5.4 As well as providing advice and signage to schools on social distancing on the school run, we produced on-street signage around towns, at bus stops and in popular countryside destinations to explain the programme and encourage responsible behaviour.

## 6 Equalities Impact and Risk Assessment

- 6.1 Integrated Impact Assessments and Risk Assessments were carried out for all areas.
- 6.2 In no cases have we abstracted from existing infrastructure so, even where the enhancement may not be available to all users (for example, due to the lack of a dropped kerb), the original route will still be accessible.
- 6.3 Full Road Safety Audits were undertaken for all physical features, and for more unusual road layouts e.g. the floating bus stops proposed in Musselburgh.

## 7 Monitoring and evaluation

- 7.1 In August 2020 we undertook baseline speed surveys and pedestrian monitoring in towns and at school gates. The speed surveys were repeated in April and August 2021.
- 7.2 Feedback from communities has been a crucial element of the evaluation process.
- 7.3 Additionally a number of lamppost mounted cameras will collect aggregated data on pedestrian, cyclist and vehicle numbers at many SfP sites for the next two years. This data will be crucial in monitoring the longer-term effects of the interventions, and inform future decision-making.

## 8 Speed limits

- 8.1 A key intervention of SfP 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.
- 8.2 The new speed limits were introduced under an 18-month Temporary Traffic Regulation Order, and it is timely to review this with a view to either:
- allowing it to lapse and return the streets to their previous speed limits, or;
  - making it permanent, taking into account feedback gathered through the public consultation exercise.
- 8.3 In order to measure public perception of the impact of the lower speed limits, a number of consultations were run over a period of six weeks to 26<sup>th</sup> November 2021. It was considered important to consult widely on this issue as it represents a fundamental shift in how we view traffic speed in East Lothian, and, if adopted, will necessitate an update to our 2018 Speed Limit Policy. We undertook the following consultations:
- a postal survey of county residents, undertaken by an independent market research company and weighted to form a representative sample of the population;
  - an open online survey;
  - a survey particularly aimed at young people;
  - a separate survey for community councils and community groups as representatives of their constituents.

Headline figures are presented in the paragraphs.

### **Independent market research**

- 8.4 The Council's Policy, Improvements and Partnerships team commissions regular surveys of local residents to measure general trends. This work is carried out by an independent market research organisation who post paper-based questionnaires to a representative sample of local people. Recipients had the option of responding online (using a unique code to avoid double-counting) or returning the paper questionnaire. In the autumn of 2021, we added in eight questions to match those asked online around the lower speed limits.

8.5 Over 3,000 responses were received and the data has been weighted to ensure that the results are representative of the demographics of East Lothian. An interim report summarising the Transport and Travel questions is presented in Appendix C, while the full report will be published in April. Headline results are:

Do not keep any of the 20mph limits	8%	8% opposed to all changes
Keep some, but not all, of the 20mph limits	54%	91% in favour of some lower speed limits
Keep all the new 20mph limits, but don't add any more	16%	
Keep all the new 20mph limits, and extend them/add more	21%	

8.6 Of those people who wanted to remove some, but not all, 20mph limits, 50% wanted them removed from arterial routes away from town centres and 50% wanted them removed from everywhere except around schools. It was possible to select both options.

8.7 In response to feedback received through this and the other surveys, the 20mph speed limit boundaries are being reviewed and rationalised (and extended to new communities).

#### Open online survey

8.8 This survey was available online for six weeks to anyone with access to the internet. There were no checks to ensure that people did not submit multiple responses, but, as answers were mandatory for a number questions, filling it out more than once would be quite onerous. Although this survey was potentially open to abuse, a key objective was to allow anyone (including those who had not been reached by the postal questionnaire) to put forward practical suggestions regarding the speed limits.

8.9 1152 online responses were received and the headline results are:

Do not keep any of the 20mph limits	22%	22% opposed to all changes
Keep some, but not all, of the 20mph limits	34%	78% in favour of some lower speed limits
Keep all the new 20mph limits, but don't add any more	13%	
Keep all the new 20mph limits, and extend them/add more	31%	

8.10 Of those 34% of people who wanted to remove some of the 20mph limits, 19% wanted them removed from arterial routes away from town centres and only 16% wanted them removed from everywhere except around schools. Other suggestions for areas from which lower speed limits should be removed included:

- Larger roads where overtaking may be possible
- On open roads with no houses like approaching Haddington from Pencaitland

- Where the pavement is more than 1m from the road
- Everywhere except roads with high numbers of pedestrians, like high streets and sea fronts
- Anywhere without an accident history
- Case-by-case basis

We have taken these comments into account when putting together the final proposals for the new Speed Limit Policy and for the proposed traffic orders.

8.11 People who wanted to keep the new speed limits were given the opportunity to suggest areas to which they should be extended. These suggestions have been reviewed and incorporated into the report which forms Appendix D.

### Young people

8.12 Again, this survey was an open online survey of a self-selecting group, and it was promoted online and through a couple of schools. 125 young people submitted a response, 73 of them from Dunbar and 15 from Haddington.

Do not keep any of the 20mph limits	16%	16% of young people opposed to all changes
Keep some, but not all, of the 20mph limits	36%	84% of young people in favour of some lower speed limits
Keep all the new 20mph limits, but don't add any more	17%	
Keep all the new 20mph limits, and extend them/add more	31%	

8.13 Of the 48% of young people who wanted to keep or extend the 20mph speed limits, the following locations were suggested for extensions:

- Pencaitland Road, Haddington
- Kellie Road, Dunbar
- Drem
- West Barns
- Belhaven

### Community Councils and neighbourhood groups

8.14 Only 10 local groups responded to the survey aimed at community councils, with the following results, and both the chair and vice-chair of one community council responded, but with different opinions. Therefore there are 11 responses.

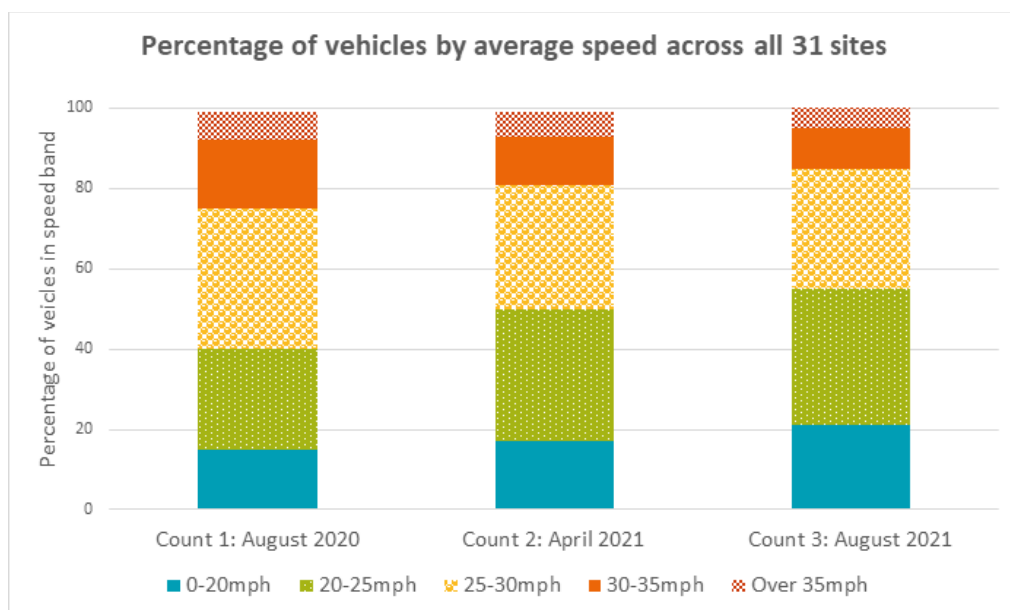
Do not keep any of the 20mph limits	18%	18% of community councils opposed to all changes
Keep some, but not all, of the 20mph limits	27%	82% of community councils in favour of some lower speed limits
Keep all the new 20mph limits, but don't add any more	27%	
Keep all the new 20mph limits, and extend them/add more	36%	

8.15 Of those three groups who wanted to remove some, but not all, 20mph limits, one wanted them removed from arterial routes away from town centres and two wanted them removed from everywhere except around schools.

8.16 However, 63% of local groups who responded wanted to keep the new speed limits in their entirety and suggested extending them to West Barns and 'anywhere where people live alongside a road within a town's boundary'.

**Traffic speeds analysis**

8.17 Traffic speeds were monitored across the county on three occasions over the last 18 months. The headline findings presented in the graph below demonstrate that 85% of vehicles are now travelling at speeds lower than 30mph when previously only 75% were doing so. Over half (55%) of vehicles are travelling at less than 25mph.



8.18 The speed data for each site is available online at [crt2.tracsis-tads.com/conduit/east-lothian?location\\_id=east\\_lothian\\_speed\\_25](http://crt2.tracsis-tads.com/conduit/east-lothian?location_id=east_lothian_speed_25)

8.19 Consultants Aecom collated the data and their report is presented in Appendix D. The report makes a recommendations for the few areas where good compliance with the new speed limits was not achieved. These have been taken into account (together with feedback from the surveys) in the final proposed interventions.

**Boundary analysis**

8.20 In all of the surveys, respondents who wanted to extend the 20mph had the opportunity to offer suggestions. These ideas have been considered in detail by East Lothian Council officers, advised by consultants Aecom, alongside the recommendations for modifications to the boundaries based on the speed data.

8.21 A final set of proposals for permanent new speed limits is presented in Appendix F.

## 9 Prestonpans to Cockenzie cycle path

9.1 A question was asked in the online surveys regarding the future of the Prestonpans to Cockenzie cycle path. This question was not included in the paper surveys. The wording was:

*The path alongside the B1348 between Prestonpans and Cockenzie was widened to allow cycling as well as walking. This may be re-routed in future as the site to the north is developed. Do you think this path widening has been useful to cyclists and pedestrians in the area?*

9.2 The answers received are tabled below, with the percentages out of the number of people who answered. (People were advised not to answer if they were not familiar with the area.)

	Open online survey	Young people	Community Councils
Total number of responses	318	35	9
Yes, it is useful and should be retained as part of a wider network of cycle paths	65%	74%	67%
It is not particularly useful, but removing it serves no purpose	23%	11%	33%
No, it is not useful and should be removed	12%	14%	0

9.3 As there are no additional costs to retaining this path, and it is generally supported, the recommendation is to leave it be.



## 10 Law Road, North Berwick

### 10.1 The question that was asked was:

*A section of Law Road was changed to one-way to allow a painted pedestrian area which provides a link to the town centre. The original scheme (in 2020) also made the section of Law Road north from St Andrews Street to Kirk Ports one way, but this short section was removed in 2021 due to concerns from the Lifeboat crew that it was increasing their critical response time. We have been notified that removing this short stretch has resulted in rat-running in St Margarets Road and St Andrews Street. How do you feel these concerns should be balanced?*

### 10.2 The answers received are tabled below, with the percentages out of the number of people who answered. (People were advised not to answer if they were not familiar with the area.)

