

Transport and Environment Committee

10.00am, Thursday, 27 February 2020

40mph Speed Limit Review

Executive/routine	Executive
Wards	All
Council Commitments	16

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the data gathered to inform the 40mph Speed Limit Review;
 - 1.1.2 approves the commencement of the statutory processes for the Traffic Regulation Orders (TRO) necessary to reduce the speed limit from 40mph to 30mph at the locations identified within the report; and
 - 1.1.3 notes the locations where retaining the current 40mph speed limit is recommended.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager, Transport Networks

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575



40mph Speed Limit Review

2. Executive Summary

- 2.1 This report presents the locations recommended for a speed limit reduction from 40mph to 30mph, following an investigation into all roads with a 40mph speed limit in the Council's network to determine the potential for reduction to 30mph, as outlined in the Council's [Local Transport Strategy](#) (LTS) Policies Safe 5 and Safe 6.

3. Background

- 3.1 The Council's LTS contains several policies that set out its approach to setting appropriate speed limits on its road network.
- 3.2 Policy Safe 5 states that the Council will proceed with a programme of reducing speed limits on the urban road network that are currently 40mph to 30mph, combined with road markings and physical measures (eg pedestrian islands, cycle lanes) aimed at encouraging motorists to drive more slowly.
- 3.3 Policy Safe 6 states that on roads with no urban frontage, speed limits of 40mph or higher will generally be applied.
- 3.4 Following the recent completion of the rollout of the citywide 20mph network, a review has been undertaken of all 40mph roads within the City of Edinburgh Council's boundary to consider the potential to reduce their speed limits to 30mph.
- 3.5 The review also aims to further the Council's ambitions to create environments that encourage active travel and to provide a road network that is safe for all road users.

4. Main report

- 4.1 The Department for Transport's Circular 01/2013 Setting Local Speed Limits advises 'Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed'. In line with this, the 40mph Speed Limit Review has been founded upon a range of data criteria that have been collected and evaluated. A summary of the data gathered is presented in Appendix 1.
- 4.2 In analysing the collated data, which includes traffic speeds, collision history, the road's function and features and speed limit consistency along routes, it is recommended that the speed limits on the following roads are reduced from 40mph to 30mph:
- 4.2.1 Lanark Road;
 - 4.2.2 West Approach Road;
 - 4.2.3 Comiston Road;
 - 4.2.4 Biggar Road;
 - 4.2.5 Riccarton Mains Road;
 - 4.2.6 Calder Road;
 - 4.2.7 Wester Hailes Road;
 - 4.2.8 Glasgow Road – between Gogar roundabout and Drum Brae roundabout;
 - 4.2.9 Glasgow Road – between Newbridge roundabout and the east end of Ratho Station;
 - 4.2.10 Old Liston Road;
 - 4.2.11 Gogar Station Road;
 - 4.2.12 South Gyle Broadway;
 - 4.2.13 South Gyle Access;
 - 4.2.14 Queensferry Road;
 - 4.2.15 Hillhouse Road;
 - 4.2.16 Frogston Brae;
 - 4.2.17 Seafield Road East;
 - 4.2.18 Sir Harry Lauder Road;
 - 4.2.19 Milton Link;
 - 4.2.20 Milton Road;
 - 4.2.21 Milton Road East; and
 - 4.2.22 Hawes Brae.
- 4.3 It should also be noted that proposals are currently being progressed by other Council teams to reduce the existing 40mph speed limits on Lasswade Road and Burdiehouse Road to 30mph.
- 4.4 In addition, it is proposed to reduce the existing 40mph speed limit on Braid Hills Drive to 30mph, in conjunction with the introduction of cycling facilities, as part of an Active Travel project.

