

Transport and Environment Committee

10.00am, Thursday, 6 December 2018

A8 Cycleway Upgrade, Traffic Regulation Order

Item number	7.3
Report number	
Executive/routine	Executive
Wards	Almond
Council Commitments	16 , 17 , 18

Executive Summary

The Council, in partnership with Sustrans, is progressing a scheme to upgrade the A8 Cycleway, enhancing walking and cycling provision between Newbridge and South Gyle. This scheme supports walking and cycling policies detailed in the Council's Local Transport Strategy and Active Travel Action Plan.

To allow these improvements to be made, it is proposed to reduce the speed limit on the A8 between Ratho Station and Gogarburn Golf Club, from the national speed limit of 70mph to 40mph.

A report on the Traffic Regulation Order (TRO) required to reduce the speed limit was considered by the Transport and Environment Committee on 9 August 2018. The report detailed two objections and three expressions of support that had been received in response to advertising the TRO. The Committee decided to set aside the two objections to the TRO that were detailed in the report.

Unfortunately, due to an administrative oversight, details of three more objections that had been received were not included in the report. This report therefore details all five objections and the Council's responses.

A8 Cycleway Upgrade, Traffic Regulation Order

1 Recommendations

- 1.1 It is recommended that the Committee:
- 1.1.1 notes the three additional objections that were received in relation to the advertised Traffic Regulation Order and the Council's comments in response;
 - 1.1.2 confirms its previous decision to set aside the two objections detailed in the report on 9 August 2018; and
 - 1.1.3 sets aside the three additional objections and makes the Traffic Regulation Order as advertised.

2 Background

- 2.1 The Council, in partnership with Sustrans, is progressing a scheme to upgrade the A8 Cycleway, enhancing walking and cycling provision between Newbridge and South Gyle. This scheme supports walking and cycling policies detailed in the Council's Local Transport Strategy and Active Travel Action Plan.
- 2.2 The A8 Cycleway upgrade is being delivered on a section by section basis between Newbridge and South Gyle Park. A plan showing the location of each section is appended to this report as Appendix 1.

3 Main report

- 3.1 Phases 1 and 2 of the project were completed in summer 2016 and summer 2017. These involved widening and resurfacing the existing paths along the A8 between:
- 3.1.1 Lochend Road and Ratho Station;
 - 3.1.2 Middle Norton and the Norton House Hotel; and
 - 3.1.3 Hallyards Road and Ingliston Road.
- 3.2 Path widening, lighting upgrades and large scale drainage improvements were also carried out in South Gyle Park.
- 3.3 Phase 3 designs are now being progressed that include significant upgrades to the junctions on the A8 at Ingliston Road and Gogarstone Road. The entrance to the access road to Easter Norton Farm at Eastfield Road Roundabout will also be improved.

- 3.4 It is proposed to alter the layout of the junction at Ingliston Road and to introduce traffic signal control, including toucan pedestrian and cycle crossing facilities across both roads. This will allow alighting bus passengers, walkers, and cyclists to cross the A8 on the desire line and at grade, instead of having to use the grade separated junction 500m further east at Eastfield Road. The new junction will incorporate a facility to allow right turn manoeuvres into and out of Ingliston Road during large events at the Ingliston Showground. These manoeuvres will not be permitted at other times.
- 3.5 It is also proposed to alter the junction at Gogarstone Road to make it easier and safer for walkers and cyclists to cross. To do this, it is necessary to remove the acceleration and deceleration slip lanes at the junction. During consultation for this project, crossing Gogarstone Road safely on a bike was highlighted as a concern.
- 3.6 In addition, Phase 3 includes improvements to the existing paths running parallel to the A8 between Newbridge and South Gyle. It is proposed that improvements will be made to the running surfaces and that path widths will be increased to 3.0m along the length of this section, wherever possible.
- 3.7 Reducing the speed limit to 40mph is required to:
 - 3.7.1 allow signalisation of the junction of the A8 and Ingliston Road and the introduction of pedestrian and cycle crossing facilities; and
 - 3.7.2 allow the removal of the acceleration and deceleration lanes at the junction at Gogarstone Road.
- 3.8 Reducing the speed to 40mph will also:
 - 3.8.1 reduce the likelihood of a bus being rear ended while turning into a bus layby as well as making it safer for buses to re-join the main traffic flow;
 - 3.8.2 provide similar safety benefits at other lay-bys along the A8;
 - 3.8.3 provide a consistent speed limit along the whole length of the A8 between Newbridge and Gogar Roundabouts;
 - 3.8.4 provide a safer environment for pedestrians and cyclists attending events at the Ingliston Showground; and
 - 3.8.5 reduce the risk of collisions and make crossing movements safer at existing side road junctions and accesses.
- 3.9 During large events at the Ingliston Showground, the speed limit on this section of the A8 is temporarily reduced to 40mph to allow event traffic to cross the carriageway at Ingliston Road and the main show ground field accesses. A permanent reduction in the speed limit would negate the requirement for Temporary Traffic Regulation Orders to be promoted for this purpose throughout the year.
- 3.10 Outwith busy traffic periods, when traffic on the A8 is relatively free flowing, the difference in journey times between travelling along this section of the A8 at 70mph and at 40mph is approximately one minute.

- 3.11 A plan showing the section of road to be reduced to 40mph is appended to this report as Appendix 2.
- 3.12 The Traffic Regulation Order (TRO) to reduce the speed limit was advertised between 23 March and 17 April 2018. Eight representations were received. Five of these were objections, while three were expressions of support.
- 3.13 A report on the TRO was considered by the Transport and Environment Committee on 9 August 2018. The report detailed two of the objections and the three expressions of support. The Committee decided to set aside the two objections that were detailed in the report. Unfortunately, due to an administrative oversight, details of the three other objections that had been received were not included in the report.
- 3.14 These three objections and the Council's responses are appended to this report as Appendix 3. The main concern raised by the three objectors was a concern over perceived increases to journey times. The contents of two of these objections, and therefore the Council's responses, were identical.
- 3.15 This report recommends that the Committee sets aside these three objections and makes the Traffic Regulation Order as advertised.
- 3.16 It is regrettable that details of these three objections were not included in the previous report to the Committee on 9 August 2018 and administrative procedures have been amended to prevent such an oversight occurring in the future. In the last year the Council has processed 101 TROs, involving amendments to 386 locations, and this is the first time that objections have been omitted from a report to Committee in this manner.
- 3.17 The two objections previously reported to the Committee and the Council's responses are appended to this report as Appendix 4.
- 3.18 This report recommends that the Committee confirms its previous decision to set aside these two objections.

4 Measures of success

- 4.1 Should the Order be approved; the measures of success will be increased levels of cycling and walking along the A8 Cycleway and reduced risk of collisions.