	Open online survey	Young people	Community Councils
Total number of responses	271	16	6
Return all of Law Road to one-way by re-instating the one-way section between St Andrews Street and Kirk Ports	28%	56%	33%
Keep the current arrangement with one-way between St Margarets Road and St Andrews Street	38%	25%	33%
Return all of Law Road to two-way traffic and remove pedestrian area	34%	19%	33%

### 10.3 There is no clear mandate on the future of Law Road, and further discussion with local residents is recommended.

### 10.4 An independent analysis of the impact of introducing the full one-way system on Law road is presented in Appendix B. Additionally, concerns have been raised by residents of St Margarets Road and St Andrews Street who suggest that it encourages rat-running through their residential streets.



## 11 Dunbar

11.1 The Community Council, Area Partnership and school Parent Council were particularly involved in decision-making in Dunbar, but there was desire to consult more widely with the community. Therefore we presented an online survey to prioritise the works programme. The conclusions of this form Appendix E. However, ultimately very few interventions were taken forward due to lack of an available contractor within the timeframe.

### Survey results on Countess Crescent

11.2 The question that was asked was:

*The junction of Countess Crescent with Countess Road has been closed to vehicular traffic to improve safety at the school gates and provide additional space for social distancing. Should this become a permanent arrangement?*

11.3 The answers received are tabled below, with the percentages out of the number of people who answered. (People were advised not to answer if they were not familiar with the area.)

	Open online survey	Young people	Community Councils
Total number of responses	287	16	8
Yes	84%	86%	88%
No	16%	14%	13%

11.4 This is strongly supported by respondents, and a TRO will be progressed to make the road closure permanent.

### Survey results on East side of Countess Road, Dunbar

11.5 The question that was asked was:

*Segregated space has been created on Countess Road between the two railway underpasses at Hallhill. This gives more people the option of walking alongside the road and avoiding the very congested underpass at the back entrance to the sports centre. It also provides a short section of protected on-road space which can be used by cyclists. Do you think this has been useful?*

11.6 The answers received are tabled below, with the percentages out of the number of people who answered. (People were advised not to answer if they were not familiar with the area.)

	Open online survey	Young people	Community Councils
Total number of responses	249	53	8
Yes, it is useful and should be extended to the rail station	41%	34%	38%
Yes, it is useful but it needs more work to make it an attractive shared-use path	31%	30%	50%
Yes, it is useful and it should be kept as it is	8%	9%	0
No, it is not useful and should be removed	20%	26%	13%

11.7 Although this intervention is supported by respondents, the Fire Service and the Dunbar Community Council have raised some concerns. There is insufficient funding to take this forward at this time, so a decision has been reached to remove it at this time. Officers will continue to liaise with the community on future interventions to improve conditions for pedestrians and cyclists in this area.

**Survey results on West side of Countess Road, Dunbar**

11.8 The question that was asked was:

*Segregated space has been created on Countess Road between the crossing and Lammermuir Crescent. This was previously used for parking and school-drop off and left limited space for pedestrians. When car doors were opened, the pavement was blocked. Do you think the new arrangement has been useful?*

11.9 The answers received are tabled below, with the percentages out of the number of people who answered. (People were advised not to answer if they were not familiar with the area.)

	Open online survey	Young people	Community Councils
Total number of responses	209	48	6
Yes, it is useful and should be kept as it is	46%	44%	50%
Yes, it is useful but should be improved	35%	29%	50%
No, it is not useful and should be removed	19%	27%	0

11.10 This is supported by respondents, although they wanted to see additional work done. Road Services operatives undertook the work to formally widen the footway in February 2022.

## 12 Conclusion

- 12.1 Under the Spaces for People programme over the last 18 months there has been an extensive amount of design work on measures which would create safer conditions for pedestrians and cyclists, and a lesser amount of construction due to the restrictions on working arrangements and the tight timeframes. However, a number of physical interventions have been well received and it is appropriate to spend the remaining funding on making those permanent.
- 12.2 We will continue to seek opportunities to implement the remaining designs, where these are popular with communities, or can be shown to be effective.
- 12.3 The 20mph speed limits have proved successful in terms of reducing average vehicle speeds in our towns and villages, and a number of additional locations have been identified. It is recommended that the revised speed limits shown in Appendix F are made permanent.
- 12.4 The 40mph speed limits on roads between towns and villages were devised in a climate where we were unsure whether school buses would be able to run due to Covid restrictions, and were intended to increase alternative options for getting to school. In general the 40mph speed limits have not been as well observed as the 20mph, and were not applied consistently across the county, and therefore they will be removed as the temporary orders lapse. However, 30mph or 40mph 'buffers' will be retained or added to some approaches to built-up areas as considered necessary.
- 12.5 A new policy has been drafted to reflect this change in approach to speed limits across the county.

## 13 Appendix A – Summary of interventions

## 14 Appendix B – Law Road Options Appraisal

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

## 16 Appendix D – Traffic Speed Analysis

## 17 Appendix E – Dunbar Community Feedback

## 18 Appendix F – Recommended speed limits

# Spaces for People Final Report

## Appendix A – Summary of interventions

Measures which were implemented throughout 2020-2021 under Spaces for People			
	Intervention	Description	Legacy
1	Promotional initiatives	School gate posters and email/social media. Town centre and open space lamppost wraps and posters	Remaining posters will be removed once physical distancing restrictions are relaxed. Resources can be adapted for future use
2	Segregation and cycle parking	Barriers to segregate people at pinch-points in beauty spots. Cycle parking at beaches etc.	Cycle parking expected to stay
3	Re-timing pedestrian crossings	To reduce crowding when waiting to cross	Can be monitored and adjusted if necessary
4	New speed limits	20mph limits in most towns and 40mph on some routes to school connecting towns	It is recommended that the 20mph speed limits are made permanent, with some modifications to boundaries in response to feedback
5	Musselburgh town centre protected spaces	Planters and barriers creating space for queuing on Musselburgh High Street	Barriers have been removed since the maintenance burden was unsustainable, and replaced with a protected loading bay. Planters to be removed once requirement for physical distancing is lifted.
6	Tranent town centre protected spaces	Planters and barriers creating space for queuing on Tranent High Street	Cones were removed in spring 2021 following feedback from the community
7	Edinburgh Cycle Hire scheme in Musselburgh	Extension of Edinburgh Cycle Hire scheme to two stations in Musselburgh	Serco withdrew from the contract with City of Edinburgh Council and bikes have been removed from Edinburgh and Musselburgh.
8	Path from Cockenzie to Prestonpans	Segregated path adjacent to footway.	88% of respondents to the online survey who expressed an opinion wish to keep the cycle path. It should form part of any redevelopment of the area
9	Dunbar outdoor seating	Pop-up picnic area behind Lauderdale House	Dunbar Area Partnership and Amenity Services have taken on long-term responsibility for the seating
10	Closure of Countess Cres, Dunbar	Restriction of vehicles at the school gate makes more space for people	84% of respondents to the online survey who expressed an opinion wish to keep the road closed.
11	Protected space on Countess Rd, Dunbar	Widening of footways on the road outside the school	80% of online survey respondents who expressed an opinion want to keep the protected space. This will be taken forward separately to SfP.
12	Relocation of cabinet at Hallhill Centre	Removed obstruction on route to school	To stay
13	Path through car park at Hallhill Centre	Re-lining of car park to segregate pedestrian route	Was made permanent with drop-kerb crossing and cycle-lane dividers in July 2021. No TRO required.
14	Law Road, North Berwick, one-way	One-way for vehicles to create space to widen footway	No public consensus through the survey, and further consultation will be initiated
15	North Berwick High St parking restrictions	Planters create space for social distancing	Ongoing discussions with community over permanent arrangements
16	Extension of eBike hire scheme to Cockenzie	Temporary station of “geo-fenced” bikes	Potential to support this with permanent station at Prestonpans rail station

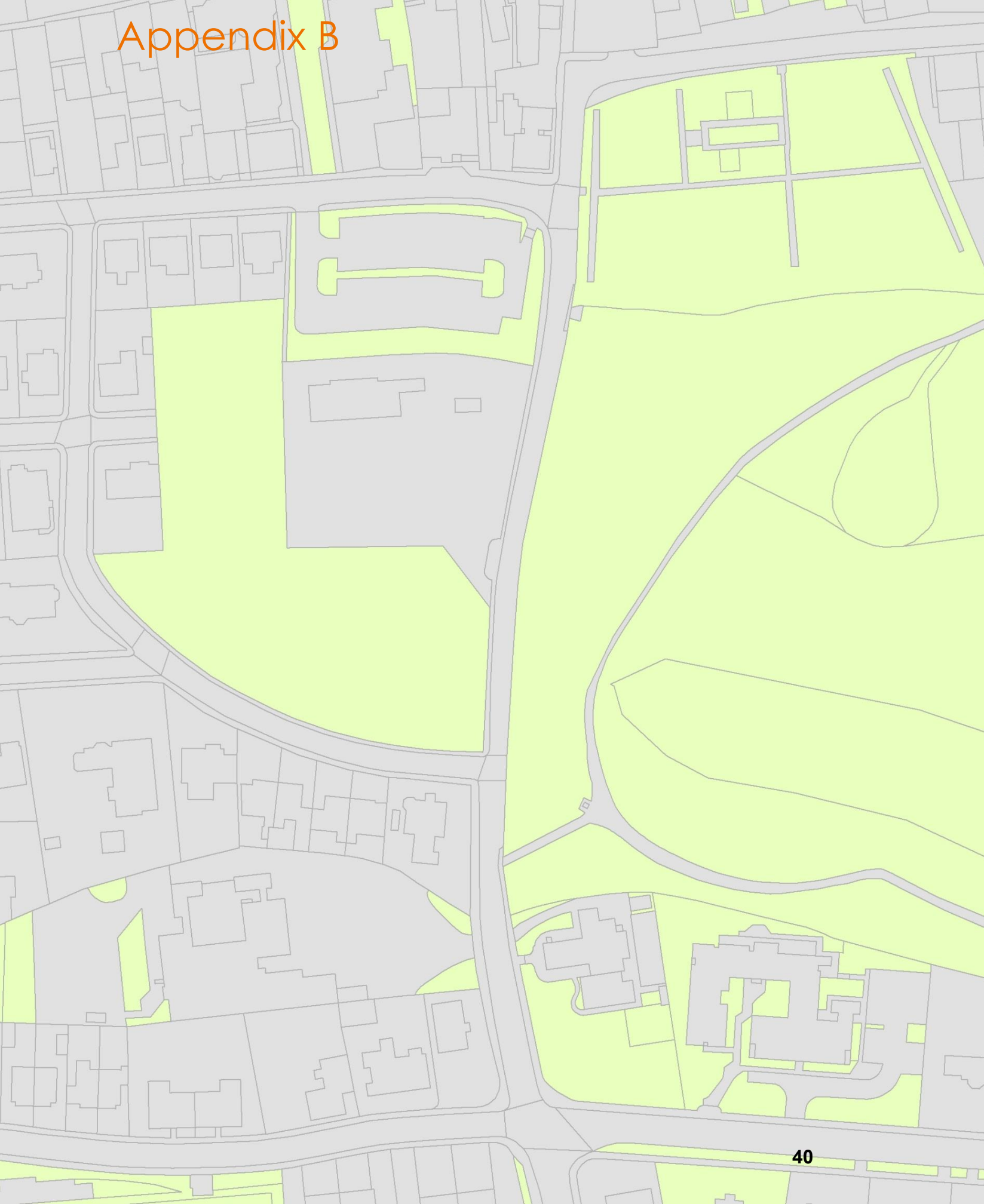
**Measures which were designed but not implemented through Spaces for People, and which have been independently progressed or may yet be**