- 4.5 Appendix 2 outlines the locations where a speed limit reduction is proposed and provides the criterion met by each road to justify introducing a 30mph speed limit. Locations where it is proposed to retain the current 40mph speed limits are listed in Appendix 3.
- 4.6 The Road Safety team is responsible for the ongoing review of the Council's posted speed limits. Locations not recommended for a reduction to 30mph as part of this review may be considered again in the future, in response to changing local environments.
- 4.7 Subject to the approval of the recommendations within this report, it is proposed that the reductions in speed limit will initially be implemented using signage and road markings. The average speed data recorded indicates that self-compliance is attainable, without the need for further speed reducing measures, which supports utilising this cost-effective method.
- 4.8 Ongoing changes to road layouts, designed in accordance with the Edinburgh Street Design Guidance and implemented under the Council's Transport Capital Investment Programme, should also support lower traffic speeds throughout the city's road network.
- 4.9 To monitor the effectiveness of the reduced speed limits, traffic surveys will be undertaken approximately nine months after the new limits are introduced. Should a traffic survey record average speeds that indicate an unacceptable level of non-compliance, a site study will be carried out to determine the suitability of further speed reduction measures including, but not limited to, mobile vehicle activated signs and physical calming measures.
- 4.10 Additionally, traffic survey reports recording an average speed above normal tolerance will be shared with Police Scotland to allow for targeted enforcement, when resources allow. This mirrors the current practice of the Road Safety team upon reviewing traffic survey results.
- 4.11 Having liaised with Police Scotland about the proposed speed limit reductions, the following statement of support has been provided:
- 'Police Scotland is supportive of improved road safety across the city and continues to work in partnership with the Council to achieve this. Police Scotland have been informed of the proposed speed limit reductions and are in support of the implementation and monitoring process outlined, and will continue to enforce speed limits across the city's road network.'*
- 4.12 Any significant changes to the collision profiles of both the locations identified for a speed limit reduction and those retaining a 40mph speed limit will be reviewed, as part of the Road Safety team's regular collision investigation reviews.

5. Next Steps

- 5.1 Subject to the approval of the recommendations within this report, the next step of the review is to progress the statutory processes for the TRO necessary to reduce the speed limit from 40mph to 30mph at the locations identified. It is anticipated that these processes will be completed within 12-18 months, however delays can occur should objections to the proposed speed limit reductions be received.

6. Financial impact

- 6.1 Traffic surveys were undertaken at regular intervals on each 40mph road to ensure accurate speed and volume data was recorded. In total, 109 14-day traffic surveys were undertaken, at a cost of £16,350.
- 6.2 The costs of advertising and promoting the TRO necessary to reduce the speed limits on the roads identified are estimated at £6,500.
- 6.3 The estimated cost of the required design and construction work, including the installation of new signage and road markings, is estimated at £50,000.
- 6.4 It is not possible to quantify costs for any additional speed reducing measures that might be required to address issues of non-compliance with the reduced speed limits.
- 6.5 All costs associated with the review have been/will be met from the allocation set aside for Road Safety within Transport's Capital Investment Programme.

7. Stakeholder/Community Impact

- 7.1 The statutory processes for the necessary TRO include notifying statutory consultees and advertising the proposed changes to allow those potentially affected to comment or object formally.

