

Transport and Environment Committee

10.00am, Thursday, 20 June 2019

Maybury Road – Reduction in Speed Limit – Objections to Traffic Regulation Order

Executive/routine	
Wards	Almond
Council Commitments	16, 17

1. Recommendations

- 1.1. It is recommended that the Committee:
 - 1.1.1. notes the eleven objections and four expressions of support received in relation to the advertised Traffic Regulation Order (TRO); and
 - 1.1.2. sets aside the eleven objections and gives approval to make the Traffic Regulation Order as advertised.

Paul Lawrence

Executive Director of Place

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Maybury Road – Reduction in Speed Limit – Objections to Traffic Regulation Order

2. Executive Summary

- 2.1 Proposals for two major residential developments, at sites immediately adjacent to Maybury Road, are currently progressing through the planning process. The principle of housing development on these sites is supported by the Council's adopted Local Development Plan (LDP). Subject to the necessary consents, these developments would introduce an urban frontage on the west side of Maybury Road along much of its length.
- 2.2 It is therefore proposed to reduce the speed limit on Maybury Road from 40mph to 30mph. This change is supported by Policies and Actions in the LDP and its associated Action Programme, the Local Transport Strategy (LTS) and by Maybury Road's categorisation within the Edinburgh Street Design Guidance. This report details the results of the statutory consultation for the TRO required to lower the speed limit.
- 2.3 Eleven objections and four expressions of support were received in response to the advertised TRO.

3. Background

- 3.1 The LDP identifies major proposed residential developments at Maybury (HSG19) and Cammo (HSG20). There are a series of associated transport actions for Maybury Road contained within the Site Brief for both sites in the LDP and in the LDP Action Programme. These include the introduction of several new traffic signal controlled junctions and pedestrian crossings, improved facilities for pedestrians, cyclists and public transport and reducing the speed limit to 30mph.

- 3.2 The LDP identifies an estimated capacity of 1,700-2,000 units within the Maybury development. A proposal relating to the north east corner of the site and proposing approximately 250 units is currently 'Minded to Grant' pending conclusion of a legal agreement between the Council and the developer. Upgrading of the Craigs Road/Maybury Road junction would be required to open up this site and it is envisaged this would be undertaken by the developer. The Green Corridor linking Cammo Walk and the Maybury Road/Craigs Road junction with Edinburgh Gateway would be implemented by the developer as it relates to their site. The developer also proposes an enhanced pedestrian crossing of Maybury Road to the south east corner of their site.
- 3.3 A further application relating to the larger part of the site to the west is currently with the Scottish Government's Reporter pending decision. This proposes up to 1,400 units. Developer obligations and the LDP Action Programme would require delivery of the Green Corridor and footbridge to Edinburgh Gateway railway station and the widening of Craigs Road, with contributions to the Maybury Road/Craigs Road junction and Maybury junction upgrading.
- 3.4 The LDP identifies an estimated capacity of 500-700 units within the Cammo development, with the current application proposing 655 units. The Planning Development Management Sub-Committee considered this application on [22 May 2019](#) and the proposal is currently 'Minded to Grant' pending conclusion of a legal agreement between the Council and the developer. The principal site access would be formed to the northern end of Maybury Road, close to the Barnton junction. The LDP also identifies the opportunity for new pedestrian/cycle links across Maybury Road and with Cammo Walk to the south west. A 4m wide shared pedestrian and cycle route is also proposed along the eastern boundary of the site, separated from Maybury Road by a 3m wide grass verge.
- 3.5 The principle of housing development on these sites is supported by the LDP and it is anticipated that detailed planning permissions will be taken forward in due course.
- 3.6 The Council's Edinburgh Street Design Guidance contains a Street Framework, which categorises the city's streets based on their place and movement functions. An Edinburgh Street Types map has been produced and this shows Maybury Road categorised as a low density residential street with a strategic movement function.
- 3.7 The Council's LTS contains the following relevant policies relating to the setting of appropriate speed limits.
- 3.7.1 Policy Safe4 states that the Council's approach to the setting of speed limits within the urban area will be that, on roads with a strategic movement function:
- 3.7.1.1 those that are main shopping streets, are in the city centre, or otherwise have relatively high levels of pedestrian and/or cyclist activity, will generally have a speed limit of 20mph; and

3.7.1.2 those that do not fall into one of the above categories will generally have a speed limit of 30mph; and

3.7.2 Policy Safe5 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 (e.g. pedestrian islands, cycle lanes) aimed at encouraging motorists to drive more slowly.