5 Financial impact

- 5.1 The costs associated with the Traffic Regulation Order are estimated at £2,000.
- 5.2 The costs to implement the proposed Phase 3 improvements will be approximately £300,000. These costs will be met from the block funding allocation for Cycling Improvements within the Transport Capital Investment Programme, which is being supplemented by an external funding award from Sustrans and possible 3rd party investment.

6 Risk, policy, compliance and governance impact

- 6.1 There are not expected to be any risk, governance, compliance or regulatory implications arising from the proposals set out in this report.

7 Equalities impact

- 7.1 It is expected that the proposals set out in this report will advance equality of opportunity by improving Edinburgh's cycling infrastructure, and making it more attractive and accessible for less confident cyclists, including children.
- 7.2 There will also be positive impacts on rights to standard of living and health through improving the attractiveness of walking and cycling and promoting healthier forms of travel.

8 Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been considered.
- 8.2 The proposals set out in this report will reduce carbon emissions by contributing towards the core objectives of the Council's Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh.
- 8.3 The proposals set out in this report will increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking and cycling infrastructure.
- 8.4 The proposals in this report will help achieve a sustainable Edinburgh through the promotion of healthier forms of travel.

9 Consultation and engagement

- 9.1 Statutory consultation was undertaken as part of the Traffic Regulation Order process. The draft Order was advertised between 23 March and 17 April 2018.

10 Background reading/external references

- 10.1 Active Travel Action Plan
http://www.edinburgh.gov.uk/info/20037/policies_plans_and_strategies/341/transport_policy

Paul Lawrence

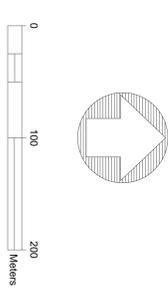
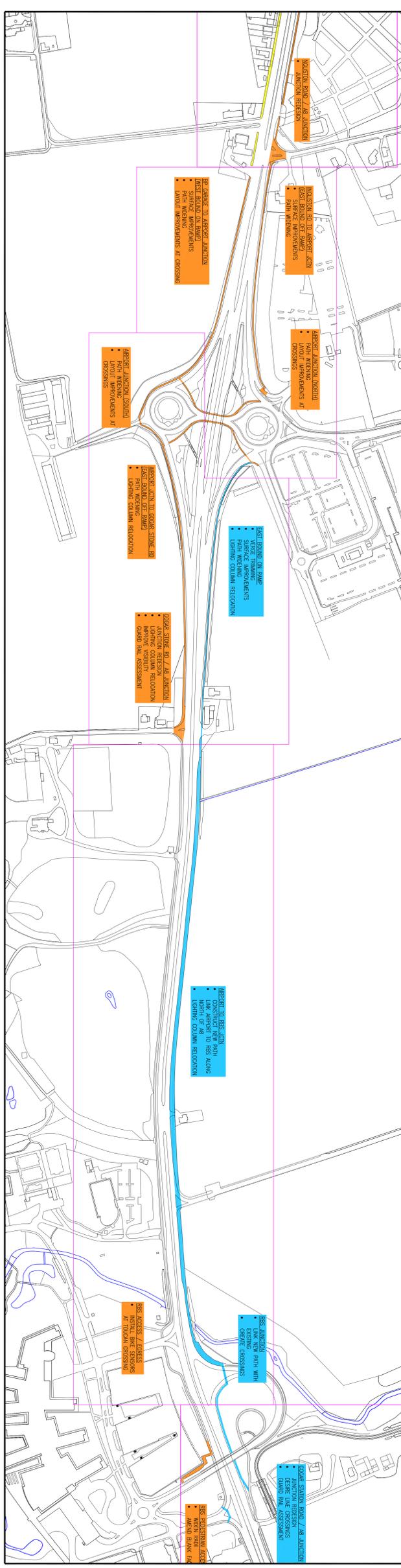
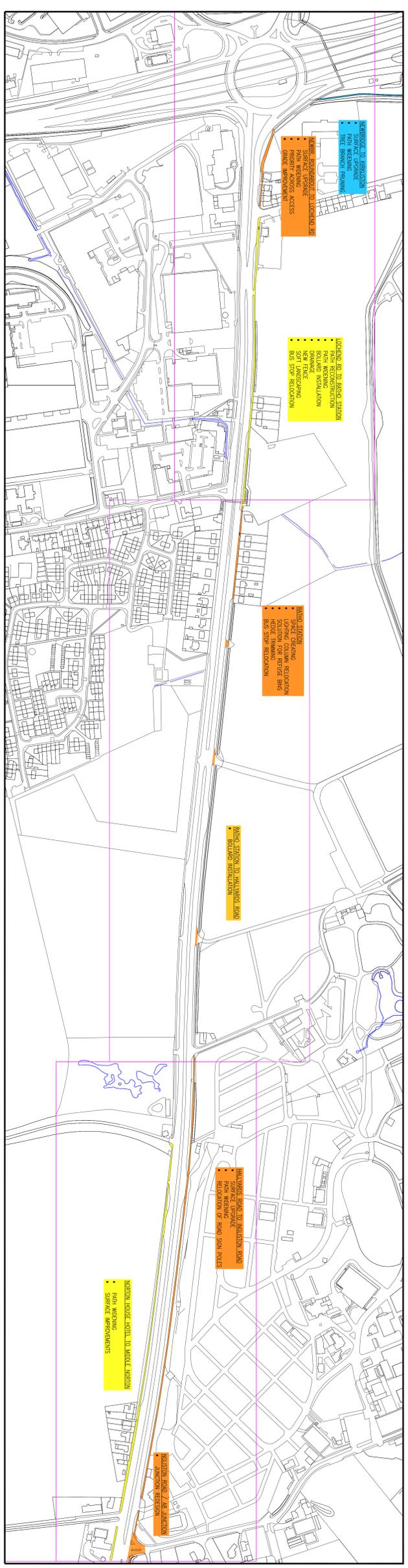
Executive Director of Place