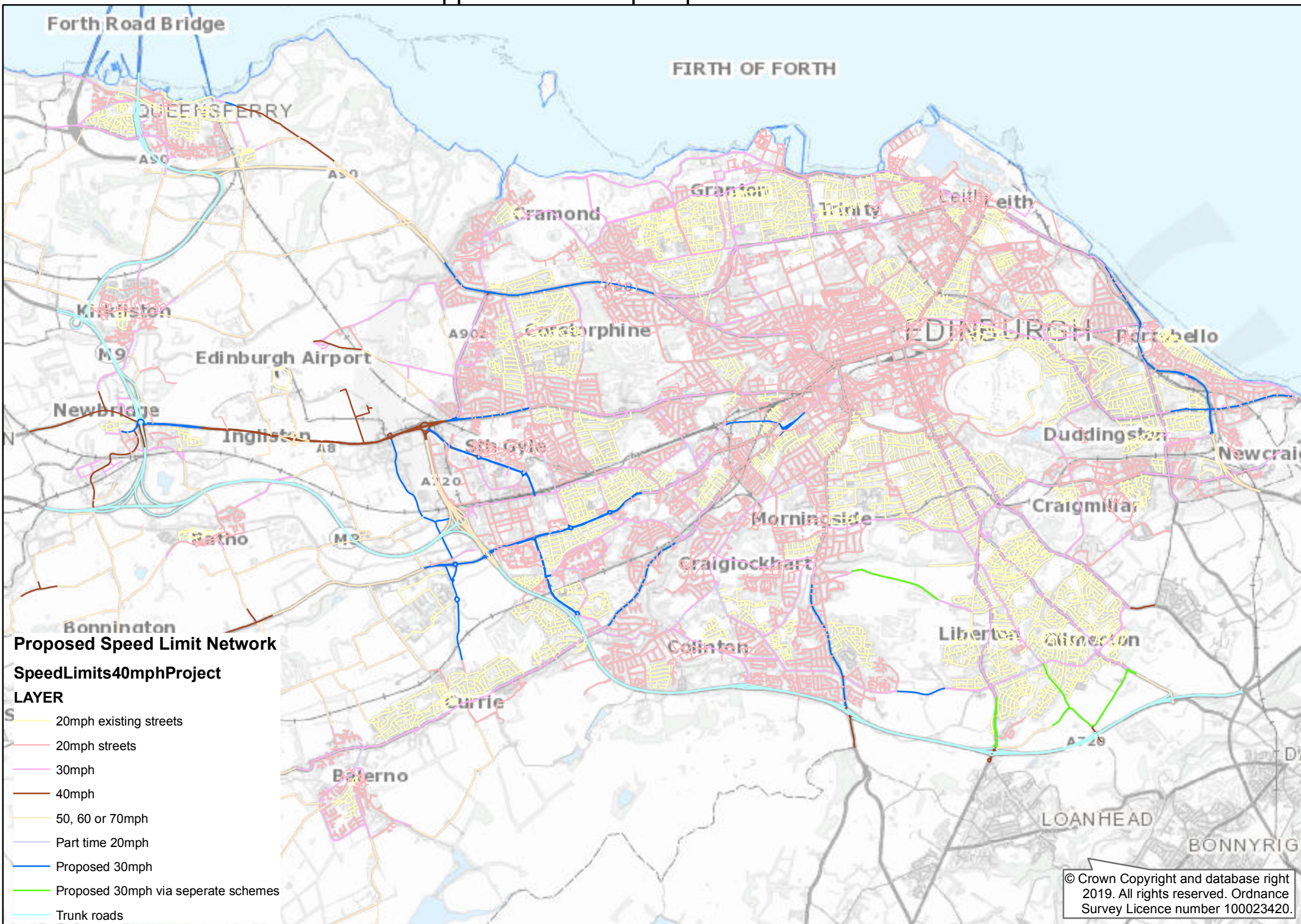
8. Background reading/external references

- 8.1 [Business Bulletin](#), May 2018 - Update on Local Transport Strategy Speed Limit Policies Safe 5 and Safe 6
- 8.2 [Business Bulletin](#), October 2019 - Update on Local Transport Strategy Speed Limit Policies Safe 5 and Safe 6
- 8.3 [Local Transport Strategy](#)
- 8.4 [Department for Transport Circular 01/2013 Setting Local Speed Limits](#)

9. Appendices

- 9.1 Appendix 1 – Map of Proposed Speed Limit Network
- 9.2 Appendix 2 – 40mph Speed Limit Review Data Collection
- 9.3 Appendix 3 – Locations Proposed for Speed Limit Reduction to 30mph
- 9.4 Appendix 4 – Locations to Retain a 40mph Speed Limit

