

REPORT TO: Cabinet

MEETING DATE: 12 September 2023

BY: Executive Director for Place

SUBJECT: Various Roads East Lothian, Introduction and Amendments to Traffic Regulation Orders September 2023

1 PURPOSE

- 1.1 To seek Cabinet approval of the statutory procedures necessary to make and amend Traffic Regulation Orders to prohibit waiting, loading and unloading, introduce new speed limits, Quiet Roads NCN 76 Haddington and close off a lay-by.

2 RECOMMENDATIONS

- 2.1 That Cabinet approve the statutory procedure necessary to initiate, consider any objections and make or amend Traffic Regulation Orders in accordance with the relevant legislation in respect of locations and proposals listed in **Appendices A, B, C & D**.

3 BACKGROUND

- 3.1 East Lothian Council as Local Traffic Authority is responsible for the making or amending of Traffic Regulation Orders as necessary: to avert danger to road users; to aid free unrestricted movement on the road; to prevent inappropriate use of the road and/or adjoining property and; to improve the amenity of the area.
- 3.2 Following the successful introduction of decriminalised parking enforcement and the consolidation of Traffic Regulation Orders an ongoing review of restrictions has highlighted several areas that require amendment / introduction. **Appendix A**.

- 3.3 Following the introduction of parking prohibition between the hours of 10pm and 6am at Yellowcraig car park, some vehicles are now parking on Ware Road, partially over verges and footpaths. It is recommended that the existing waiting restrictions be extended to just south of the Eel Burn Bridge. **Appendix A.**
- 3.4 Pedestrians and cyclists are having difficulty in crossing the A198 coast road just east of its junction with Lyars Road, Longniddry. It is recommended that the existing 40mph speed restriction on Lyars Road be extended to cover a section of A198 coast road. **Appendix B.**
- 3.5 Concerns have been raised about the speed of traffic passing Harelaw Stables just east of Longniddry. Horses are regularly crossing from the stables to an adjacent field opposite. It is recommended that the existing 40mph speed limit be extended further east to include the stables. **Appendix B.**
- 3.6 Following an amendment to the speed limits on the A1087 through West Barns from 30mph to 20mph and the reduction in speed on the A1087 from 30mph to 20mph at Belhaven it has left a section in-between still 30mph and West Barns Primary School have raised concerns about parents walking their children to school at this section. It is recommended to also reduce this section to 20mph which will give a consistent speed limit. **Appendix B.**
- 3.7 Sustrans in partnership with East Lothian Council propose to provide a safer and more attractive route for cyclists and pedestrians travelling to and from the east side of Haddington via Brae Heads Loan, using the existing NCN 76 cycle route. The proposals will include a speed reduction from national speed limit to 40mph with traffic calming measures through Haddington golf course using an 18 month Experimental traffic Order. A more detailed brief is attached to this report. **Appendix C.**
- 3.8 There is an existing lay-by on the B1377 east of Drem at the Peffer Burn which has been prone to fly tipping for a number of years now. It is recommended that the lay-by be closed to vehicular traffic and access restricted at both ends with only authorised vehicles allowed for maintenance / inspection of the adjacent bridge and cundy. **Appendix D.**

4 POLICY IMPLICATIONS

- 4.1 None.

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 – All costs involved in connection with consultation, advertising, design and implementation associated with the making of these Orders can be accommodated within the Roads revenue budget.
- 6.2 Personnel - None.
- 6.3 Other – None.

7 BACKGROUND PAPERS

- 7.1 None

AUTHOR'S NAME	Ian Lennox
DESIGNATION	Roads Asset and Regulatory Manager
CONTACT INFO	Grant Talac or Keith Scott
DATE	28/8/2023