Contact: Ewan Kennedy, Senior Manager, Transport Networks

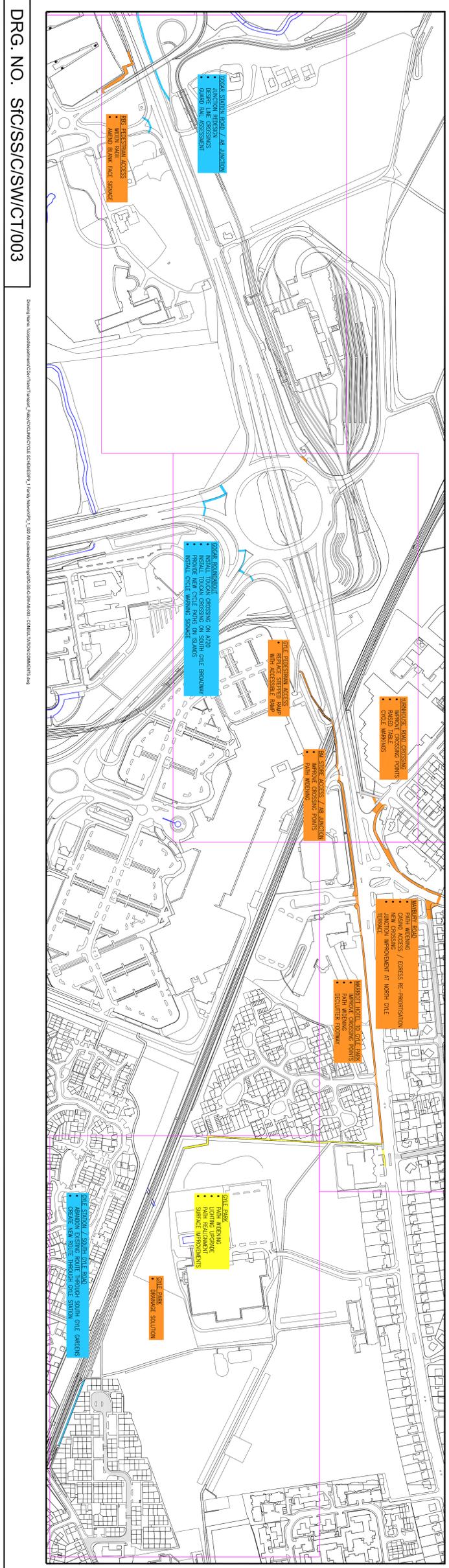
E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

11 Appendices

Appendix 1	Plan showing the sections of the A8 Cycleway Upgrade
Appendix 2	Plan showing the section of A8 to be reduced from the national speed limit of 70mph to 40mph
Appendix 3	Additional Objections and the Council's responses
Appendix 4	Objections and the Council's responses Reported Previously



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<p>EDINBURGH</p> <p>THE CITY OF EDINBURGH COUNCIL</p>		<p>SERVICES FOR COMMUNITIES</p> <p>TRANSPORT</p> <p>The City of Edinburgh Council</p> <p>Waverley Court, 4 East Market Street</p> <p>Edinburgh, EH8 8BG</p> <p>Telephone: 0131 200 2000</p>	
<p>STRATEGIC SERVICES</p> <p>FAMILY NETWORK ROUTE 9 CYCLE WAY</p> <p>A8 IMPROVEMENTS GYLE</p> <p>CONSULTATION FEEDBACK</p>		<p>TRAFFIC & ENGINEERING</p> <p>Transport Design & Delivery</p>	
REVISION	DETAILS	BY	DATE
		CHECKED	

Date: DEC 2015
 Scale: @ A0 = 1:2500
 Job No.
 Drawn by: BDM
 Checked by: CB

DRG. NO. SFC/SS/C/SW/A8/003

Bryan Mackie

From: [REDACTED]
Sent: 12 April 2018 19:03
To: Traffic Orders
Cc: Scott Douglas; [REDACTED]
Subject: TRO/17/90

OBJECTION to TRO/17/90 - A8 Glasgow Road, Edinburgh

I wish to add my name to the list of objectors against this TRO.

Having read the reasons for this TRO it beggars belief that no detail is given as to where the cyclist path will go and where the crossing will be placed. I had heard this would be at the BP Station. Is this the case?

I am a cyclist as I am a motorist and pedestrian and also a user of the 900 bus.

Why would you inconvenience the majority of road users for a few folks that desire to cross a road when there is a perfectly adequate method of crossing provided by the underpass at the Airport turn-off.

There exists already a perfectly adequate cycle-way on the south side of the A8. The north side stops at the airport but could easily be extended on the north side. This is what should be done. Personally I cycle on the road without any fear what-so-ever even with a 70mph speed limit. However, the total lack of road maintenance has reduced this road surface to near rubble. The money should be spent to maintain the roads for the majority of users.

Moreover, as the peak times for cyclists co-incides with the peak road traffic times you would be lucky to drive at 10 mph out of Edinburgh. This is the real deterrent to cycling out on the A8 and why the south side cycle path is necessary. Furthermore there is a very good alternate cycle-route that runs near parallel with the A8. This road provides a perfect (for CEC that is) surface for riding on, is quiet and actually quite scenic. I took to using this route instead as it a) presented more of a challenge and b) was very pleasant cycling indeed. It also connects directly to the Gyle – well almost. That last bit needs sorting out and then you have a great route into and out of Edinburgh.

In summary. Instead of the usual thinking of stuffing everybody along a single corridor as is the CEC way then widen thinking to look at better options – as above. And stop persecuting the road travelling motorist.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Date 5 September 2018

Your ref

Our ref TRO/17/90

Dear [REDACTED]

TRAFFIC REGULATION ORDER TRO/17/90 - A8 GLASGOW ROAD

I refer to your email of 12 April 2018 objecting to the above Traffic Regulation Order (TRO), under which it is proposed to reduce the speed limit on the 1.6 mile section of the A8 between Ratho Station and Gogarstone to 40mph.

The proposed crossing of the A8 forms part of a wider upgrade of the junction at Ingliston Road. This upgrade would include pedestrian/cycle crossings across both roads as well as facilities to allow vehicles to make the 'right in' 'right out' manoeuvre at Ingliston Road during large events at the show ground. Outwith these events, the junction would perform as it currently does but with the extra provision for crossing pedestrians and cyclists.

The A8 crossing would give bus passengers, walkers, and cyclists the opportunity to cross the A8 on the desire line and at grade instead of having to use the grade separated junction 500m further east at Eastfield Road. The crossing of Ingliston Road would provide walkers and cyclists with a controlled crossing to the airport and park and ride site.

These crossings, along with improvements at Gogarstone Road, would form the missing links for safe traffic free cycle and walking trips between Newbridge and Gogar Roundabout and would benefit less confident cyclists, who otherwise might not be prepared to choose active travel as a mode of transport.

Constructing a new cycleway on the north side of the carriageway could potentially happen as part of future development in the area, however it is beyond the scope of this project. The funding that would be used for this project is specifically identified for active travel improvements and cannot be used instead for general road maintenance. The Council has, however, committed to invest £100m in roads and pavements over a 5 year period.