Appendix 1 - 40mph Speed Limit Review



Appendix 2

40mph Speed Limit Review Data Collection

Road Class	Road No.	Site	Length (km)	Dual	Traffic Data			Collision Data (3 years)				Road Type (Urban/Rural/Function)	VRU (class 1)	Traffic Type (VRU%age)	Trip Ends	P - partial				Locality	Ward
					Mean Speed	85th %ile	AADT	All	KSI	Annual Av.	Rate (per 100mil vkm)					Street Lighting	Footpaths	Bus Route / Stops	Cycling Facilities		
A 70		Lanark Road	2		35.4	39.6	1717	6	0	2	160	Urban - Strategic	93	5	3	Y	Y	Y	N	South West	Fountainbridge / Craiglockhart & Colinton / Fairmilehead
		West Approach Road (between Westfield and lane split)	1.044		38.6	43.3	2480	0	0	0	0	Urban - Strategic	146	6	0	Y	N	N	N	South West	Sighthill / Gorgie
		West Approach Road (from Dundee Street to Fountainpark)	0.75		33.8	39.5	2163	1	1	0.33333	56	Urban - Strategic	115	5	1	Y	N	Y	N	South West	Sighthill / Gorgie
A 702		Comiston Road	1.711		30.9	35.9	2212	9	2	3	217	Urban - Strategic	197	9	4	Y	Y	Y	P	South East / West	Morningside & Colinton / Fairmilehead
A 702		Biggar Road	0.54		32.5	37.6	3119	5	0	1.66667	271	Urban - Strategic	186	6	2	Y	Y	Y	N	South West	Colinton / Fairmilehead
		Riccarton Mains Road	2.017		36	41.5	1190	2	1	0.66667	76	Rural - Secondary	86	7	2	P	Y	Y	N	South West	Pentland Hills
A 71		Calder Road (west of City Bypass)	1.266		43.1	49.3	3089	11	0	3.66667	257	Rural - Strategic	177	6	1	Y	P	Y	N	South West	Pentland Hills
A 71		Calder Road (east of City Bypass)	2.834	E	38.3	43.9	2467	23	3	7.66667	157	Urban - Strategic	112	5	2	Y	P	Y	N	South West	Sighthill / Gorgie
			W	38.2	43.6	2251															
			N	37	41.8	1061															
B 701		Wester Hailes Road	2	S	34.4	40.3	1184	5	0	1.66667	102	Urban - Secondary	57	5	1	Y	P	Y	P	South West	Pentland Hills & Sighthill / Gorgie
		Clifton Road at West Clifton	0.575		35.8	43.9	211	0	0	0	0	Rural - Local	28	13	1	N	N	N	N	South West	Pentland Hills
B 7030		Cliftonhall Road	2.044		35.3	40.9	1132	6	0	2	237	Service - Secondary	62	5	2	Y	Y	N	N	North West	Almond
B 924		Hawes Brae / B924	2.157		38.3	44.9	587	1	0	0.33333	72	Rural - Secondary	95	16	0	N	Y	N	N	North West	Almond
B 7030		Old Liston Road	0.304		26.7	32.9	484	1	0	0.33333	621	Service - Secondary	38	8	2	Y	Y	Y	N	North West	Almond
		Gogar Station Road	2.908		34	39.2	496	0	0	0	0	Rural - Local	87	18	3	N	Y	N	Y	North West	Almond
A 89		Edinburgh Road / B800	2.063		36.5	49.1	2389	3	1	1	56	Rural - Strategic	161	7	1	Y	Y	Y	N	North West	Almond
A 8		Glasgow Road (between Newbridge and Ratho Station)	1.036	E	39.8	45.2	3440	2	0	2	76	Rural - Strategic	93	4	3	Y	Y	Y	Y	North West	Almond
			W	40.6	47.5	3565															
			E	44.5	50.8	3127															
A 8		Glasgow Road (between Ratho Station and Gogar roundabouts)	3.944	W	44.6	51.4	3115	12	0	4	45	Rural - Strategic	94	3	2	Y	Y	Y	N	North West	Almond
A 8		Glasgow Road (between Gogar roundabout and Drum Brae)	1.445	E	32.4	37.8	2506	25	1	8.33333	304	Urban - Strategic	110	4	2	Y	Y	Y	N	North West	Drum Brae / Gyle
			W	34.3	39.2	2695															
			E	32.1	39.6	1291															
		South Gyle Broadway (between Gogar roundabout and Gogarloch Road)	1.008	W	34.5	43.1	1270	2	0	0.66667	71	Urban - Secondary	48	4	2	Y	Y	Y	P	North West	Drum Brae / Gyle
		South Gyle Broadway / Access (south of Gogarloch Road)	1.242	E	35.3	40.4	1009	6	0	2	215	Urban - Secondary	61	6	4	Y	Y	Y	P	North West	Drum Brae / Gyle
			W	35.7	41	1043															
		Turnhouse Road	0.745		33.7	41.1	235	0	0	0	0	Rural - Local	33	14	1	Y	Y	Y	N	North West	Drum Brae / Gyle
A 90		Queensferry Road	2.922		38.5	44.2	5575	28	5	9.33333	157	Urban - Strategic	296	5	3	Y	Y	Y	N	North West	Almond
A 90		Hillhouse Road	0.85	E	37.6	42.3	2685	8	0	2.66667	157	Urban - Strategic	135	5	2	Y	Y	Y	N	North West	Inverleith
			W	36.2	41.2	2804															
A 199		Seafield Road East	1.169		36	42	2953	7	2	2.33333	185	Urban - Strategic	137	5	2	Y	Y	N	N	North East	Craigmillar / Duddingston
A 199		Sir Harry Lauder Road (north of Baileyfield Road)	0.689		32.6	38.5	4136	6	2	2	192	Service - Strategic	159	4	2	Y	Y	Y	N	North East	Portobello / Craigmillar
A 199		Sir Harry Lauder Road (south of Baileyfield Road)	1.589		35.9	41.7	3278	10	3	3.33333	175	Service - Strategic	97	3	1	Y	N	N	N	North East	Portobello / Craigmillar
A 1		Milton Road / East	2.173		30.8	36	1662	4	0	1.33333	101	Urban - Strategic	183	11	4	Y	Y	Y	N	North East	Portobello / Craigmillar
A 1		Milton Link	0.426	N	36.3	43.6	2442	8	1	2.66667	364	Urban - Strategic	80	3	0	Y	N	Y	N	North East	Portobello / Craigmillar
			S	40.3	46.4	2274															
A 7		Old Dalkeith Road	0.442		32.6	37.3	2865	1	0	0.33333	72	Rural - Secondary	169	6	0	Y	Y	Y	N	South East	Liberton / Gilmerton
B 701		Frogston Road (East, Brae and West)	0.854		38.7	43.8	1101	0	0	0	0	Rural - Secondary	99	9	1	Y	Y	Y	N	South East	Liberton / Gilmerton
		Braid Hills Drive	1.605		39.3	44.5	812	3	1	1	210	Urban - Secondary	79	10	1	N	Y	N	N	South East	Morningside & Liberton / Gilmerton