	Intervention	Description	Legacy?
<b>A</b>	20mph Gateways	Prominent 'gateway' features to reinforce new speed limits	Some gateways may be implemented if necessary for permanent 20mph schemes
<b>B</b>	Traffic calming on Preston Road / Station Road, Prestonpans	Speed cushions and new crossing point on route to school	Speed cushions were installed through ELC Roads budget in autumn 2021
<b>C</b>	New crossing of Belhaven Rd, Dunbar at Brewery Lane	Footway build-out to facilitate pedestrians crossing on this route to school	73% of respondents to survey (Appendix G) supported this. May be progressed via Shore Road project
<b>H</b>	New crossing of Belhaven Road, Dunbar at Summerfield Road	Footway build-out to facilitate pedestrians crossing on this route to school	74% of respondents to survey (Appendix G) supported this.
<b>D</b>	Grange Road, North Berwick	Proposed drop kerbs impractical – further design work needed	May be progressed through work on school extension
<b>E</b>	Musselburgh – Portobello cycle route	Worked with City of Edinburgh on designs for continuous route.	Part of consultation under Musselburgh Active Town
<b>F</b>	Bus gate at The Loan, Wallyford	Re-designate The Loan for buses and cycles only to create more space for peds and improve bus times	Consulting with local communities through Bus Services Improvement Partnership funding
<b>G</b>	Wider on-street ebike hire scheme	Ebike hire stations throughout the west of the county, providing transport options for people who don't drive	Taking advantage of funding opportunities to expand the existing scheme incrementally

**Measures which were designed through Spaces for People, but are unlikely to be taken forward at this time, as there is no clear mandate, or no clear route to funding.**

	Intervention	Description	Notes
<b>a</b>	Knox Place/Court Street Haddington	Temporary scheme to create space for waiting pedestrians has been designed and safety audited	Ban of right-turn from town centre proved controversial so not progressed
<b>b</b>	Haddington Road, Tranent	Floating bus stop and cycle lane	Would have to be implemented as part of a wider package
<b>c</b>	Cycle lanes in Musselburgh and Tranent	On-road painted cycle lanes/cycle aware road markings	Question over whether this is sufficient or if physical segregation is required
<b>d</b>	Modifications to Levenhall roundabout, Musselburgh	To slow down traffic and improve conditions for cyclists	Further consultation required.
<b>e</b>	Speed cushions on Lochbridge Road	To reinforce 20mph speed limits on route to school	Further consultation required to establish local community support.
<b>f</b>	Speed cushions in Dunbar	To support 20mph speed limits on Queens Road, Belhaven Road and Kellie Road	Over 65% of respondents to online survey supported these
<b>g</b>	Further works on path from Cockenzie to Ppans	Improve access points for joining the cycleway	No further works planned
<b>h</b>	Contraflow cycle lane on Lammermuir Cres, Dunbar	Signage, lining and TRO for contraflow cycle lane	Has not been implemented
<b>i</b>	New crossing of Preston Road, Prestonpans to avoid narrow footway	Additional drop kerb to take pedestrians up west footway of Station Road (wider than east footway)	Has not been implemented
<b>j</b>	East Road, North Berwick	New raised table to reduce traffic speeds and improve walk into town	No clear funding steam for implementation
<b>k</b>	Upgrade to toucan crossing at Hallhill Centre, Countess Road, Dunbar	Temporary proposals proved impractical. Requires more work to design a permanent scheme.	Working with interested locals to look at future of the area





## East Lothian Council Spaces for People

Law Road (north)  
Option Appraisal  
07/12/2020



## **SPACES FOR PEOPLE**

The Scottish Government (via Transport Scotland and Sustrans) has provided funding for councils to create space for physical distancing in our streets. The simple principle is to support people to safely resume daily life, as we all move out of lockdown.

East Lothian Council was awarded funding for temporary works to improve opportunities for walking and cycling locally. These ambitions form part of the national and local policy transport agenda to create environments that foster healthy, sustainable travel habits.

The Council propose to install temporary 'emergency' changes and encourage more walking and cycling. This includes measures such as reducing through traffic, reallocating road space to create areas to allow people to pass each other, adding extra cycle infrastructure / facilities and removing street 'clutter' like pedestrian guard rails, or relocating traffic signs.

These emergency changes will help ease pressure at specific locations and, by their very nature, they will be flexible and can be modified and removed as circumstances change.

The Council is committed to engaging with local communities to introduce community led solutions and is seeking feedback to the proposals shown and will respond to alternative suggestions.

## **LAW ROAD**

The Council have identified Law Road as a location where additional Spaces for People could be provided because it forms a key link for people to walk and cycle to and from the town centre and both Law Primary and North Berwick High School.

## **ORIGINAL LAYOUT**

The pre-Covid layout between the A198 and Kirk Ports was:

- Two-way traffic throughout; and
- Footway on the west side of the carriageway only, variable width with the narrowest section between St Andrews Street and Kirk Ports.

## **NEW LAYOUT**

In consultation with the local community, the western footway was widened by around two metres (variable) with a continuous carriageway of at least 3.5 metres provided for vehicles to travel southbound only (i.e. one way) between Kirk Ports and St Margarets Road. The southern section of the link, between the A158 and St Margarets Road was retained as two-way to allow for access to North Berwick Nursery School and St Margarets Road.

## **NEED TO CONSULT**

Since the measures have been put in place the Council have been informed that RNLI volunteers based in the south of the town typically travel down Law Road, by car in emergency situations to access the Lifeboat Station at the Harbour. The temporary measures prevent them using this section of Law Road and they have suggested that the alternative route, via Forth Street adds time to their journey.

Police Scotland have been consulted but are unable to comment without further data, which will be collected along with monitoring of how the layout is operating.

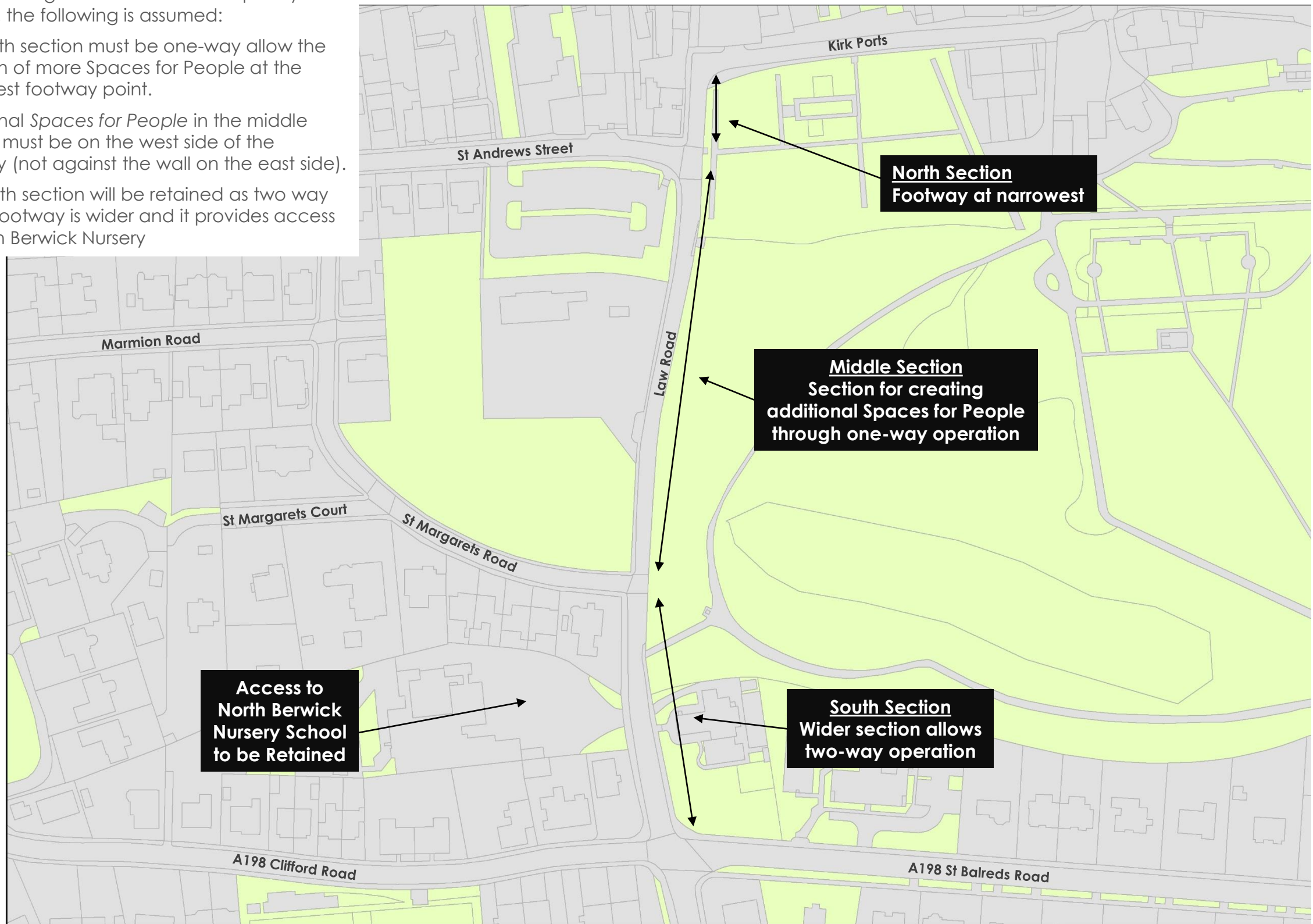
Further engagement will take place with North Berwick Community Council and there has been some suggestion that temporary measures are no longer required as seasonal demand has diminished.

## **OPTION APPRAISAL**

This note appraises the options for Law Road, exploring travel times of different routes and considering the benefit of one-way operation northbound and southbound against different objectives.