Bryan Mackie, Transport Officer, (Active Travel), Road Safety and Active Travel
Place Development, G4, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 469 5678 activetravel@edinburgh.gov.uk

Due to existing congestion on the A8 corridor during peak traffic periods, we do not expect the proposed reduction in the speed limit to have any significant impact on journey times during these periods. At quieter times, when traffic flows more freely, we estimate that the proposal will add just over a minute to journeys.

I hope that this explains more clearly why the Council is proposing to reduce the speed limit on this section of the A8. If you wish to now withdraw your objection, can you please let me know by 21 September 2018. If I do not hear from you by this date I will assume that you wish to maintain your objection.

It is intended to report on all unresolved objections to the TRO to the Council's Transport & Environment Committee on 6 December 2018. The Committee will consider these objections and will then decide how to proceed. The report will be available to view on the Council's website approximately one week prior to the Committee meeting.

Following the Committee, I will contact all those who have maintained their objections to notify them of the Committee's decision.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Bryan Mackie', written in a cursive style.

Bryan Mackie
Transport Officer (Active Travel)



RECEIVED 17 APR 2018

For the attention of:
Traffic Orders
City Chambers
High St
Edinburgh EH1 1YJ

12/04/2018

REFERENCE TRO/17/90 – The City of Edinburgh Council (A8, Glasgow Road, Edinburgh) (40 mph Speed Limit) Order 201_

Dear Sir/Madam

The City of Edinburgh Council proposes to make an Order under the Road Traffic Regulation Act 1984 as amended to extend the 40mph speed limit on A8 Glasgow Road from a point 180 metres or thereby east of the extended east kerbline of Gogarstone Road to a point 288 metres or thereby east of the east kerbline of Station Road (Ratho Station).

I write in connection with the above TRO proposal. I have examined the plans and I know the road well. I wish to object strongly to the change of the speed limit to 40mph.

The reasons for this are as follows:

- The TRO states that the reason for the speed limit change to 40mph is "to permit the introduction of a toucan crossing and to assist in road safety". The proposal does not include plans indicating the placing and the layout of the said toucan crossing and therefore does not afford the public the appropriate level of scrutiny of the proposal.
- One of the possible reasons for implementing a TRO is avoiding danger to persons or traffic. While the proposal does not cover the toucan crossing itself and provides no information on its placing, layout etc., it is not unreasonable to assume that the change of speed limit and the crossing itself may be an inappropriate solution for the locus, given the present traffic levels, and lead to increased danger to persons and traffic.
- The current layout, in particular the median of the road, provides limited space for a toucan crossing – physical changes leading to extensive and costly construction, less viable than alternative options, may be required to build a crossing that is safe for everyone and meets all standards.
- Due to the numbers of vehicles using the road, in particular during the rush hour, the speed limit change and the crossing will likely have a detrimental effect on the traffic flow, travel times, congestion and emission levels. This will also have a negative effect on the amenity of the Middle Norton residential area adjacent to the road. While temporary, similar negative effect will be achieved during any construction period required to implement the toucan crossing.

- The road network in the surrounding area has no spare capacity, especially during rush hour (in particular Gogar Roundabout-Maybury Junction in the eastbound direction, M8 J1 to J2, M9 southbound offslip at J1, Newbridge Roundabout and A89 eastbound) – the proposal may lead to further strain on those roads, with negative effect on travel times, traffic flow and emission levels.
- The accident records for this stretch of the road provide no basis for the proposed changes.
- The section of the road in question is an important public transport corridor; the proposed changes will impede the attractiveness and punctuality of bus services to Edinburgh Airport and into the city, leading to a loss of fares and increased dependency on private vehicles.
- The proposed changes will also impede accessibility of Ingliston Park & Ride, further diminishing the public transport amenity in the area. This is against the City of Edinburgh Local Transport Strategy, which states that public transport “must be accessible to all”.
- The proposed changes and their results on travel times will also have a detrimental effect on the amenity of Edinburgh Airport.
- The decision made on this proposal will affect thousands of people from Edinburgh as well as other areas west and north of Edinburgh, who use the A8 as their main corridor into the city; therefore, the consultation should reflect it in its scope and length; I believe that in its current form it currently does not provide enough of a chance for a meaningful discussion between the road users and the decision makers.

Alternative solutions to the proposed TRO include:

- a) Dedicated pedestrian and cyclist overpass at Middle Morton and elsewhere along the route where appropriate, while maintaining and improving the road’s capacity and traffic flow within the A8 corridor with retained 70mph speed limit,
- b) Reducing the speed limit to 50mph which will still allow for the at-grade toucan crossing to be built without harshly impeding the amenity of the road and the area,
- c) Implementing a variable speed limit (depending on traffic flow and user demand for the toucan crossing) during rush hour, connected to the toucan crossing operation.

I trust that you can take the above points into your consideration while making a decision on TRO/17/90.

Finally, please note that this submission is in respect of the proposed Traffic Regulation Order. While I have taken every effort to present accurate information for your consideration, as I am not a decision maker or statutory consultee, I cannot accept any responsibility for unintentional errors or omissions and you should satisfy yourselves on any facts before reaching your decision.

Yours sincerely,

[Redacted signature]

[Redacted contact information]

[REDACTED]

Date 5 September 2018

Your ref

Our ref TRO/17/90

[REDACTED]

TRAFFIC REGULATION ORDER TRO/17/90 - A8 GLASGOW ROAD

I refer to your letter of 12 April 2018 objecting to the above Traffic Regulation Order (TRO), under which it is proposed to reduce the speed limit on the 1.6 mile section of the A8 between Ratho Station and Gogarstone to 40mph.

The primary reason for the proposed reduction in the speed limit is to assist in the introduction of a programme of improvements to pedestrian and cycling facilities along the route. While the proposed speed limit change is not being pursued specifically in response to concerns over the level of collisions on the route, it will contribute to improving road safety for all users by:

- Allowing a toucan crossing to be introduced on the A8 at the BP Service Station (design advice on signal control on high speed roads recommends that, before installing stand-alone crossings on roads where 85th percentile traffic speeds exceed 50mph, serious consideration should be given to speed reduction measures).
- Allowing signalisation of the junction of the A8 and Ingliston Road (design standards and advice also recommend that signal control junctions are not introduced where 85th percentile traffic speeds exceed 65mph).
- Allowing the removal of the acceleration and deceleration lanes at Gogarstone Road junction to make it easier and safer for walkers and cyclists to cross.
- Reducing the likelihood of a bus being rear ended while turning into a bus layby, as well as making it safer for them to pull back out into traffic.
- Augmenting safety at other lay-bys.

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Tel 0131 469 5678 activetravel@edinburgh.gov.uk

- Tying into the current 40mph limits on the remainder of the A8 between Newbridge and Gogar Roundabout, providing a consistent speed limit along the whole route.
- Providing a safer environment for visitors to events at Ingliston Show Ground and for event staff and Police officers, who are currently required to manage traffic access and egress arrangements under a temporary 40mph speed limit during large events.
- Reducing the risk of road traffic accidents and make crossings safer at the existing side road junctions and accesses.