Appendix A		
The Amendments of the Prohibition and Restriction waiting, loading and unloading at Various Streets, Traffic Regulation Orders		
No.	Location	Description
1	U109 road to Meadowmill Sports Centre	Introduce waiting restrictions at Council Amenity Depot to improve sightlines due to indiscriminate parking
2	Meadowpark jcn Knox Place, Haddington	Introduce waiting restrictions on Knox Place to improve sightlines for vehicles exiting Meadowpark
3	Dunbar Road / Traprain Terrace, and Dunbar Road / Artillery Park, Haddington	Introduce waiting restrictions to improve sightlines due to indiscriminate parking
4	Woodbush Brae, Dunbar	Introduce waiting restrictions to allow two way traffic and improve the free flow of traffic
5	Back Road / North Street, Belhaven	Introduce waiting restrictions to improve sightlines due to indiscriminate parking
6	Edinburgh Road opp Countess Crescent, Dunbar	Extend existing waiting restrictions by approx. 25m west to allow bedding area to be seen and not obscured by parked high sided vehicles
7	Main Street / Buxley Road, Elphinstone	Introduce waiting restrictions to improve sightlines due to indiscriminate parking
8	Opp 5 Ashgrove, Musselburgh at private lane serving the rear of properties on Albert Terrace	Introduce waiting restrictions to improve sightlines due to indiscriminate parking
9	Campie Gardens, Musselburgh	Introduce 2 No. disabled parking spaces and an ambulance bay opposite Campie Court Sheltered Housing
10	Northern section of Balcarres Road, Musselburgh	Introduce waiting restrictions to allow unrestricted access and egress to the rear of the racecourse and the Musselburgh Amenity site

11	High Street o/s CO-OP, East Linton	Introduce timed restrictions to the two disabled parking spaces with maximum stay of 90 minutes
12	Haddington Road / Ormiston Avenue, Tranent	Introduce waiting restrictions to improve sightlines due to indiscriminate parking
13	Duncan Gardens / Fowler Street, Tranent	Introduce waiting restrictions to improve sightlines due to indiscriminate parking
14	Winton Place near High Street, Tranent	Extend double yellow lines to protect dropped kerb at crossing point and reduce length of loading bay
15	Greendykes Road, Macmerry	Introduce waiting restrictions to keep vehicles clear of traffic lights
16	Melbourne Road at Lifeboat Station, North Berwick	Introduce Lifeboat Crew Only spaces for emergency situations
17	Heugh Brae, North Berwick	Extend existing waiting restrictions southwards to exit of Amenity Services public recycling site to improve the free flow of traffic
18	Main Street, Gifford at and opp The Square car park	Introduce waiting restrictions to improve sightlines due to indiscriminate parking and to assist public service vehicles turning
19	Ware Road, Dirleton	Extend existing waiting restrictions southwards
20	Carberry Grove, Musselburgh	Introduce waiting restrictions in turning head
21	Haddington Road / Ormiston Avenue, Tranent	Introduce waiting restrictions to improve sightlines due to indiscriminate parking

Appendix B**Speed Limits**

No.	location	Description
1	A198 at Lyars Road, Longniddry	Extend existing 40mph speed limit to include section of A198
2	A198 at Harelaw Stables, Longniddry	Extend existing 40mph speed limit further east to include frontage of Harelaw Stables
3	A1087 West Barns to Belhaven	Reduce the existing 30mph speed limit to 20mph

Appendix C**Haddington Quiet Roads**

No.	location	Description
1	NCN 76 Haddington	Introduce 18 month Experimental 40mph speed limit from Brae Heads loan to Haddington East

Appendix D**Peffer Burn Lay-By**

No.	location	Description
1	B1345 Peffer Burn, Drem	Close lay-by to non-essential vehicles

Brief for Quiet Roads NCN 76 Haddington Experimental Traffic Regulation Order (ETRO) Application

14 August 2023

Keith Scott
Roads Officer | Road Services | Infrastructure | Partnerships & Community
Services | East Lothian Council
Contact email: kscott@eastlothian.gov.uk

We work for and with communities, helping them come to life
by walking, wheeling and cycling to create healthier places and
happier lives for everyone. www.sustrans.org.uk

Registered charity no. 326550 (England and Wales)
SC039263 (Scotland).



Category	Details
Author(s):	Graham Wilkinson (GW) Jingsi Li (JL)
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Reviewed by:	Graham Wilkinson (GW) Ross Morrison (RM)
Review date:	14/08/2023

Project Name:

Quiet Roads NCN 76 Haddington, East Lothian

Phase 2 NCN76 Haddington to Brae Heads Loan Quiet Roads

From: East Lothian Council and Sustrans

To: The Cabinet of East Lothian Council

This brief serves to seeking the approval of an Experimental Traffic Regulation Order (ETRO) for the "Quiet Roads NCN 76 Haddington" project, which is jointly proposed by the East Lothian Council and Sustrans.

