

Transport and Environment Committee

10:00am, Tuesday, 7 June 2016

Objection to Traffic Regulation Order TRO/14/64 Braid Hills Drive - Proposed Speed Limit Reduction 50mph to 40mph

Item number	8.6
Report number	
Executive/routine	Routine
Wards	10 - Meadows/Morningside

Executive Summary

The purpose of this report is to acknowledge and set aside an objection to the proposed Traffic Regulation Order to reduce the speed limit on Braid Hills Drive from 50mph to 40mph.

Links

Coalition Pledges	P44
Council Priorities	CP4 , CP9
Single Outcome Agreement	SO4

Objection to Traffic Regulation Order TRO/14/64 Braid Hills Drive - Proposed Speed Limit Reduction 50mph to 40mph

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the responses received to the advertised Traffic Regulation Order; and
 - 1.1.2 sets aside the one objection received and gives approval to make the Traffic Regulation Order as advertised.

2. Background

- 2.1 Historically, representations have been made from local residents to reduce the speed limit on Braid Hills Drive from 50mph to 40mph.
- 2.2 This route has been investigated in the past to determine if a reduction in the speed limit was required. The results of this investigation showed that any attempt to reduce the speed limit would also require engineering measures to physically change the characteristics of the route.
- 2.3 Funds have been identified to introduce cycling facilities on the route.
- 2.4 The current road layout consists of one lane in each direction separated by a large central hatched area. This area will be removed, bringing the two traffic lanes closer together and creating wide soft segregated cycle lanes along both sides of the route.
- 2.5 Soft segregation provides an intermittent barrier between cyclists and vehicles, which can help protect cyclists from encroachment by moving vehicles or from illegal parking/loading. Such separation can significantly improve cyclists' feeling of safety and security. It uses measures such as intermittent raised rubber dividers to create the separation, but still allows cyclists to manoeuvre between the cycle lane and carriageway, where required, and provides gaps for people in wheelchairs or with buggies to easily cross the road.
- 2.6 It is considered that this change in character of the route is sufficient to justify the reduction of the current 50mph limit to 40mph.

3. Main report

- 3.1 A Traffic Regulation Order (TRO) is being promoted to reduce the speed limit on Braid Hills Drive from 50mph to 40mph. A plan of the route is attached in Appendix 1.
- 3.2 The draft TRO was advertised in January 2016. In accordance with applicable legislation, notices were erected on-street, adverts were placed in the local press and copies of all the relevant documents were made available for viewing at the reception in the City Chambers.
- 3.3 In addition to the legislative requirements set out in paragraph 3.2 above, electronic copies of all the relevant documents were made available on the Council's website and on the Scottish Government's public information gateway, tellmescotland.gov.uk.
- 3.4 At the end of the formal consultation period, six responses had been received, five of which supported the proposal, including Police Scotland - see Appendix 2.
- 3.5 One objection was received from a commuter who uses the route to travel to and from work and could not see why it was necessary to reduce the speed limit. This driver considered that Braid Hills Drive was a wide, fairly straight road with good visibility and little housing, making it safe to drive at speed. They did acknowledge that horses use the road, however they felt that there was time to slow down and room to pass. The objector gave a list of reasons why they considered a higher speed to be acceptable such as the road width, the width of the north pavement, the lack of a pavement on the south side, the lack of pedestrians and the lack of junctions on the route.
- 3.6 In response to the objection, an analysis of the collision history showed there have been five crashes on the route in the latest available five years (up to July 2015), all single vehicle crashes where speed was a factor. In addition the central hatching will be removed and cycle facilities will be introduced along with the reduced speed limit. It is considered that this change in the character of the route is sufficient to justify the reduction in the speed limit. Residents in the 30mph sections, at either end of the road, felt that a reduction in the speed limit over this middle section will aid compliance with the 30mph limit at each end. There are paths which exit onto Braid Hills Drive where walkers cross and a reduction in the speed limit will make crossing the road safer. A reduced speed limit will encourage walking and cycling.

4. Measures of success

- 4.1 Success will be measured through:
 - 4.1.1 Reduction in vehicle speeds.
 - 4.1.2 Reduction in risk to cyclists.
 - 4.1.3 Reduction in crashes causing injury.

5. Financial impact

- 5.1 The administrative cost of reducing the existing speed limit is estimated to be around £2,000 and will be met by the Road Safety Capital Budget 2016/2017.
- 5.2 The engineering works to change the layout of the route will be met by the Cycle Team. The existing central hatching will be burnt off and a new centreline will be painted. Soft segregated cycle lanes will be installed on each carriageway. Due to the condition of the road surface around 60% of the cycle lane will need to be resurfaced. As a result the total cost of the cycle lanes is estimated at £160,000. A bid has been made to Sustrans for match funding, therefore £80,000 is required for the project which will be met from the Cycling Capital Budget in 2016/17.