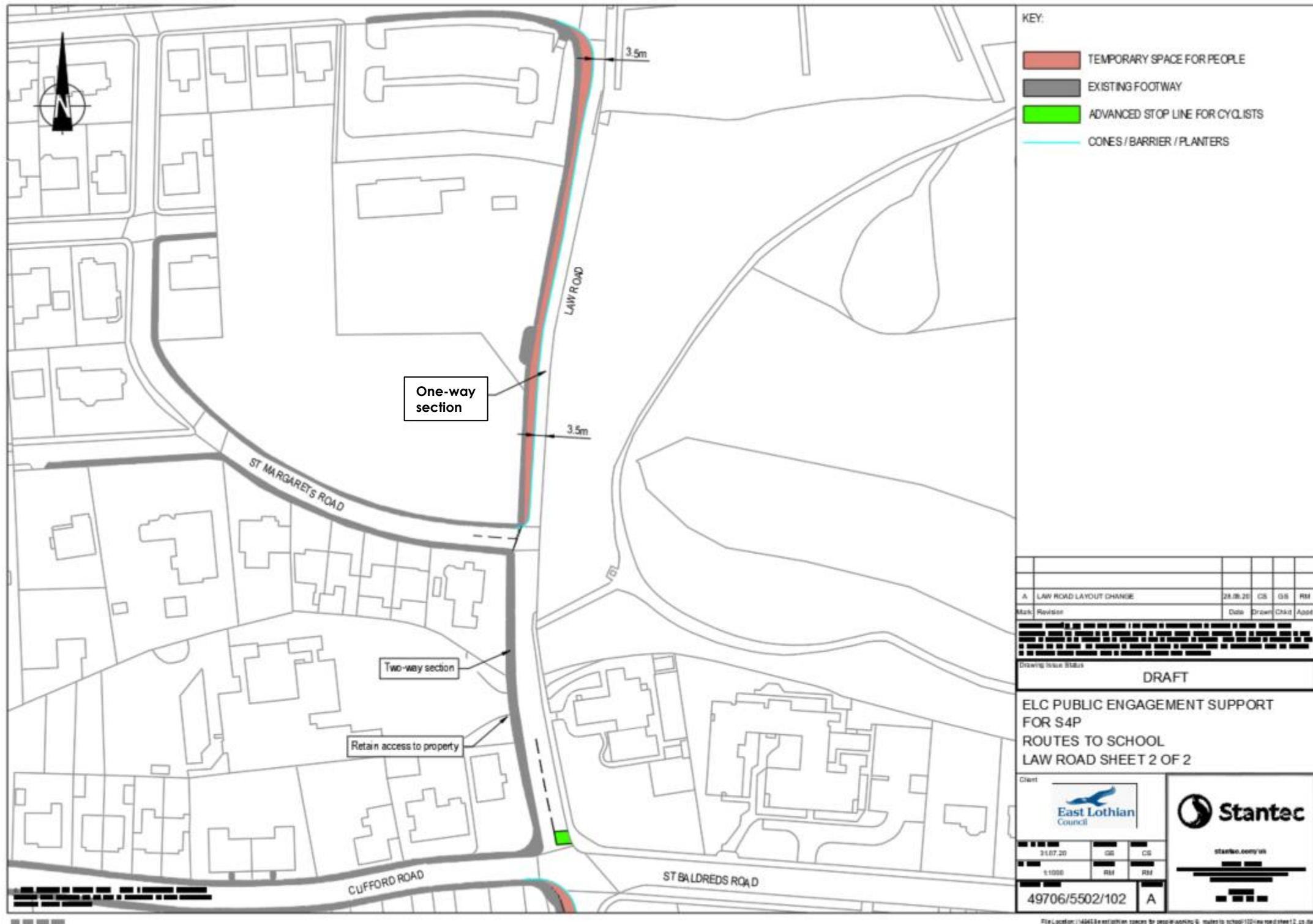
The figure shows the main features of Law Road and surrounding area. In terms of temporary measures, the following is assumed:

- The north section must be one-way allow the creation of more Spaces for People at the narrowest footway point.
- Additional *Spaces for People* in the middle section must be on the west side of the footway (not against the wall on the east side).
- The south section will be retained as two way as the footway is wider and it provides access to North Berwick Nursery





The figure shows how the footway could be extended to create additional space for people, either walking or cycling. The widening varies in width and has to occur on the west side of carriageway to provide the required width for physical distancing.





The figure shows travel time from the south of North Berwick (around the Leisure Centre) to North Berwick Harbour. Source: Google Maps

	Travel Time by Car		Travel Time by Cycle
	(~15:00)		
<b>1. Law Road</b>	5 mins	Up to 6 mins	8 min
<b>2. A198 / East Road</b>	5 mins	Up to 6 mins	10 mins
<b>3. A198 / Station Hill / Beach Road / Forth Street</b>	6 mins	Up to 8 min	10 mins
<b>4. St Margarets Road / Bank Street/ Station Hill / Beach Road / Forth Street</b>	7 mins	Up to 8 mins	9 min
<b>5. Via Lodge Grounds</b>	-	-	8 min



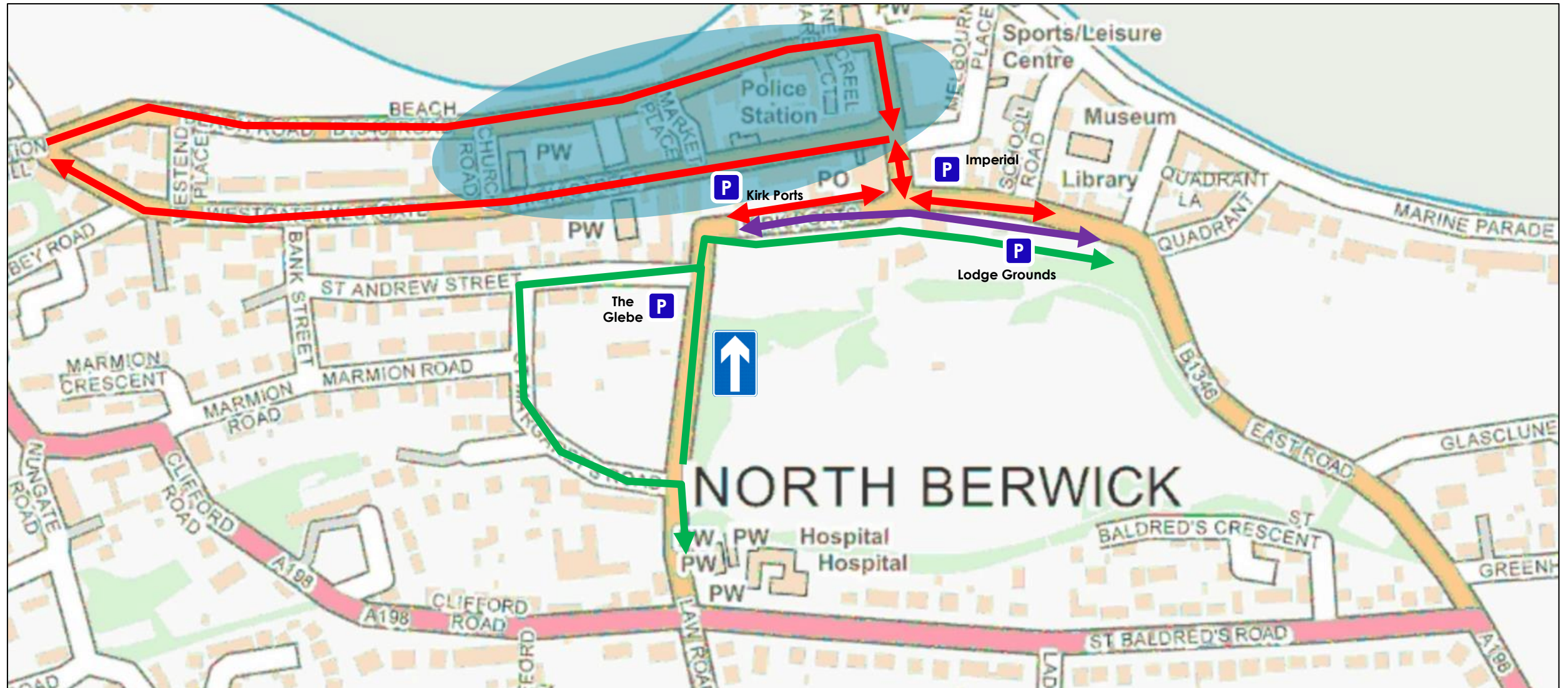
Contains OS data © Crown Copyright and database right 2020



The figure shows the main vehicle access route to cars parks in North Berwick from the east, south and west when Law Road is one-way northbound.

The diagram shows a relatively large number of vehicle movements likely on Kirk Ports and vehicles using the High Street.

<b>From West</b>	Access via Forth Street and Quality Street Exit via High Street
<b>From East</b>	Access and exit from East Road
<b>From South</b>	Access via Law Road Exit via Law Road (via St Margarets Rd) or East Road

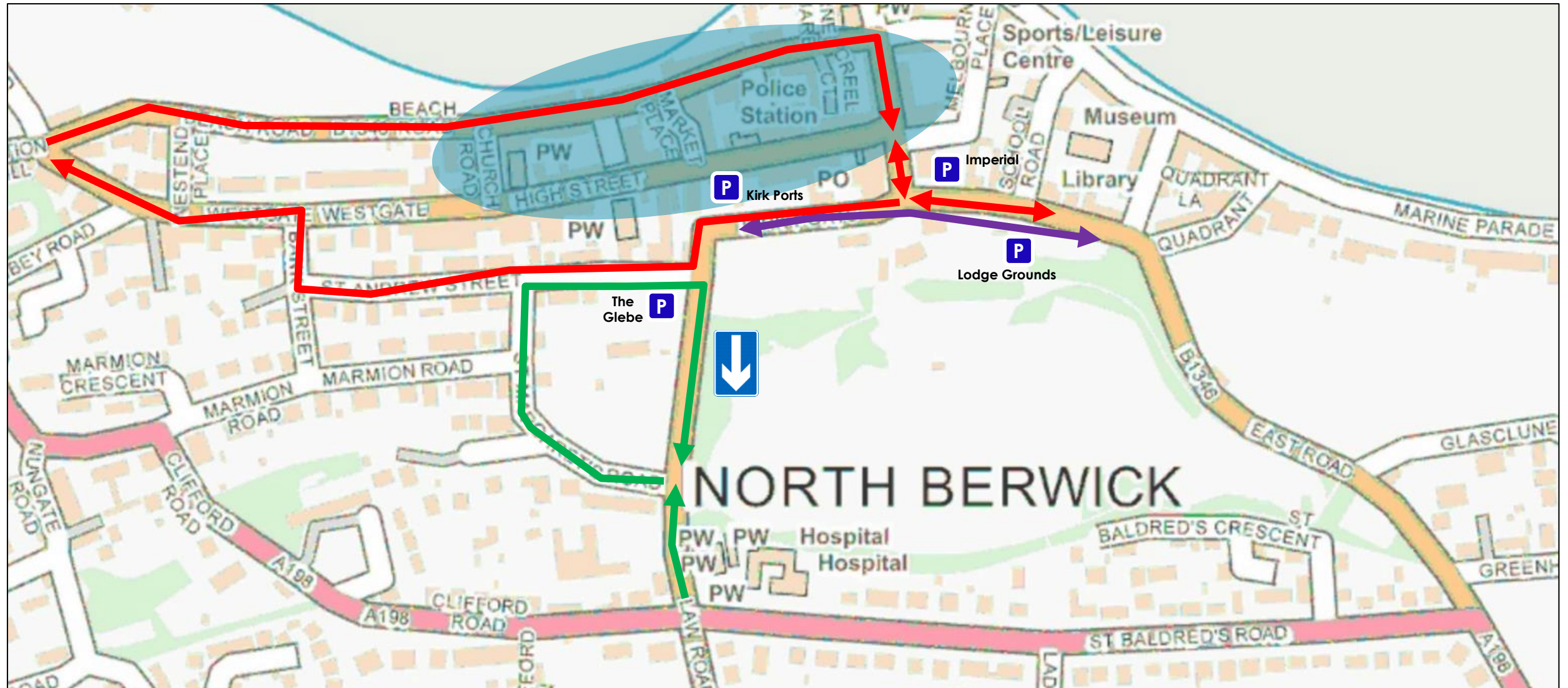




The figure shows the main vehicle access route to cars parks in North Berwick from the east, south and west when Law Road is one-way southbound.