The proposed toucan crossing across the A8 forms part of a wider upgrade of the junction at Ingliston Road. This upgrade would include pedestrian/cycle crossings across both roads as well as facilities to allow vehicles to make the 'right in' 'right out' manoeuvre at Ingliston Road during large events at the show ground. Outwith these events, the junction would perform as it currently does but with the extra provision for crossing pedestrians and cyclists.

The A8 crossing would give bus passengers (including the residents of Middle Norton), walkers, and cyclists the opportunity to cross the A8 on the desire line and at grade instead of having to use the grade separated junction 500m further east at Eastfield Road. The crossing of Ingliston Road would provide walkers and cyclists with a controlled crossing to the airport and park and ride site.

These crossings, along with improvements at Gogarstone Road, would form the missing links for safe traffic free cycle and walking trips between Newbridge and Gogar Roundabout and would benefit less confident cyclists, who otherwise might not be prepared to choose active travel as a mode of transport.

As part of the development of the design of the junction upgrade, there will be an opportunity at a later date for members of the public to view and comment on the proposals.

Due to existing congestion on the A8 corridor during peak traffic periods, we do not expect the proposed reduction in the speed limit to have any significant impact on journey times during these periods. At quieter times, when traffic flows more freely, we estimate that the proposal will add just over a minute to journeys. We do not therefore consider that the changes will have significant impacts on either public transport or the accessibility of nearby facilities. No objections were received to the proposals from public transport operators or from the operators of Edinburgh airport.

The consultation undertaken for this TRO has been undertaken in full accordance with relevant statutory requirements.

~~I hope that this explains more clearly why the Council is proposing to reduce the speed limit on this section of the A8. If you wish to now withdraw your objection, can you please let me know by 21 September 2018. If I do not hear from you by this date I will assume that you wish to maintain your objection.~~



It is intended to report on all unresolved objections to the TRO to the Council's Transport & Environment Committee on 6 December 2018. The Committee will consider these objections and will then decide how to proceed. The report will be available to view on the Council's website approximately one week prior to the Committee meeting.

Following the Committee, I will contact all those who have maintained their objections to notify them of the Committee's decision.

Yours sincerely

A handwritten signature in black ink, appearing to read "Bryan Mackie". The signature is fluid and cursive, with the first name "Bryan" and the last name "Mackie" clearly distinguishable.

Bryan Mackie
Transport Officer (Active Travel)



RECEIVED 17 APR 2018

For the attention of:
Traffic Orders
City Chambers
High St
Edinburgh EH1 1YJ

12/04/2018

REFERENCE TRO/17/90 – The City of Edinburgh Council (A8, Glasgow Road, Edinburgh) (40 mph Speed Limit) Order 201_

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I write in connection with the above TRO proposal. I have examined the plans and I know the road well. I wish to object strongly to the change of the speed limit to 40mph.

The reasons for this are as follows:

- The TRO states that the reason for the speed limit change to 40mph is "to permit the introduction of a toucan crossing and to assist in road safety". The proposal does not include plans indicating the placing and the layout of the said toucan crossing and therefore does not afford the public the appropriate level of scrutiny of the proposal.
- One of the possible reasons for implementing a TRO is avoiding danger to persons or traffic. While the proposal does not cover the toucan crossing itself and provides no information on its placing, layout etc., it is not unreasonable to assume that the change of speed limit and the crossing itself may be an inappropriate solution for the locus, given the present traffic levels, and lead to increased danger to persons and traffic.
- The current layout, in particular the median of the road, provides limited space for a toucan crossing – physical changes leading to extensive and costly construction, less viable than alternative options, may be required to build a crossing that is safe for everyone and meets all standards.
- Due to the numbers of vehicles using the road, in particular during the rush hour, the speed limit change and the crossing will likely have a detrimental effect on the traffic flow, travel times, congestion and emission levels. This will also have a negative effect on the amenity of the Middle Norton residential area adjacent to the road. While temporary, similar negative effect will be achieved during any construction period required to implement the toucan crossing.

- The road network in the surrounding area has no spare capacity, especially during rush hour (in particular Gogar Roundabout-Maybury Junction in the eastbound direction, M8 J1 to J2, M9 southbound offslip at J1, Newbridge Roundabout and A89 eastbound) – the proposal may lead to further strain on those roads, with negative effect on travel times, traffic flow and emission levels.
- The accident records for this stretch of the road provide no basis for the proposed changes.
- The section of the road in question is an important public transport corridor; the proposed changes will impede the attractiveness and punctuality of bus services to Edinburgh Airport and into the city, leading to a loss of fares and increased dependency on private vehicles.
- The proposed changes will also impede accessibility of Ingliston Park & Ride, further diminishing the public transport amenity in the area. This is against the City of Edinburgh Local Transport Strategy, which states that public transport “must be accessible to all”.
- The proposed changes and their results on travel times will also have a detrimental effect on the amenity of Edinburgh Airport.
- The decision made on this proposal will affect thousands of people from Edinburgh as well as other areas west and north of Edinburgh, who use the A8 as their main corridor into the city; therefore, the consultation should reflect it in its scope and length; I believe that in its current form it currently does not provide enough of a chance for a meaningful discussion between the road users and the decision makers.

Alternative solutions to the proposed TRO include:

- a) Dedicated pedestrian and cyclist overpass at Middle Morton and elsewhere along the route where appropriate, while maintaining and improving the road’s capacity and traffic flow within the A8 corridor with retained 70mph speed limit,
- b) Reducing the speed limit to 50mph which will still allow for the at-grade toucan crossing to be built without harshly impeding the amenity of the road and the area,
- c) Implementing a variable speed limit (depending on traffic flow and user demand for the toucan crossing) during rush hour, connected to the toucan crossing operation.

I trust that you can take the above points into your consideration while making a decision on TRO/17/90.

Finally, please note that this submission is in respect of the proposed Traffic Regulation Order. While I have taken every effort to present accurate information for your consideration, as I am not a decision maker or statutory consultee, I cannot accept any responsibility for unintentional errors or omissions and you should satisfy yourselves on any facts before reaching your decision.

Yours sincerely,

[Redacted signature]

[Redacted contact information]

Date 5 September 2018

Your ref

Our ref TRO/17/90

Dear [REDACTED]

TRAFFIC REGULATION ORDER TRO/17/90 - A8 GLASGOW ROAD

I refer to your letter of 12 April 2018 objecting to the above Traffic Regulation Order (TRO), under which it is proposed to reduce the speed limit on the 1.6 mile section of the A8 between Ratho Station and Gogarstone to 40mph.