- **Purpose and Objectives**

The purpose of this project is to provide safer and attractive links for all users on the section of National Cycle Network (NCN) 76 from Haddington to East Linton in East Lothian, Scotland. Phase 2 of the project includes the NCN 76 from Haddington to Brae Heads Loan via Haddington Golf Course as identified in orange hatch in Figure 1. The objective is to reduce traffic speeds by proposing 40 mph speed limit on-road and making all users in particular motorists aware of the share space on this section of road. The Whittingham Drive section which currently serves as the NCN76 route, as highlighted in light blue hatch in Figure 1, will also be subject to 30/40mph zone but will not be included as the share space route. Anticipated outcomes involve a rise in the number of non-motor users such as walking, cycling, and riding horses, making the area more liveable and sustainable.

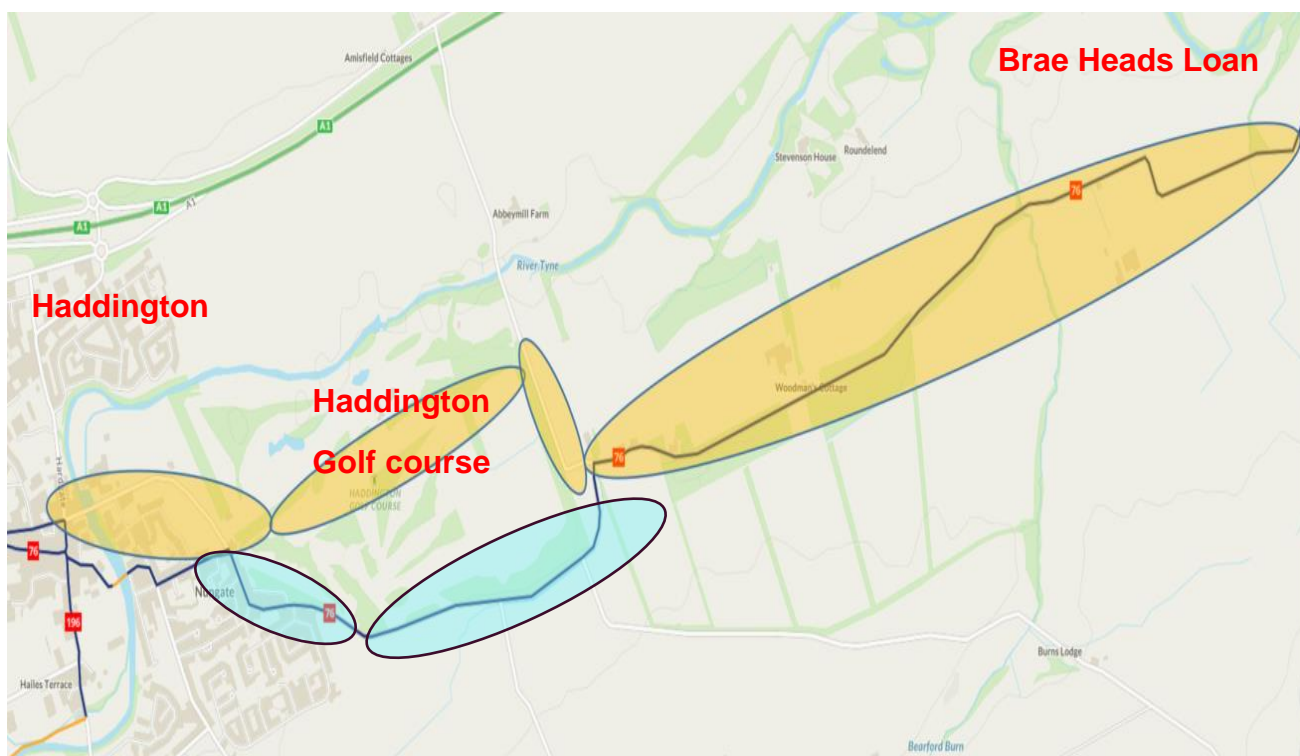


Figure 1 Proposed Project Area

- **Present Condition and Proposed Solution**

In order to understand current road usage conditions for all users and determine appropriate improving measures, Sustrans implemented surveys along the proposed route, as identified in Figure 2 over a 7-day period, for both non-motor vehicles (as marked by cyan circles) and motor vehicles (as marked by red circles) to identify existing traffic volumes and speeds.