6. Risk, policy, compliance and governance impact

- 6.1 The Road Safety Plan for Edinburgh to 2020 supports the introduction of lowered speed limits to reduce the number of casualties on Edinburgh's roads.
- 6.2 The recommendations in the report are expected to assist in the delivery of the Council's Active Travel Action Plan (2010-2020) and to make progress towards achieving the targets it contains. They are also complementary to a number of other Council policies, including the Transport 2030 Vision, the Sustainable Travel Plan and the Open Space Strategy.

7. Equalities impact

- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and there is no infringement of rights or impact on duties under this Act. No negative impacts are anticipated and it is expected that the reduction in the speed limit should improve conditions for vulnerable road users.

8. 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 have been considered.
- 8.2 The proposals in this report will reduce carbon emissions because the reduction in the speed limit will reduce traffic speeds and encourage walking, and the provision of segregated cycle lanes will encourage cycling.
- 8.3 The need to build resilience to climate change impacts is not relevant to the proposals in this report because the outcome is for a reduction in the speed limit only.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh because the proposals include the introduction of cycle facilities, which should encourage cycling leading to the associated cycling health benefits.

9. Consultation and engagement

- 9.1 In accordance with the applicable legislation, this TRO was advertised in the press and on-street by means of public notices, with letters also sent to statutory bodies representing persons likely to be affected by the proposals. Those letters were sent, among others, to the local Community Council, emergency services, as well as to all local ward Councillors. Details have also been made available on the Council and Scottish Government websites.

10. Background reading/external references

- 10.1 None.

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11. Links

Coalition Pledges	P44 Prioritise keeping our streets clean and attractive.
Council Priorities	CP4 -Safe and empowered communities. CP9 - An attractive city.
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	Appendix 1 - Location plan Appendix 2 - TRO14/64 Braid Hills Drive Consultation Summary

Appendix 2 - TRO/14/64 Braid Hills Drive Consultation Summary

Summary	In Favour	Representation	Comments	Response
Police Scotland	Yes	No	Supports lowering of speed limit and hopes it assists the residents of Liberton Drive with regards to their complaints about speeding vehicles.	Its is considered that a reduction in the speed limit in this central section of the route will assist compliance with the 30mph speed limit at either end.
Resident and Co-chair Friends of the Braid Hills	Yes	No	Support lowering the speed limit - also asked for a pedestrian island at the Lang Linn Path entrance.	This location will be assessed for pedestrian facilities in accordance with the Council approved process. If pedestrian facilities are recommended this will be funded from the Road Safety Capital Budget.
Road User - walker/cyclist	Yes	No	Supports the reduced speed limit - traffic often exceeds the 50mph limit, currently hard to cross the road. When cycling you are pushed into the steeply cambered edge due to the wide central separation.	The current central hatched area will be removed and replaced with a centre line marking. Cycle lanes with soft segregation will be introduced on both the east bound and west bound carriageways. In addition large scale surfacing (approximately 60%) will be undertaken to ensure the lanes are satisfactory for cycling.
Commuter - car driver	No	Yes	Objects to the proposal as Braid Hills Drive provides a fast relatively quiet route across the city. Can't see the need to reduce the speed limit as: the road is wide, the width allows for a permanent marked buffer in the middle, the south side has no pavement hence no pedestrians, the south side is mainly fenced off and therefore no pedestrians crossing, the width of the road allows for driving out from the footpath, pavement on the north is unusually wide, and there are few exits off the road. Acknowledges that on one part you occasionally see horses, but feels visibility is good enough so you can slow down and pass them safely.	Representations have been made from local residents to reduce the speed limit on Braid Hills Drive from 50mph to 40mph. The reduction in the speed limit is in line with the Council's Local Transport Strategy to reduce urban speed limits, to reduce the severity of collisions, and to encourage walking and cycling. Cycle facilities will be introduced on the route along with the reduced speed limit. The current road layout consists of one lane in each direction separated by a large central hatched area. This area will be removed, bringing the two traffic lanes closer together and creating wide cycle lanes along both kerblines. It is felt that this change in the character of the route is sufficient to justify the reduction of the current 50mph limit to 40mph.
Resident	Yes	No	Resident and frequent walker - supports the lower speed limit.	
Road User - cyclist	Yes	No	Supports lowering the speed limit as it would improve safety for cyclists and horse riders. Asked if scope for resurfacing, particularly at the edges of each carriageway. Also asked if scope for creating a shared use footway.	Cycle lanes with soft segregation will be introduced on both the east bound and west bound carriageways. In addition large scale surfacing (approximately 60%) will be undertaken to ensure the lanes are satisfactory for cycling.