The diagram shows there is less vehicular impact on High Street and Kirk Ports.

<b>From West</b>	Access via Forth Street and Quality Street Exit via St Andrews Street
<b>From East</b>	Access and exit from East Road
<b>From South</b>	Access and exit via Law Road (access via St Margarets Rd)



## SPACES FOR PEOPLE

The table sets out the pros and cons for each option and a high level options appraisal has been undertaken with each scored against the following outcomes:

- Creates additional Spaces for People
- Allows for RNLI fast response
- Minimising Traffic in the Town Centre
- Allows vehicles access to car parks from all directions
- Encourages slower vehicle speeds

	Pros	Cons	Additional Spaces for People	RNLI fast response	Minimising Traffic in the Town Centre	Vehicle Access to Car Parks from All Directions	Encourages Slower Vehicle Speeds
<b>One-way northbound between Kirk Ports and St Margarets Road</b>	<ul style="list-style-type: none"> <li>• Provides Additional Spaces for People</li> <li>• Allows for RNLI fast response</li> </ul>	<ul style="list-style-type: none"> <li>• Downhill movements likely to result in higher vehicle speeds than uphill</li> <li>• More circuitous traffic movements and more traffic likely on the High Street and Kirk Ports</li> </ul>	✓	✓		✓	
<b>One-way southbound between Kirk Ports and St Margarets Road</b>	<ul style="list-style-type: none"> <li>• Provides Additional Spaces for People</li> <li>• Uphill movements likely to result in lower vehicle speeds than downhill</li> <li>• Vehicles able to access from all sides (less circuitous traffic movements)</li> </ul>	<ul style="list-style-type: none"> <li>• Cannot be used as a route for RNLI response</li> </ul>	✓		✓	✓	✓

## Conclusion

It is concluded that the southbound operation of Law Road between Kirk Ports and St Margarets Road is the best solution because it minimises traffic in the town centre.

In addition, it still provides additional spaces for people and vehicular access to car parks.

It is acknowledged that it prevents this route being used by the RNLI in an emergency but analysis shows that the alternative routes are not much longer and a route via the A198 / East Road is a comparable time.

## Recommendations

A Stage 1 and 2 Road Safety Audit has been undertaken by an independent, qualified team which identifies a number of issues. A designer's response has been prepared to address these issues and the measures outlined, once agreed, should be implemented.

The issues are summarised as:

**Issue:** Temporary traffic cylinders have already been installed along this length of Law Road however, many are missing. It is assumed they have been over-run by passing vehicles who have ignored or not noticed the current southbound one-way operation and come head to head with a northbound vehicle. The lack of traffic cylinders will expose pedestrians to an increase risk of being knocked down by a vehicle.

**Proposed action:** Add a white thermoplastic line, which could be ribbed and a planter at each end of the route to highlight the no-entry. There is no point replacing the cylinders as they keep being removed / knocked over.

**Issue:** The one-way operation will apply to all vehicles, including cycles. Some cyclists may attempt to cycle southbound against the proposed one-way operation and within the coned off walking area. This area will be too narrow and steep for many cyclists to safely ride along without being in conflict with pedestrians or northbound vehicles.

**Proposed action:**

- Cyclist dismount signs to be put in place with pedestrian symbol surface markings in the newly created space to indicate that pedestrians should use the space.
- The poster below will be attached to planters.

Further data should be collected along with monitoring of how the layout is operating.



## COVID-19; KEEPING EAST LoTHIAN MOVING

### SPACES FOR PEOPLE

The Scottish Government is funding temporary projects to make it safer for people who choose to walk, cycle or wheel during the COVID-19 pandemic.

**At this location we have widened the footway, and here's why:**

- To reduce speeds and encourage people to walk and cycle
- To make it easier to cross the road
- To provide space for physical distancing
- To encourage people to visit the area
- To allow space for queuing outside shops

For further information on Spaces for People in East Lothian visit:  
[www.eastlothian.gov.uk/spacesforpeople](http://www.eastlothian.gov.uk/spacesforpeople)

Find out what is happening in your area:  
<https://arcg.is/1LHHz0>



## Appendix C – 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 said 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 D** is available at the undernoted link:

Members' Library Report (Ref: 25/22, March 2022 Bulletin): East Lothian Council  
Speed Limit Review

[Agendas, reports and minutes | East Lothian Council](#)



# Appendix E



East Lothian Council  
Spaces for People

Dunbar Interventions  
Community Feedback  
16/12/2020



# Introduction

## Spaces for People

The Scottish Government (via Sustrans) has provided funding for councils to create space for physical distancing in our streets, for as long as this is necessary under the Covid-19 restrictions.

East Lothian Council was awarded £1.4m for temporary works to improve opportunities for walking and cycling locally. These complement national and local transport policies to create environments that foster healthy, sustainable travel habits.

The Council is committed to engaging with local communities to introduce community-led solutions and has consulted with local stakeholders to agree the proposals.

## Dunbar

In Dunbar, the Council has already introduced changes around the John Muir Campus on Countess Road, Countess Crescent and Lammermuir Crescent (to assist with pedestrian flows and allow for physical distancing on the route to school).

Supported by consultants Stantec, the Council have also prepared the following options:

20mph gateways

Belhaven Road Brewery Lane Junction

Belhaven Road crossing to the west of Summerfield Road

Hallhill Centre car park route

John Muir Campus - Countess Road crossing

John Muir Campus - widen path to Belhaven Road

John Muir Campus - Summerfield Road bike lanes

John Muir Campus - Lammermuir Crescent contraflow.

Kellie Road speed cushions

Belhaven Road and Queens Road speed cushions

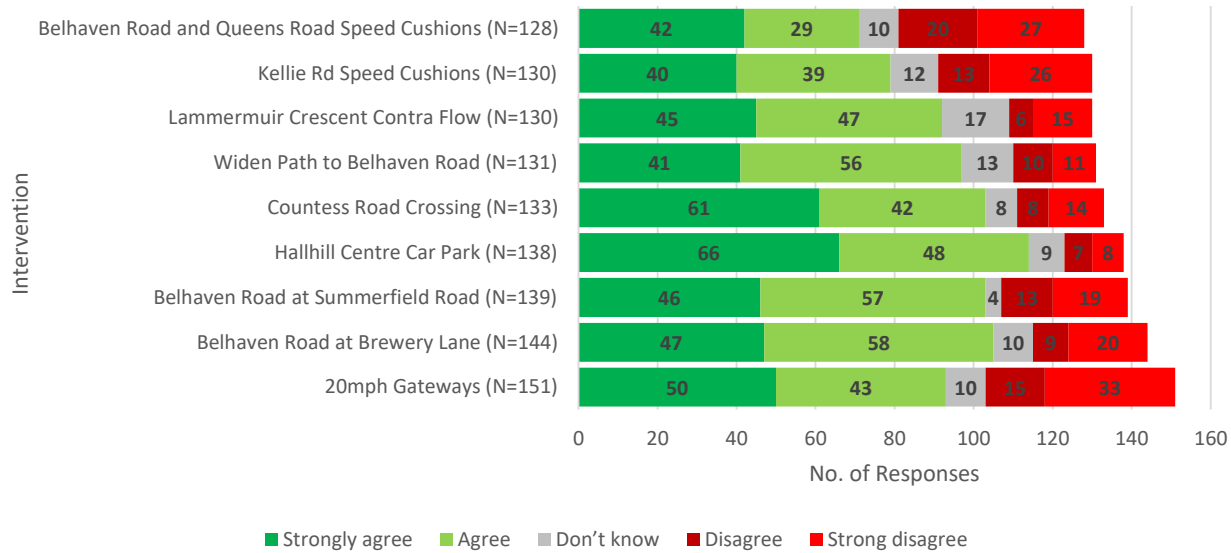
Each of these has already been subject to extensive stakeholder consultation and refined as a result.

## Survey

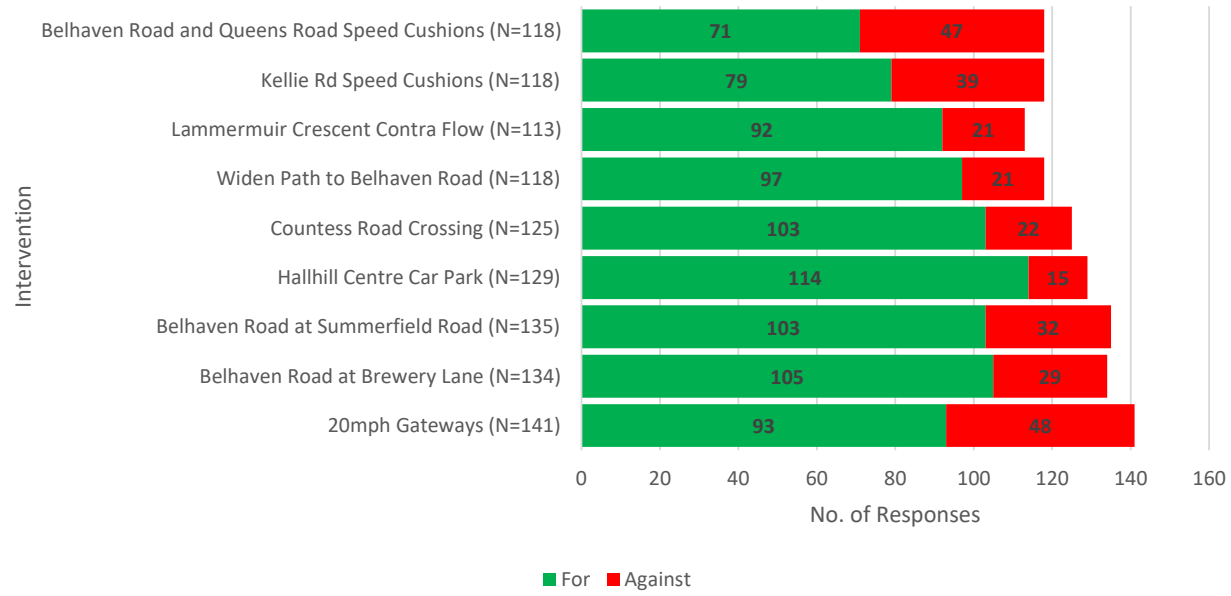
A survey was prepared to gain feedback on the proposal from the community and was live from Friday the 30th November 2020 to Sunday the 6th December 2020. This report presents the results. The data has been cleaned to ensure that no responses were received from people living outwith Dunbar and that there were no multiple similar entries from the same IP address.



# Overview



The graph opposite shows the breakdown of responses for each proposed intervention. It can be seen that most are supported with respondents either agreeing or strongly agreeing



The graph opposite presents those who voted in favour (agree or strongly agree) versus those who are against (either disagree or strongly disagree) each intervention.