Appendix 3

Locations Proposed for Speed Limit Reduction to 30mph

Location	Factors Supporting the Proposed Reduction			
	Trip Ends	Bus Route	Cycling Facilities	Network Consistency
Lanark Road	X	X		
West Approach Road	X	X		X
Comiston Road	X	X	X	
Biggar Road	X	X		
Riccarton Mains Road	X	X		X
Calder Road	X	X		X
Wester Hailes Road	X	X	X	
Old Liston	X	X		X
Gogar Station Road	X		X	X
Glasgow Road (Ratho Station)	X	X		
Glasgow Road (between Gogar and Drum Brae roundabouts)	X	X		
South Gyle Broadway	X	X		
South Gyle Access	X	X		
Queensferry Road	X	X		
Hillhouse Road	X	X		
Seafield Road East	X			
Sir Harry Lauder Road	X	X		X
Milton Road / Milton Road East	X	X		
Milton Link	X	X		X
Frogston Brae	X	X		X
Hawes Brae	X			X

Appendix 4

Locations to Retain a 40mph Speed Limit

Location
Clifton Road
Clifton Hall Road
B924 (except Hawes Brae)
Edinburgh Road
Glasgow Road (between Ratho Station at Gogar Roundabout)
Turnhouse Road
Braid Hills Drive
Old Dalkeith Road