The primary reason for the proposed reduction in the speed limit is to assist in the introduction of a programme of improvements to pedestrian and cycling facilities along the route. While the proposed speed limit change is not being pursued specifically in response to concerns over the level of collisions on the route, it will contribute to improving road safety for all users by:

- Allowing a toucan crossing to be introduced on the A8 at the BP Service Station (design advice on signal control on high speed roads recommends that, before installing stand-alone crossings on roads where 85th percentile traffic speeds exceed 50mph, serious consideration should be given to speed reduction measures).
- Allowing signalisation of the junction of the A8 and Ingliston Road (design standards and advice also recommend that signal control junctions are not introduced where 85th percentile traffic speeds exceed 65mph).
- Allowing the removal of the acceleration and deceleration lanes at Gogarstone Road junction to make it easier and safer for walkers and cyclists to cross.
- Reducing the likelihood of a bus being rear ended while turning into a bus layby, as well as making it safer for them to pull back out into traffic.
- Augmenting safety at other lay-bys.
- Tying into the current 40mph limits on the remainder of the A8 between Newbridge and Gogar Roundabout, providing a consistent speed limit along the whole route.

Bryan Mackie, Transport Officer (Active Travel), Road Safety and Active Travel
Place Development, G4, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 469 5678 activetravel@edinburgh.gov.uk

- Providing a safer environment for visitors to events at Ingliston Show Ground and for event staff and Police officers, who are currently required to manage traffic access and egress arrangements under a temporary 40mph speed limit during large events.
- Reducing the risk of road traffic accidents and make crossings safer at the existing side road junctions and accesses.

The proposed toucan crossing across the A8 forms part of a wider upgrade of the junction at Ingliston Road. This upgrade would include pedestrian/cycle crossings across both roads as well as facilities to allow vehicles to make the 'right in' 'right out' manoeuvre at Ingliston Road during large events at the show ground. Outwith these events, the junction would perform as it currently does but with the extra provision for crossing pedestrians and cyclists.

The A8 crossing would give bus passengers (including the residents of Middle Norton), walkers, and cyclists the opportunity to cross the A8 on the desire line and at grade instead of having to use the grade separated junction 500m further east at Eastfield Road. The crossing of Ingliston Road would provide walkers and cyclists with a controlled crossing to the airport and park and ride site.

These crossings, along with improvements at Gogarstone Road, would form the missing links for safe traffic free cycle and walking trips between Newbridge and Gogar Roundabout and would benefit less confident cyclists, who otherwise might not be prepared to choose active travel as a mode of transport.

As part of the development of the design of the junction upgrade, there will be an opportunity at a later date for members of the public to view and comment on the proposals.

Due to existing congestion on the A8 corridor during peak traffic periods, we do not expect the proposed reduction in the speed limit to have any significant impact on journey times during these periods. At quieter times, when traffic flows more freely, we estimate that the proposal will add just over a minute to journeys. We do not therefore consider that the changes will have significant impacts on either public transport or the accessibility of nearby facilities. No objections were received to the proposals from public transport operators or from the operators of Edinburgh airport.

The consultation undertaken for this TRO has been undertaken in full accordance with relevant statutory requirements.

I hope that this explains more clearly why the Council is proposing to reduce the speed limit on this section of the A8. If you wish to now withdraw your objection, can you please let me know by 21 September 2018. If I do not hear from you by this date I will assume that you wish to maintain your objection.

It is intended to report on all unresolved objections to the TRO to the Council's Transport & Environment Committee on 6 December 2018. The Committee will consider these objections and will then decide how to proceed. The report will be available to view on the Council's website approximately one week prior to the Committee meeting.

Following the Committee, I will contact all those who have maintained their objections to notify them of the Committee's decision.

Yours sincerely



Bryan Mackie
Transport Officer
(Active Travel)

Bryan Mackie, Transport Officer (Active Travel), Road Safety and Active Travel
Place Development, G4, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 469 5678 activetravel@edinburgh.gov.uk





APPENDIX 4 – OBJECTIONS AND THE COUNCIL’S RESPONSES REPORTED PREVIOUSLY

Bryan Mackie

From: Traffic Orders
Sent:
To:
Subject:

Follow Up Flag:
Flag Status:

03 April 2018 11:40

RE: TRO/17/90 A8 Glasgow Road Edinburgh

Follow up
Flagged

Dear [REDACTED]

Thank you for your email objecting to the proposed reduction in speed limit from 70mph to 40mph on part of A8 Glasgow Road, Edinburgh.

Your comments have been passed to the officer in charge of the project and a response shall be sent to you in due course. In the meantime, the proposal shall remain on hold pending the outcome of the matter.

Kind regards

Sharon Lansdowne
Transport Officer, Traffic Orders, Place
City Chambers, Room 10.19, Planning & Transport, Edinburgh, EH1 1YJ Tel
0131 469 3290 or TrafficOrders@edinburgh.gov.uk

From: [REDACTED]
Sent: 30 March 2018 19:58
To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>
Subject: TRO/17/90 A8 Glasgow Road Edinburgh

I am writing to OBJECT STRONGLY to the proposed change in speed limit to 40 mph along the length of the A8 from Ratho Station to Gogar roundabout.

The statement of reasons provided by the council is nothing other than yet another poorly thought out attempt at providing cycle track provision that will be used by, at best, a tiny fraction of the people who use the route daily.

I hope that serious consideration will be given to withdrawing this order.

APPENDIX 4 – OBJECTIONS AND THE COUNCIL’S RESPONSES REPORTED PREVIOUSLY

Regards,

[REDACTED]
[REDACTED]
[REDACTED]

03 April 2018 11:43

[REDACTED]
RE: OBJECTION to TRO/17/90 A8 Glasgow Road, Edinburgh

Follow up
Flagged

Dear [REDACTED]

Thank you for your email objecting to the proposed reduction in speed limit from 70mph to 40mph on part of A8 Glasgow Road, Edinburgh.

Your comments have been passed to the officer in charge of the project and a response shall be sent to you in due course. In the meantime, the proposal shall remain on hold pending the outcome of the matter.

Kind regards

Sharon Lansdowne

Transport Officer, Traffic Orders, Place City Chambers, Room 10.19, Planning & Transport, Edinburgh, EH1 1YJ Tel 0131 469 3290 or TrafficOrders@edinburgh.gov.uk

-----Original Message-----

From: [REDACTED]

Sent: 01 April 2018 23:24

To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>

Subject: OBJECTION to TRO/17/90 A8 Glasgow Road, Edinburgh

I would like to formally object to the proposal to reduce the speed limit from 70 mph to 40 mph on the A8 Glasgow Road.

