

Transport and Environment Committee

10:00 am, Tuesday, 28 October 2014

Objections to Proposed Reduction of Speed Limit – Freelands Road

Item number	8.11
Report number	
Executive/routine	
Wards	2 – Pentlands

Executive summary

The purpose of this report is to seek approval for the implementation of a proposed Traffic Regulation Order (TRO) to reduce the speed limit to 30 mph on a section of Freelands Road. This aims to improve road safety for all users, particularly pedestrians and cyclists on this semi rural road. This report considers the objections received during the public consultation of the Traffic Regulation Order TRO13/40 and makes recommendations on the future of the proposals.

Links

Coalition pledges	
Council outcomes	CO21
Single Outcome Agreement	SO4

Objections to Proposed Reduction of Speed Limit – Freelands Road

Recommendations

- 1.1 It is recommended that the Transport and Environment committee sets aside the remaining objection and agrees to implement the Traffic Regulation Order, as set out in the report.

Background

- 2.1 Representation was made from a local Councillor to Services for Communities regarding safety concerns arising from vehicles travelling at excessive speed on Freelands Road from the new housing development 'The Moorings' and the railway bridge to the east. Following assessment by the South West Neighbourhood Roads Team proposals were drawn up to introduce a 30 mph limit to the section.
- 2.2 The purpose of the TRO is to facilitate safe travel for vehicles, cyclists and pedestrians by reducing vehicular speed to 30 mph through a section of Freelands Road with intermittent housing and no pedestrian footways.

Main report

- 3.1 The local Community Council raised concerns with a local Councillor who passed the matter to the South West Neighbourhood Roads Team. The Roads Team assessed the section of carriageway and proposals were drawn up to reduce the speed of the section of Freelands Road from the existing national speed limit of 60 mph to 30 mph. These proposals, set out in Appendix One, were made in light of the increased volume of traffic using the road in connection with the new housing development 'The Moorings'.
- 3.2 Four speed surveys over a 12 day period were carried out as part of the assessment and these found that vehicles were exceeding the existing speed limit.
- 3.3 Two objections were received to the proposed restrictions. The first of these believed that the section of carriageway should be divided with one section having a 30 mph limit and the other a higher limit. They went on to question how rigorously the limit would be enforced and suggested that drivers obeying the law would be harassed by impatient drivers, causing additional danger. The second objector felt a 30 mph limit was excessively low for a rural road and that drivers would be confused by inconsistent speed limits on non-urban roads.

They added that they felt a 30 mph limit would incentivise planning applications for new homes to be built along the length of the section.

- 3.4 The South West Neighbourhood Roads Team wrote to both objectors detailing the reasons behind the proposed introduction of the TRO due to the increased traffic volume using the road in connection with the new housing development. These included the desire to ensure the safety for vulnerable road users, the limited width of the existing road, absence of pedestrian footways and uneven topography on this section of carriageway, resulting in restricted visibility for drivers. Following this explanation the first objection was removed.
- 3.5 It is not considered that the remaining objection to the proposed 30 mph speed limit is sufficient to ignore the safety implication of allowing traffic to travel at speeds greater than 30 mph on Freelands Road.

Measures of success

- 4.1 Reduction in likelihood of accidents, due to lower vehicular speed.
- 4.2 Reduction in complaints from the public.

Financial impact

- 5.1 Financial implications include the cost of making the order and installing the signage at the locations. It is anticipated to be in the region of £900.00.
- 5.2 This cost can be met from within existing 2014/15 South West Neighbourhood revenue budget.

Risk, policy, compliance and governance impact

- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

Equalities impact

- 7.1 Consideration has been given to the three Public Sector Equality Duty (PSED) general duties. There is no direct positive or negative impact on these duties arising from this report.
- 7.2 The proposals aim to enhance safety for road users and pedestrians and as such the contents of report enhance the right to physical security by improving the right to a safe environment.

Sustainability impact

- 8.1 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below.
- The proposals in this report are not expected to impact negatively on the reduction of carbon emissions;
 - The proposals in this report are not expected to impact negatively on the city's resilience to climate change impacts; and

- The proposals in this report are not expected to impact negatively on social justice, economic wellbeing or the city’s environmental good stewardship.

Consultation and engagement

- 9.1 Requests were made by local residents via the local Community Council and elected member.
- 9.2 The Traffic Regulation Order (TRO13/40) was formally advertised from 14 March 2014 to 4 April 2014. During this period two objections to the proposals were received.
- 9.3 Community Council, local Councillors and emergency services have also been consulted. No objections were received.

Background reading/external references

None.

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Links

Coalition pledges

Council outcomes CO21 – Safe – Residents, visitors and businesses feel that Edinburgh is a safe city

Single Outcome Agreement SO4 – Edinburgh’s communities are safer and have improved physical and social fabric

Appendices Appendix One – TRO/13/40 final proposed plan

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