## Priority Ranking

The list below ranks the interventions based on a scoring system where:

Strongly agree = 2 points

Agree = 1 point

Don't know = 0 points

Disagree = -1 point

Strongly disagree = -2 points

This takes account of the full range of opinions rather than simply ranking based on the ones which respondents were in agreement with, i.e. consideration given to the fact that other respondents were not in agreement. For example, the second highest number of respondents were in favour of the intervention at Brewery Lane but there were also a number of respondents who were against this intervention so it appears fourth on the list.


It can be seen that respondents are generally less supportive of proposals which directly aim to reduce vehicle speeds.

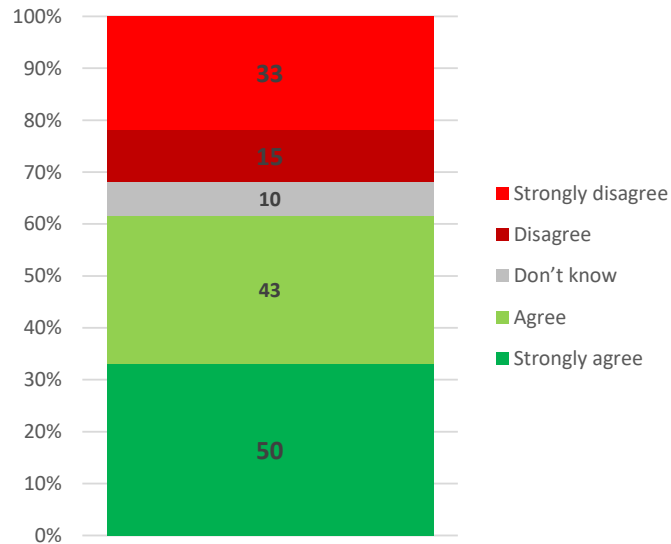
Intervention Location	Respondents in Favour		Strongly agree	Agree	Don't know	Disagree	Strongly Disagree	Total Score	Rank
	No.	%	+2 pts	+1 pt	0	-1 pt	-2 pts		
Hallhill Centre Car Park	114	88%	66	48	9	7	8	157	1
Countess Road Crossing	103	82%	61	42	8	8	14	128	2
Widen Path to Belhaven Road	97	82%	41	56	13	10	11	106	3
Belhaven Road at Brewery Lane	105	78%	47	58	10	9	20	103	4
Lammermuir Crescent Contra Flow	92	81%	45	47	17	6	15	101	5
Belhaven Road at Summerfield Road	103	76%	46	57	4	13	19	98	6
20mph Gateways	93	66%	50	43	10	15	33	62	7
Kellie Rd Speed Cushions	79	67%	40	39	12	13	26	54	8
Belhaven Road and Queens Road Speed Cushions	71	60%	42	29	10	20	27	39	9

## Location 20mph Gateways

Strongly agree	50
Agree	43
Don't know	10
Disagree	15
Strongly disagree	33

For	93
Against	48

62%  
in favour 



### For:

*If we are to encourage more children to walk and cycle to school, and adults to cycle/walk to town/the station, the roads need to become safer. Driving at 20mph makes a significant difference to the cyclist and the driver. Belhaven Road - up and down the hill and around the corner is a particular issue with drivers going between 40mph and 50mph generally.*

*20 MPH changes have made a difference to other parts of Dunbar. So now it is time for more changes in more places to safeguard our children and older people.*

*Would like to see this widened out to West Barns and continuing the 20mph zone from entering West Barns from the west, through Belhaven and into Dunbar. Would also like to see the 20mph zone at Spott Road extended out towards Asda. This is a very fast road which is difficult to cross and not safe for cycling. On Queens Road, there should be a buffer so that drivers don't have to come from 60mph to 20mph. How about a 40mph zone in between.*

### Against:

*I disagree with the 20mph limit completely. The Police have better things to do than trying to enforce this. 30mph is perfectly reasonable and if drivers drive unsafely when the roads are busy, then they should be prosecuted by the Police.*

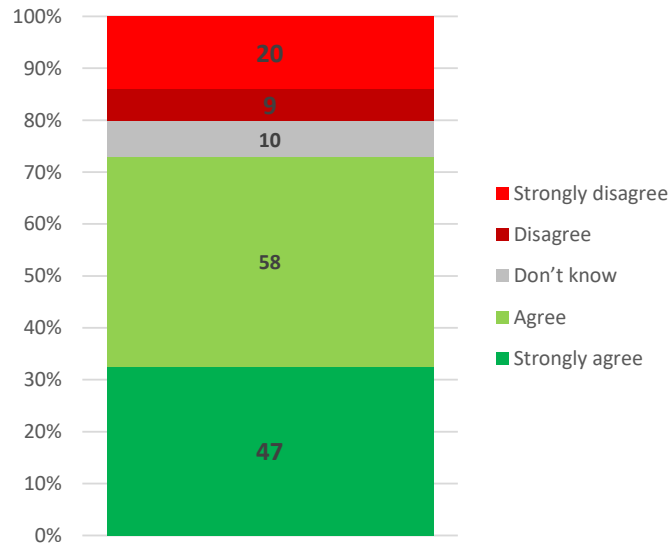
*Not sure what this will achieve in the long run. Even in the picture it shows it is worn and hard to see. Driving over a red area isn't going to slow the traffic. More crossing areas required instead of painting roads*

*All for 20mph but these measures do nothing to provide more space for active travel. Should not form part of the spending from this additional gov money.*

**Location** **Belhaven Road at Brewery Lane**

Strongly agree	47
Agree	58
Don't know	10
Disagree	9
Strongly disagree	20
For	105
Against	29

**73%**  
in favour



**For:**

*Very important to provide safer crossing points on Belhaven road especially for children going to school and other activities and to the beach. Ideally, the crossing points would go further than just widening the pavements, for example a zebra crossing or traffic lights*

*Many residents from the tree scheme and from elsewhere in Dunbar cross the main road here to access the beach, and many Belhaven residents cross here to access the primary school and rest of Dunbar to avoid walking/cycling along the main road. However, currently at the moment it is very difficult to cross Belhaven high street at this place, and a crossing here would be very beneficial.*

*It will be important to utilise all council communication channels (social/email/newsletter etc) to make people aware of this. Cars and trucks move along this road at speed (often well above 20mph) and the positioning of the pavement currently doesn't allow for easy viewing of impending traffic. I would have reservations for children crossing here on their own based on current car usage.*

**Against:**

*Although this would improve the sight lines of pedestrians at this junction it will encourage them to attempt to cross here on the corner instead of further along where the road is straighter and already has increased lines of sight greater than you are proposing.*

*Agree with having a crossing. So close to a corner is not the best place for this. You don't have a straight line of sight both ways from here. Further up where you can see both ways would be a better option.*

*Pedestrians currently cross the A1087 on the SW corner of Brewery Lane. This is a well used and busy route for people from the tree scheme to walk to the beach. The proposed crossing point wont be used because it isnt the direct route and the footpath on the E side of Brewery Lane is inadequate.*

**Location** **Belhaven Road at Summerfield Road**

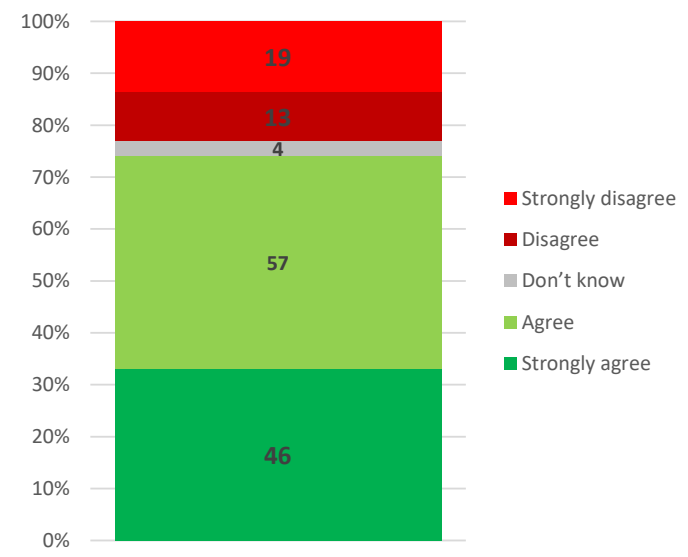
Strongly agree	46
Agree	57
Don't know	4
Disagree	13
Strongly disagree	19
<b>For</b>	<b>103</b>
<b>Against</b>	<b>32</b>

**For:**  
*Excellent, should help more people cross safely. We should be reducing parking as much as possible*

*I think more of these would be helpful to slow traffic. Mindful also that cyclists are most at risk when an attempt is made to overtake, but there is insufficient room for the manoeuvre to be undertaken safely. Can something be done to increase the safety for cyclists?*

*It will reduce/stop over speeding in built up areas and subsequently provide safety for pedestrians and school children.*

**74%**  
**in favour** 



**Against:**  
*Narrowing the road creates more danger for pedestrians, bikes and other road users. Preference would be zebra crossings with Belisha beacons*

*Parking around the junction and immediately outside the church is the main issue here and causes most of the restricted field of view around the junction. The crossing point to the east of the junction should be considered but the one to the west should be scrapped as it will make passage by bike substantially more dangerous at that point where there are too many near misses of cars overtaking bicycles when either turning right into Summerfield Road coming from the west or going straight on as it is.*

*This will make crossing the road a bit easier, but not much as it is already a straight road with good visibility. However, it will force cyclists to swerve out into the road, which is potentially dangerous (potentially fatally dangerous in a situation where there is both a cyclist and a driver who are distracted or otherwise unaware of their situation). Central crossing island(s) would be a better solution, in my opinion.*



**Location**      **Hallhill Centre Car Park**

Strongly agree	66
Agree	48
Don't know	9
Disagree	7
Strongly disagree	8

For	114
Against	15

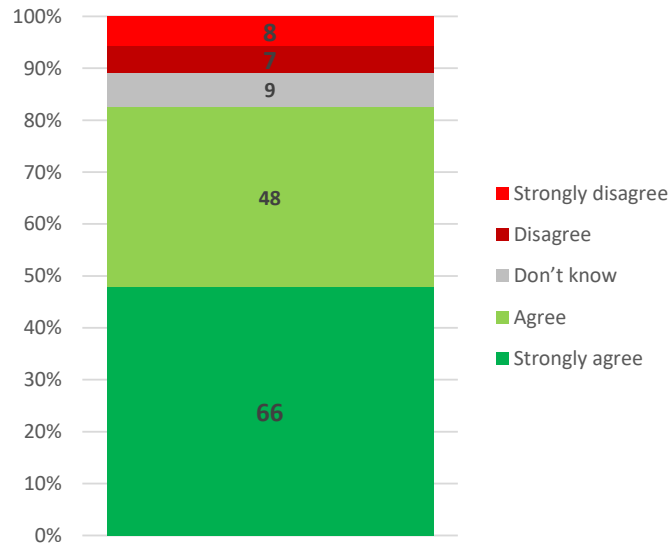
**For:**

*This is an excellent idea and necessary to make this car park area safer for people walking/cycling. Only concern is that they still have to cross over the access road that leads into the car park to reach this new cycleway section - how will the road crossing point be made safer here? Also I hope this proposal will result in loss of existing tarmac car parking spaces, not loss of green space / green grass areas to the west of the car park as these must be preserved.*