This proposal is absolutely farcical and is entirely at odds with a council that is allegedly working on behalf of residents and commuters in the west side of Edinburgh.

Both Edinburgh council and West Lothian council continue to sanction the building of more houses with no thought to the traffic infrastructure in the area which means a journey from Uphall to Edinburgh on a working day between 7-8am now takes 15 minutes more than it did 5 years ago.

To then propose to reduce the limit by 30 mph at all times including non peak times makes no sense whatsoever.

APPENDIX 4 – OBJECTIONS AND THE COUNCIL’S RESPONSES REPORTED PREVIOUSLY

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

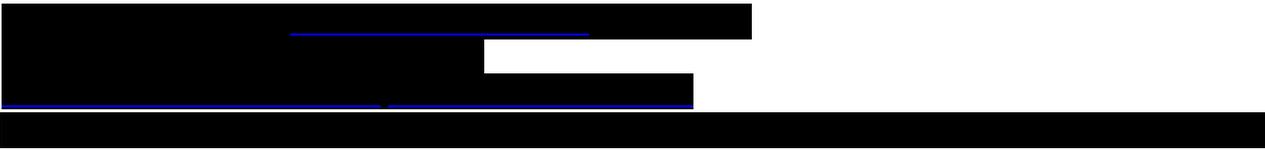
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Bryan Mackie

From: Traffic Orders
Sent: 05 April 2018 09:55
To: [REDACTED]
Subject: RE: TRO/17/90 - A8 40mph

Follow Up Flag: Follow up
Flag Status: Flagged
[REDACTED]

Thank you for your email supporting the reduction of speed limit from 70mph to 40mph on part of the A8 Glasgow Road, Edinburgh. I have passed your email to the officer in charge of the project for their information.

Kind regards

Sharon Lansdowne

Transport Officer, Traffic Orders, Place City Chambers, Room 10.19, Planning & Transport, Edinburgh, EH1 1YJ Tel 0131 469 3290 or TrafficOrders@edinburgh.gov.uk

-----Original Message-----

From: [REDACTED]
Sent: 03 April 2018 18:55
To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>
Subject: TRO/17/90 - A8 40mph

Please let it be noted I support this TRO unconditionally

My details are

[REDACTED]

--

[REDACTED]

Bryan Mackie

From: Traffic Orders
Sent: 05 April 2018 10:59
To: [REDACTED]
Subject: RE: Traffic Order TRO/17/90, A8 Glasgow Road

Follow Up Flag: Follow up
Flag Status: Flagged

Dear [REDACTED]

Thank you for your email supporting the reduction of speed limit from 70mph to 40mph on part of the A8 Glasgow Road, Edinburgh. I have passed your email to the officer in charge of the project for their information.

Kind regards

Sharon Lansdowne
Transport Officer, Traffic Orders, Place
City Chambers, Room 10.19, Planning & Transport, Edinburgh, EH1 1YJ Tel
0131 469 3290 or TrafficOrders@edinburgh.gov.uk

From: [REDACTED]
Sent: 04 April 2018 16:01
To: Traffic Orders <TrafficOrders@edinburgh.gov.uk>
Subject: Traffic Order TRO/17/90, A8 Glasgow Road

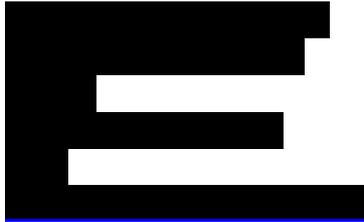
THE CITY OF EDINBURGH COUNCIL
A8, GLASGOW ROAD, EDINBURGH (40 MPH SPEED LIMIT) ORDER 201_ - TRO/17/90

I use this route for cycling and occasionally driving. Cycling safety and enjoyment would be increased by a 40mph limit for motor vehicles.

As a driver I see no problems with a 40mph limit on the full stretch of road. Much of it is 40mph already. Housing at Ratho Station would benefit from noise reduction as well.

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]



Date May 2018
Your ref
Our ref TRO/17/90

Dear 

TRAFFIC REGULATION ORDER TRO/17/90 - A8 GLASGOW ROAD

I refer to your email of 1 April 2018 objecting to the above Traffic Regulation Order (TRO), under which it is proposed to reduce the speed limit on the 1.6 mile section of the A8 between Ratho Station and Gogarstone to 40mph.

There have been several reports in recent years of near misses, arising from pedestrians attempting to cross the A8 at Ingliston Road. Unfortunately, there has also been one incident in which a pedestrian sustained a serious injury. At present the only safe provision for pedestrians to cross the A8 near this location is to make a ½ mile journey down the slip roads to Eastfield Road.

In addition, during a 2015 consultation on proposals to improve the paths along the A8, the junction of Gogarstone Road and the A8 was identified by those who walk and cycle as the most dangerous junction between Newbridge and Gogarburn.

A reduction in speed limit to 40mph will allow the Council to make various improvements along this stretch of road, including the introduction of signalised 'at grade' crossings over the A8 and Ingliston Road, along with path widening, improvements to sightlines and improved crossing provision at Gogarstone Road.

These improvements will benefit:

- those who choose to walk or cycle along this route
- those with mobility impairments or who use push chairs
- those visiting Ingliston Show Ground by foot or bike
- those visiting Ingliston Show Ground by car during large events
- pedestrians wishing to use the facilities at the BP garage

- bus passengers alighting at this location
- the residents of Middle Norton

We also believe that the proposed reduction in speed limit will reduce problems with vehicles exceeding the existing 40mph speed limit in Ratho Station.

The speed limit on the A8 is already temporarily reduced to 40mph during large events at Ingliston Show Ground and while verge maintenance operations are underway.

Due to existing congestion on the A8 corridor during peak traffic periods, we do not expect the proposed reduction in the speed limit to have any significant impact on journey times during these periods. At quieter times, when traffic flows more freely, we estimate that the proposal will add just over a minute to journeys.

The promotion of this TRO is in line with established Council policy *to increase the numbers of people in Edinburgh walking and cycling, both as means of transport and for pleasure*, as outlined in its [Active Travel Action Plan](#).

If you wish to now withdraw your objection, can you please let me know by Sunday 3 June 2018. If I do not hear from you by this date I will assume that you wish to maintain your objection.

It is intended to report on all objections received to the TRO, and not subsequently withdrawn, to the Council's Transport & Environment Committee on 9 August 2018. The Committee will consider the objections and will then decide how to proceed. The report will be available to view on the Council's website approximately one week prior to the Committee meeting.

Following the Committee, I will contact all those who have maintained their objections to notify them of the Committee's decision.