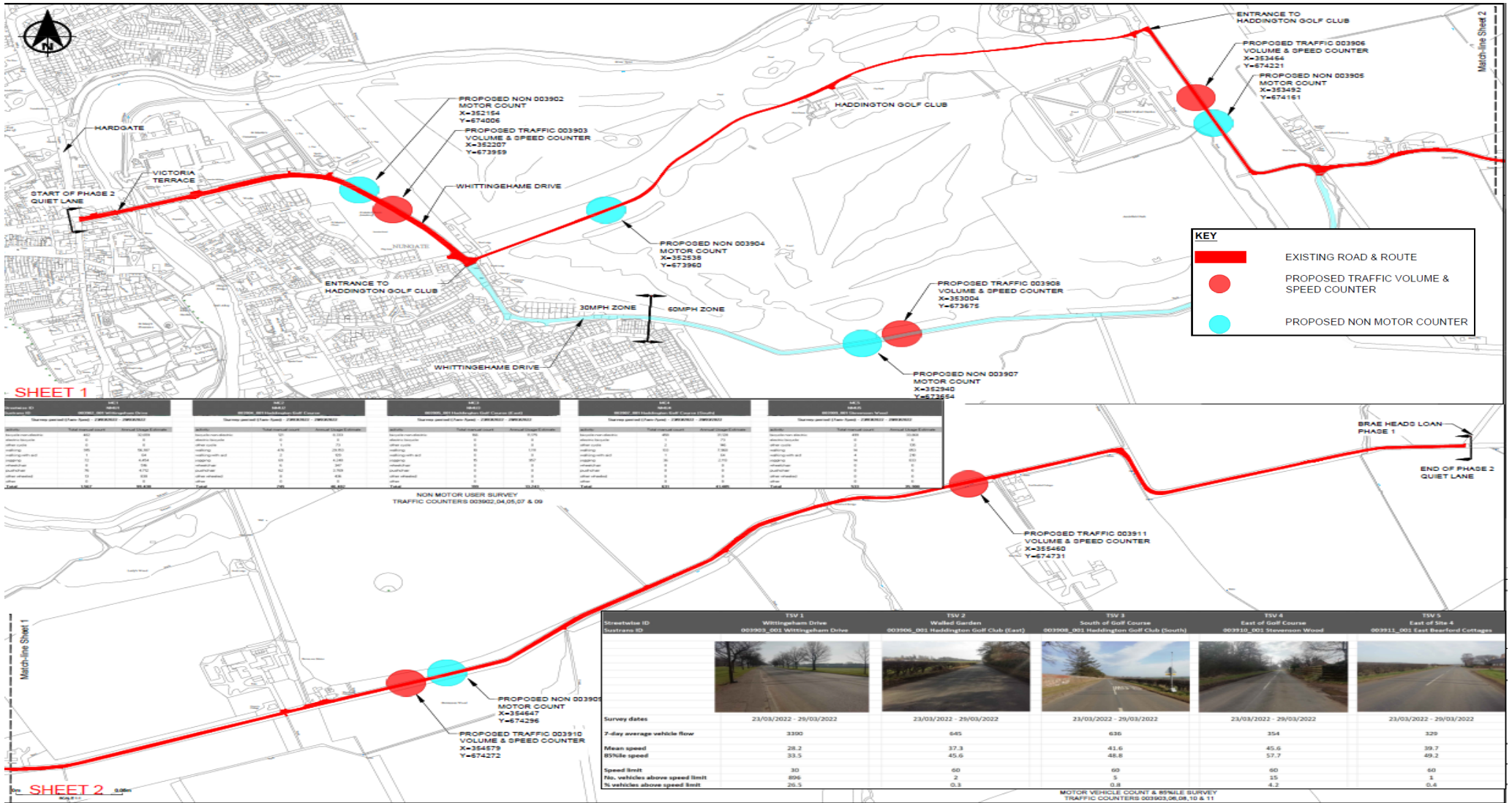


Figure 2 Proposed Traffic Survey Location

It is estimated that the annual usage of non-motorised modes across the surveyed locations varies between 13243 and 99630, predominantly walking and non-electric bicycle activities. As highlighted by the collected motorised traffic data, the 85th percentile vehicle speeds range from 45mph to 58mph (on national speed limit zones) with exception of monitoring counter at Whitingham Drive which is subject to 30mph zone¹.