*This is an excellent idea. Will save pedestrians walking through a busy car park with cars reversing, etc.*

*Wouldn't usually agree with loss of disabled parking space but it seems appropriate in this area*

**83%**  
**in favour** 



**Against:**

*If there is not enough money fro all the proposals I would be happy that this one doesn't go ahead.*

*I would like the space for cyclists to be clearly defined so they are not sharing space with pedestrians.*

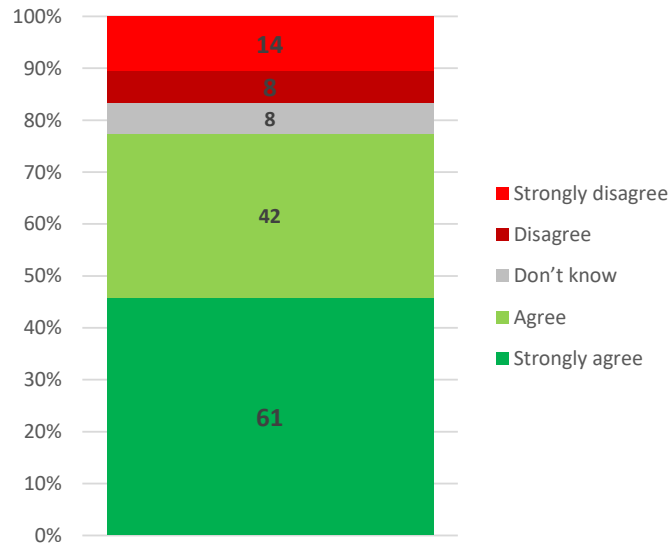
*There are currently two adequate pedestrian routes through Hallhill therefore this cannot be a priority.*

## Location Countess Road Crossing

Strongly agree	61
Agree	42
Don't know	8
Disagree	8
Strongly disagree	14

For	103
Against	22

77%  
in favour



### For:

*This is absolutely necessary and long overdue. As well as benefitting pupils accessing John Muir Campus from the south, it will also help the Dunbar Grammar pupils who are cycling to secondary school from the south side of Dunbar - of which there are many, and this really needs to be supported and encouraged.*

*I think cycle lane dividers would def be required for the safety of cyclists heading west against the flow of traffic. It would only take one car parked in the cycle lane to force cyclists in the lane of oncoming traffic.*

*As before I am all for changes to Halhill / Countess Road / rail bridge as I use this every week day with my children for school - and I strongly agree with safety changes - but all safety changes will be a waste unless bikes dismount going though Halhill gates or a one way system is put in place. As it is this bottle neck that causes the most worry for accidents. and widening paths and larger pedestrain crossing won't mean anything without a real plan for Halhill itself.*

### Against:

*Removal of the guard rail may give more space for walking but also gives more opportunity for primary students to enter the road without paying attention. Never in favour of temporary solutions as they become permanent and are typically not 100% fit for purpose. Does this mean the removal of all parking on Countess Road? This will have a huge impact on congestion and commuters in Dunbar*

*You are narrowing the road directly in front of the Fire Station making it even harder for a large vehicle to manoeuvre safely when responding to an emergency.*

*Dangerous. Road is not wide enough with parked vehicles on one or both sides. What is the point of a very short stretch of segregation? Either put dedicated cycle lanes on all main routes and fine cyclists on road or don't bother.*

## Location Widen Path to Belhaven Road

Strongly agree	41
Agree	56
Don't know	13
Disagree	10
Strongly disagree	11

For	97
Against	21

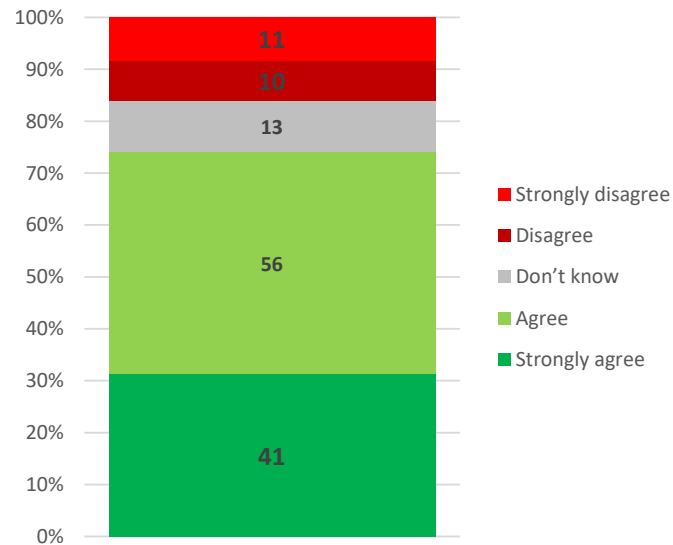
### For:

*Would prefer clear separation for pedestrians and cyclists to reduce conflict*

*More space is definitely needed when this path is busy.*

*Cycling is a great way of getting around Dunbar. At times the traffic can be intimidating. So these measures will help to make it a bit safer.*

**74%**  
in favour



### Against:

*Seems a shame to lose grassed area for a wider path. I think the current path is sufficiently wide.*

*Physical distancing for parents might be an issue, the children will be mixing as before! Not sure this is necessary or VFM.*

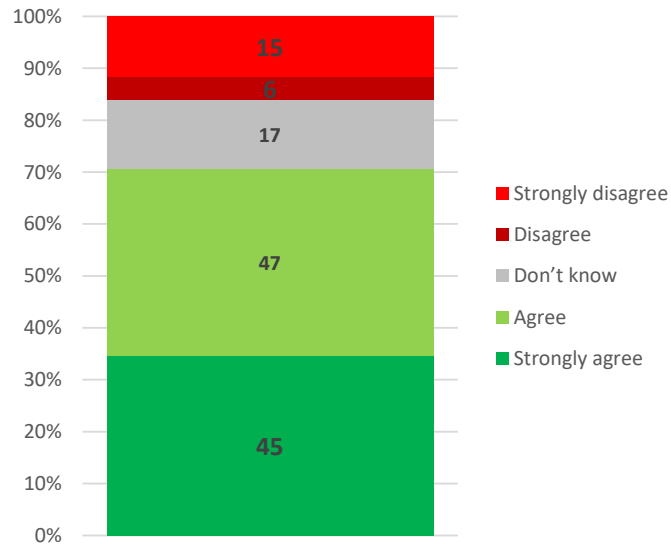
*I feel that the existing pavement is wide enough for the traffic it receives. The problem that does exist is the congregating parents near the school gates. I imagine the safest way to solve this is to stagger the times more than the current 5/10 minute's between classes or allow at least some year group parents into the playground areas.*



## Location Lammermuir Crescent Contra Flow

Strongly agree	45
Agree	47
Don't know	17
Disagree	6
Strongly disagree	15
<b>For</b>	<b>92</b>
<b>Against</b>	<b>21</b>

71%  
in favour



### For:

*This is essential - an excellent idea and will really support the Dunbar Grammar pupils who are cycling to school and will make it easier and safer for them. Please implement this as soon as possible and thank you East Lothian Council for your vision and support for pupils cycling across the town.*

*I think we already have a situation where some children cycle against the one-way traffic. This will both solve this problem and also divert more cycle traffic away from the main Countess Road.*

*We cycle this road everyday, and currently have to walk and go on the pavement at this stretch, blocking the way for pedestrians. If there was a contraflow cycle lane we would definitely use it and it would be safer for everyone.*

### Against:

*So cyclists will be going counter to cars, it will only take one child to overtake and swerve into the path of a car for a serious accident to occur unless the lane is separated from the road by a raised paving but this is not indicated in the plans*

*Although the children already cycle along this road the wrong way there is no space for even a cycle lane in this street without removing on street parking. There is always parked cars in this street reducing the road down to a squeeze for all but a standard car, never mind lorry's. I think highway code education of the children is a better long term solution.*

*I just think a cycle lane going the opposite way down a one way street does not sound very safe!*

## Location **Kellie Rd Speed Cushions**

Strongly agree	40
Agree	39
Don't know	12
Disagree	13
Strongly disagree	26
<b>For</b>	<b>79</b>
<b>Against</b>	<b>39</b>

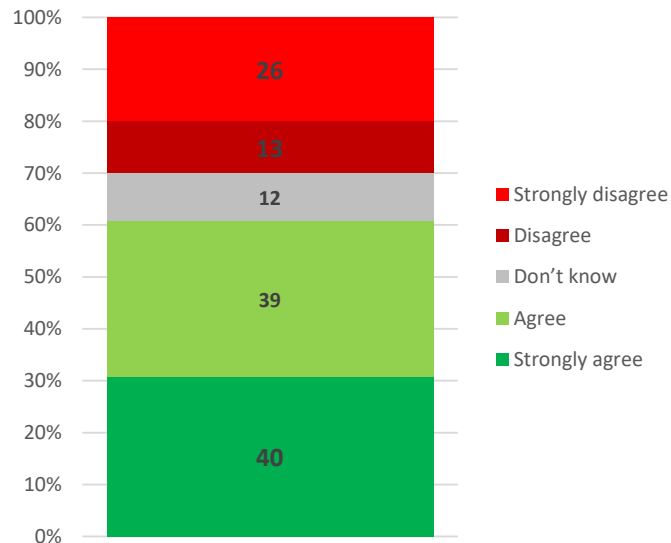
### For:

*Cars drive too fast on this road. This is a much better option than 20mph zones.*

*This is essential to improve safety. Children cycle on the grass sections between the pavement and the road due to the number using this route. Kids are very close to the curb walking and cycling because it's so busy - if they stumble into the road they have no chance with vehicles driving at 30mph and above.*

*Passing Kellie Road each week day going to school with the children - so yes all improvements suggested to slow down cars and safeguard cyclists and walkers are welcome.*

**61%**  
in favour



### Against:

*The pavement is set back, there have been no reported accidents on this road, it is a very wide road and children also need to know where and when it is safe to cross, put a crossing in not speed bumps which are not necessary and are not an indication of a place to cross*

*I don't feel this will be the most effective solution for Kellie Road. It is unlikely to reduce speeds significantly and won't in any way encourage more cyclists onto the road. A marked cycle lane with some separation from traffic would have been better. The current volume of pedestrians, cyclists and traffic using Kellie Rd at peak times is dangerous. Personally, we opt to travel on bike via Lochend Woods rather than run the gauntlet of Kellie Road.*

*Having cars stop and start, braking and accelerating along this route would increase the pollution unnecessarily. I would rather see regular police speed checks at school drop off times along with a separated cycle lane along the length of this nice wide road.*