Bryan Mackie
Transport Officer (Active Travel)

cc TrafficOrders@edinburgh.gov.uk

Bryan Mackie, Transport Officer (Active Travel), Planning and Transport
C2, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 469 3778 bryan.mackie@edinburgh.gov.uk



Date May 2018

Your ref

Our ref TRO/17/90



TRAFFIC REGULATION ORDER TRO/17/90 - A8 GLASGOW ROAD

I refer to your email of 30 March 2018 objecting to the above Traffic Regulation Order (TRO), under which it is proposed to reduce the speed limit on the 1.6 mile section of the A8 between Ratho Station and Gogarstone to 40mph.

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Bryan Mackie, Transport Officer (Active Travel), Planning and Transport
C2, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 469 3778 bryan.mackie@edinburgh.gov.uk

Date 5 September 2018

Your ref

Our ref TRO/17/90

Dear [REDACTED]

TRAFFIC REGULATION ORDER TRO/17/90 - A8 GLASGOW ROAD

I refer to your letter of 12 April 2018 objecting to the above Traffic Regulation Order (TRO), under which it is proposed to reduce the speed limit on the 1.6 mile section of the A8 between Ratho Station and Gogarstone to 40mph.

The primary reason for the proposed reduction in the speed limit is to assist in the introduction of a programme of improvements to pedestrian and cycling facilities along the route. While the proposed speed limit change is not being pursued specifically in response to concerns over the level of collisions on the route, it will contribute to improving road safety for all users by:

- Allowing a toucan crossing to be introduced on the A8 at the BP Service Station (design advice on signal control on high speed roads recommends that, before installing stand-alone crossings on roads where 85th percentile traffic speeds exceed 50mph, serious consideration should be given to speed reduction measures).
- Allowing signalisation of the junction of the A8 and Ingliston Road (design standards and advice also recommend that signal control junctions are not introduced where 85th percentile traffic speeds exceed 65mph).
- Allowing the removal of the acceleration and deceleration lanes at Gogarstone Road junction to make it easier and safer for walkers and cyclists to cross.
- Reducing the likelihood of a bus being rear ended while turning into a bus layby, as well as making it safer for them to pull back out into traffic.
- Augmenting safety at other lay-bys.

Bryan Mackie, Transport Officer (Active Travel), Road Safety and Active Travel
Place Development, G4, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 469 5678 activetravel@edinburgh.gov.uk



- Tying into the current 40mph limits on the remainder of the A8 between Newbridge and Gogar Roundabout, providing a consistent speed limit along the whole route.
- Providing a safer environment for visitors to events at Ingliston Show Ground and for event staff and Police officers, who are currently required to manage traffic access and egress arrangements under a temporary 40mph speed limit during large events.
- Reducing the risk of road traffic accidents and make crossings safer at the existing side road junctions and accesses.

The proposed toucan crossing across the A8 forms part of a wider upgrade of the junction at Ingliston Road. This upgrade would include pedestrian/cycle crossings across both roads as well as facilities to allow vehicles to make the 'right in' 'right out' manoeuvre at Ingliston Road during large events at the show ground. Outwith these events, the junction would perform as it currently does but with the extra provision for crossing pedestrians and cyclists.

The A8 crossing would give bus passengers (including the residents of Middle Norton), walkers, and cyclists the opportunity to cross the A8 on the desire line and at grade instead of having to use the grade separated junction 500m further east at Eastfield Road. The crossing of Ingliston Road would provide walkers and cyclists with a controlled crossing to the airport and park and ride site.

These crossings, along with improvements at Gogarstone Road, would form the missing links for safe traffic free cycle and walking trips between Newbridge and Gogar Roundabout and would benefit less confident cyclists, who otherwise might not be prepared to choose active travel as a mode of transport.

As part of the development of the design of the junction upgrade, there will be an opportunity at a later date for members of the public to view and comment on the proposals.

Due to existing congestion on the A8 corridor during peak traffic periods, we do not expect the proposed reduction in the speed limit to have any significant impact on journey times during these periods. At quieter times, when traffic flows more freely, we estimate that the proposal will add just over a minute to journeys. We do not therefore consider that the changes will have significant impacts on either public transport or the accessibility of nearby facilities. No objections were received to the proposals from public transport operators or from the operators of Edinburgh airport.

The consultation undertaken for this TRO has been undertaken in full accordance with relevant statutory requirements.

I hope that this explains more clearly why the Council is proposing to reduce the speed limit on this section of the A8. If you wish to now withdraw your objection, can you please let me know by 21 September 2018. If I do not hear from you by this date I will assume that you wish to maintain your objection.

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Following the Committee, I will contact all those who have maintained their objections to notify them of the Committee's decision.

Yours sincerely

A handwritten signature in black ink, appearing to read "Bryan Mackie". The signature is written in a cursive style with a large initial 'B'.

Bryan Mackie
Transport Officer (Active Travel)





Date 5 September 2018

Your ref

Our ref TRO/17/90

Dear [REDACTED]

TRAFFIC REGULATION ORDER TRO/17/90 - A8 GLASGOW ROAD

I refer to your email of 12 April 2018 objecting to the above Traffic Regulation Order (TRO), under which it is proposed to reduce the speed limit on the 1.6 mile section of the A8 between Ratho Station and Gogarstone to 40mph.

The proposed crossing of the A8 forms part of a wider upgrade of the junction at Ingliston Road. This upgrade would include pedestrian/cycle crossings across both roads as well as facilities to allow vehicles to make the 'right in' 'right out' manoeuvre at Ingliston Road during large events at the show ground. Outwith these events, the junction would perform as it currently does but with the extra provision for crossing pedestrians and cyclists.

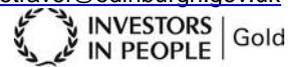
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These crossings, along with improvements at Gogarstone Road, would form the missing links for safe traffic free cycle and walking trips between Newbridge and Gogar Roundabout and would benefit less confident cyclists, who otherwise might not be prepared to choose active travel as a mode of transport.

Constructing a new cycleway on the north side of the carriageway could potentially happen as part of future development in the area, however it is beyond the scope of this project. The funding that would be used for this project is specifically identified for active travel improvements and cannot be used instead for general road maintenance. The Council has, however, committed to invest £100m in roads and pavements over a 5 year period.

Bryan Mackie, Transport Officer, (Active Travel), Road Safety and Active Travel

Place Development, G4, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 469 5678 activetravel@edinburgh.gov.uk



105224 [REDACTED] - TRO-17-90 - A8 Glasgow Road

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105224 [REDACTED] - TRO-17-90 - A8 Glasgow Road

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Place Development, G4, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG
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Yours sincerely



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Transport Officer
(Active Travel)

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Place Development, G4, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG
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