Further to the study, Sustrans and East Lothian Council preferred quiet road measure is to provide speed limit and share space traffic signage as identified in Figure 3². The reason for this option is to boost safety and comfortableness for the active travel users, promote and encourage the use of non-motorised modes of transport.

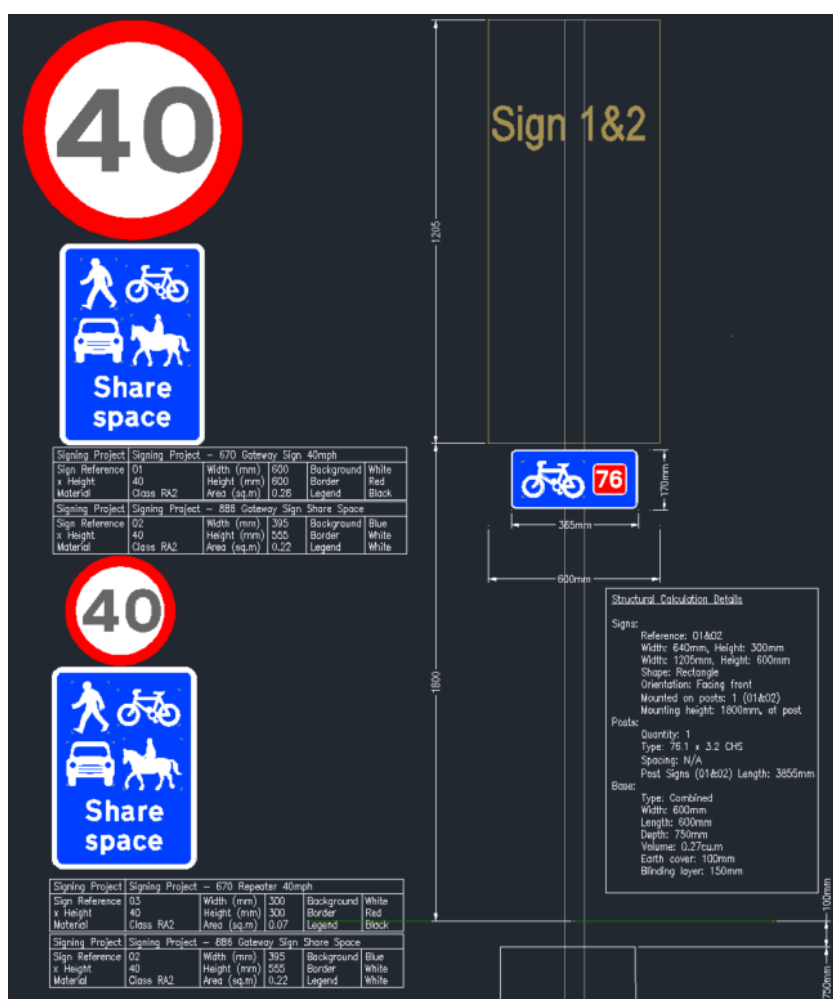


Figure 3 Proposed Speed Limit and Share Space Traffic Sign

¹ Detailed survey data and results can be referred to 'APPLICATION FOR AUTHORISATION OF NON-PRESCRIBED TRAFFIC SIGNS AND SPECIAL DIRECTIONS 2016'.

² Detailed design of gateway and repeater signs can be referred to 'APPLICATION FOR AUTHORISATION OF NON-PRESCRIBED TRAFFIC SIGNS AND SPECIAL DIRECTIONS 2016' and drawings 13598-HADD-F-GA-00-01-01 to 20, where this brief accorded with.