## Location: Belhaven Road and Queens Road Speed Cushions

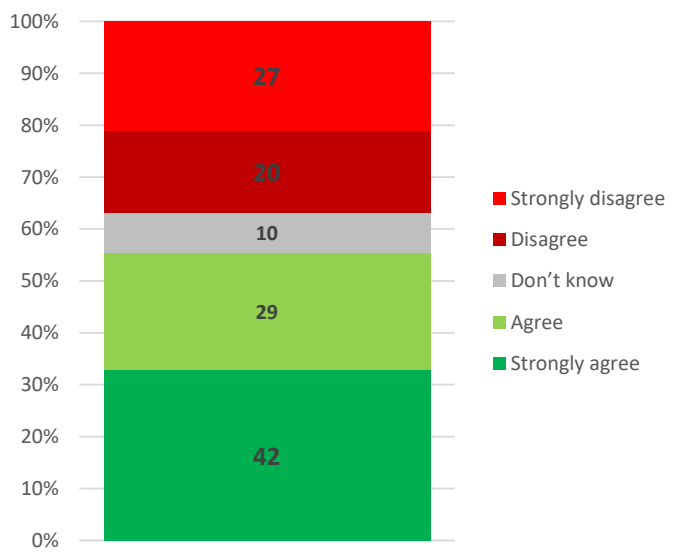
Strongly agree	42
Agree	29
Don't know	10
Disagree	20
Strongly disagree	27
<b>For</b>	<b>71</b>
<b>Against</b>	<b>47</b>

**For:**  
*On this, generally fast, road it would be good to have more invasive approaches to reduce speed but this at least is something to try.*

*The analysis seems to correctly identify the need for measures on the Queens Road. Impatient drivers often overtake slower drivers and cyclists putting themselves and oncoming motorists at risk. I think that the measures should start well before however, even if a new cycle path has been created most cyclists will opt to use the road.*

*So glad it's going to be More cycle friendly. Going some way to making Dunbar a safer place to cycle*

**55%**  
**in favour** 

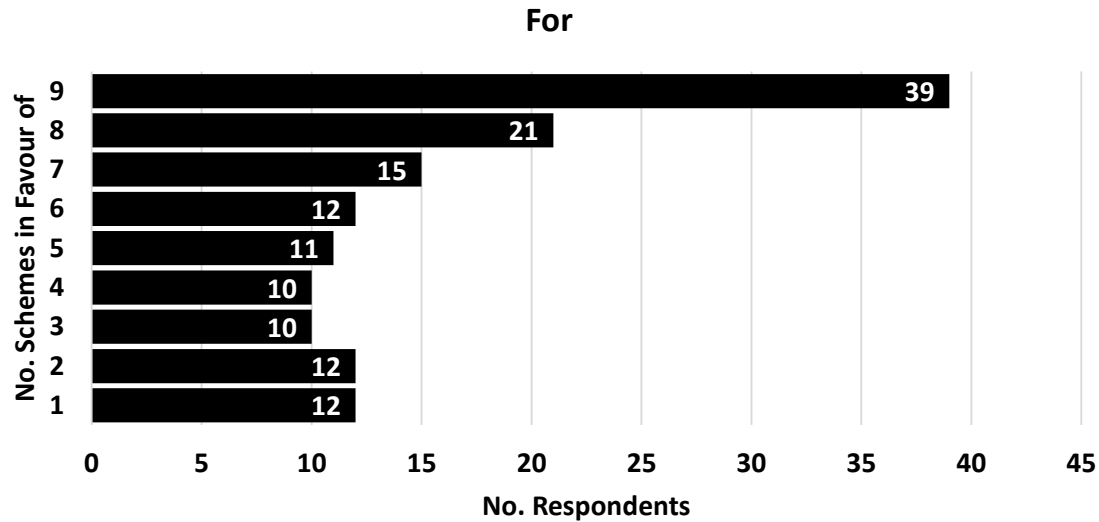


**Against:**  
*Speed cushions make little difference to drivers who drive too fast speed. Again I would rather see existing limits enforced.*

*I do not feel these are necessary on Belhaven Road, there are already numerous various bottlenecks on the road that slow traffic. And the road surface is so atrocious that speedcushions are superfluous!*

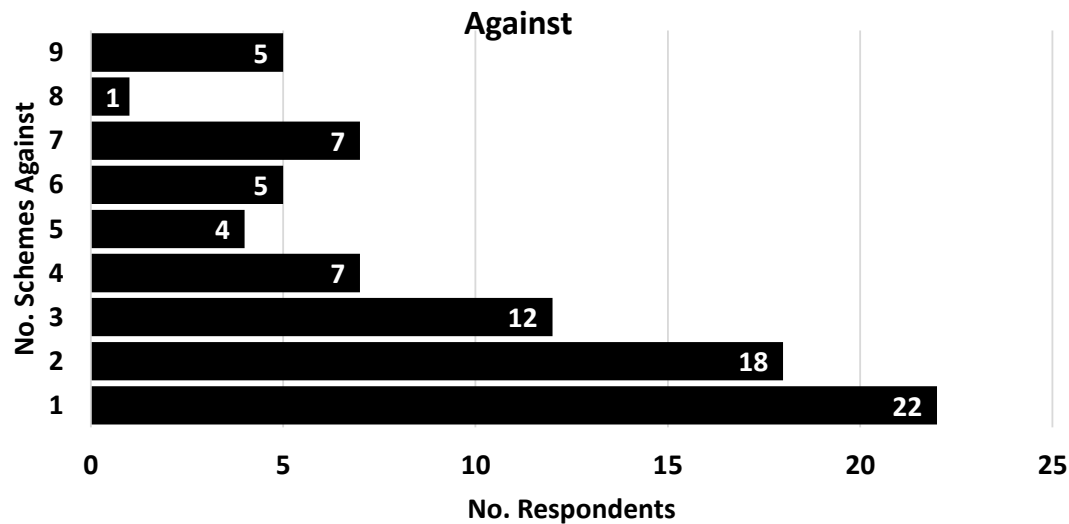
*Speed cushions will require maintenance and do not deter everyone from speeding if the cushions are low. Chicane using existing crossings would be more effective, cost less and require less maintenance.*

## Summary of Respondents



The graph opposite shows that a relatively high number of respondents voted in favour of all the interventions (39) with 19 of them strongly agreeing with all measures. The other 20 ranked the interventions by strongly agreeing with some and agreeing with others.

Beyond that, most respondents rated the interventions.



The graph opposite shows that five respondents were against all the proposed interventions.

Beyond that, most respondents rated the interventions.

**Appendix F** is available at the undernoted link:

Members' Library Reports (Ref: 30/22 to 36/22, [March 2022 Bulletin](#)): East Lothian Council Speed Limit Review

There are seven documents:

- East Lothian Council Reduced Speed Limits Boundary Map
- New Reduced Speed Limit Maps – Dunbar and East Linton Area
- New Reduced Speed Limit Maps – Fa'side Area
- New Reduced Speed Limit Maps – Haddington and Lammermuir Area
- New Reduced Speed Limit Maps – Musselburgh Area
- New Reduced Speed Limit Maps – North Berwick Coastal Area
- New Reduced Speed Limit Maps – Penston, Seton, Gosford



**REPORT TO:** Cabinet  
**MEETING DATE:** 8 March 2022  
**BY:** Executive Director for Place  
**SUBJECT:** Updated Speed Limit Policy 2022

---

**5**

## **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

<b>AUTHOR'S NAME</b>	Alan Stubbs
<b>DESIGNATION</b>	Service Manager- Roads
<b>CONTACT INFO</b>	Ian Lennox <a href="mailto:ilennox@eastlothian.gov.uk">ilennox@eastlothian.gov.uk</a>
<b>DATE</b>	1 February 2022

## 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 said 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.

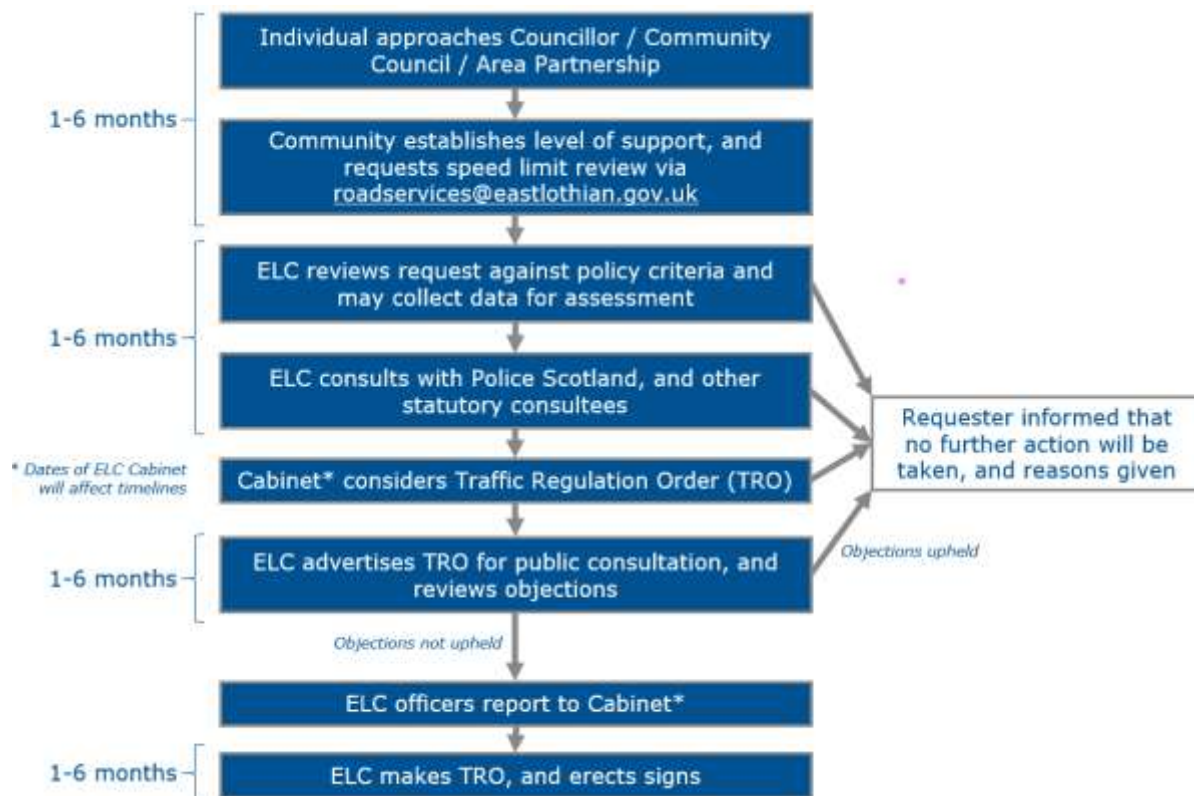
### Requests for speed limit changes

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.










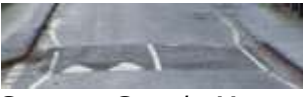



The below table highlights indicative costs and effectiveness of various traffic calming measures. It is important to be aware that costs may be significantly impacted by local circumstances such as the presence of drainage features or services under the carriageway/footway. Also note that if physical 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	 Source: Google Maps, Dunbar	££	**	***	***	**	<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)	 Source: Google Maps, Tranent	£££	**	***	***	**	<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)	 Source: Google Maps, Haddington	£££ - ££££	***	***	***	*	<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	 Source: Google Maps, Tynninghame	£££	***	**	**	**	<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	 Source: Google Maps, Haddington	£££	*	*	*	***	<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>