4 Brief for Quiet Roads NCN 76 Haddington Experimental Traffic Regulation Oder (ETRO) Application

The quiet road measure through Haddington golf course will include 1 set of speed cushions as shown in Figure 4 within existing access road within golf course and the extension of sealed path surface from Haddington golf course car park to the Amisfield Walled Garden.

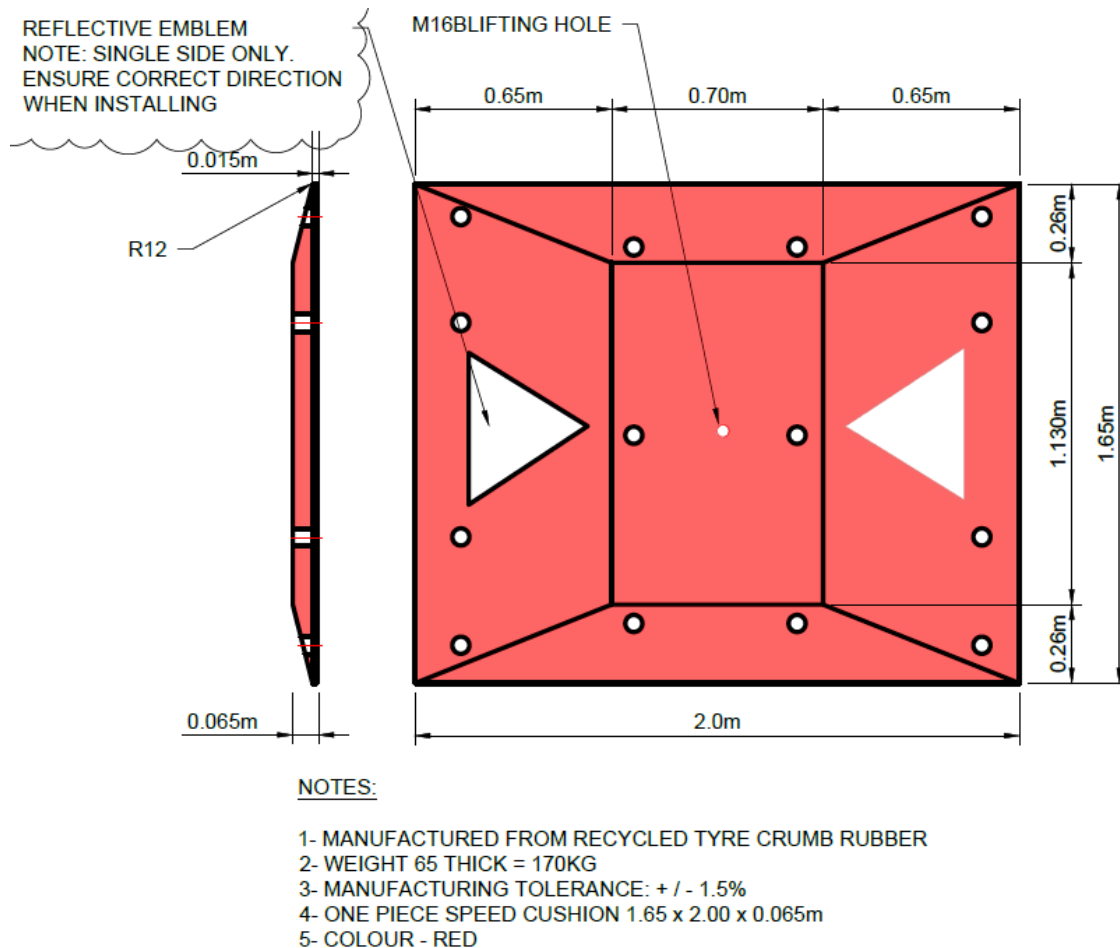


Figure 4 Proposed Traffic Speed Cushion

- **Future Work**

Once the ETRO is approved and implemented, there will be a period of 6 months in which any person may object to the ETRO becoming permanent, thereafter the ETRO will remain active for a maximum of 12 months, during which time, its effects will be carefully monitored. Additional traffic assessments will be carried out to determine if there is a decrease in traffic speeds and volume. Subsequently, East Lothian Council will consider whether to make the ETRO permanent.