3.8 There is also a formal LTS Action to proceed with a programme of reducing speed limits on the single-carriageway urban road network to 30mph, combined with road markings and physical measures (e.g. pedestrian islands) aimed at encouraging motorists to drive more slowly.

3.9 In the case of Maybury Road, it is anticipated that these physical measures will mainly consist of the infrastructure improvements that are to be delivered as part of the development work.

4. Main report

4.1 Construction of these two major developments is likely to involve major roadworks along much of the length of Maybury Road to deliver the associated infrastructure improvements, which will significantly improve the local environment for pedestrians and cyclists. In addition, the road is likely to be used by large volumes of construction traffic accessing the actual development sites to the west.

4.2 Experience has shown that it can take a considerable period of time for driver behaviour to adapt to any reduction in speed limit. To improve road safety during construction work and maximise the benefits to pedestrians and cyclists of the associated infrastructure improvements from the outset, it is considered that it would be highly beneficial to introduce the reduced speed limit prior to the start of the development works.

4.3 The TRO to reduce the speed limit was advertised between 25 January and 15 February 2019. At the end of the formal consultation period, the Council had received a total of 15 responses. Eleven of these were objections, while four were expressions of support.

4.4 Ten of the objections received were from individuals, with the other one being from the Davidson's Mains and Silverknowes Association. Of the four expressions of support, two were from individuals and the other two were from Spokes and Cramond and Barnton Community Council.

4.5 The three areas of concern raised most commonly in the objections were:

4.5.1 a perceived increase in congestion, particularly when considered in conjunction with additional traffic generated by the planned developments;

4.5.2 a belief that the new speed limit would not be obeyed or adequately enforced; and

- 4.5.3 a belief that the new speed limit is unnecessary or inappropriate for the road layout on Maybury Road and its location in the city's transport network.
- 4.6 In addition, in its objection, the Davidson's Mains and Silverknowes Association expressed the view that a decision to reduce the speed limit should not be taken in advance of planning consent being granted for the adjacent developments. It did, however, accept that the reduction in speed limit may be required should planning consent be granted and the developments proceed.
- 4.7 Some of those who expressed support for the reduction in speed limit stated that it would benefit pedestrians and cyclists and would help to reduce dangerous driving behaviour.
- 4.8 While there is congestion on Maybury Road during busy traffic periods, the proposed reduction in speed limit is not expected to impact significantly on journeys at these times. This is because the delays that occur are mainly due to traffic sitting in slow moving or stationary queues on the approaches to the junctions at Maybury and Barnton and this will not be altered by the change in speed limit.
- 4.9 During quieter periods, when traffic is flowing freely, the difference in journey times between travelling at 40mph and at 30mph is 30 seconds per mile travelled. For the 1.4 mile long section of Maybury Road where it is proposed to reduce the speed limit, the increase in journey times would therefore be approximately 45 seconds.
- 4.10 The LDP and its Action Programme set out actions to improve the efficiency of the Maybury and Barnton junctions to mitigate the impact of planned development.
- 4.11 Police Scotland is responsible for the enforcement of speed limits and has been consulted as part of the statutory TRO process. Police Scotland is supportive of slower traffic speeds and is working with the Council to achieve this through road safety education and behaviour change initiatives.
- 4.12 The planned introduction of an urban frontage on the west side of Maybury Road along much of its length and the infrastructure improvements that are to be delivered as part of the development work will fundamentally alter the nature of the road and support a reduction in traffic speeds.
- 4.13 The proposed reduction in speed limit on Maybury Road is not being pursued in isolation. The Council's LTS gives a commitment to 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.
- 4.14 In the case of Maybury Road, it is anticipated that these physical measures will mainly consist of the infrastructure improvements that are to be delivered as part of the development work.

- 4.15 Further details of all the responses received to the advertised TRO and comments in response to the concerns raised are contained in Appendix 2 to this report.

5. Next Steps

- 5.1 This report recommends setting aside the eleven objections and making the TRO as advertised. All objectors will be notified of the Committee's decision.

6. Financial impact

- 6.1 The costs associated with the TRO are estimated at £2,000.
- 6.2 The estimated cost of the necessary alterations to fixed plate and vehicle activated speed signs on Maybury Road is approximately £25,000.
- 6.3 The LDP makes allowance for the developers of the HSG20 Cammo site to contribute to the cost of reducing the speed limit on Maybury Road to 30mph. However, no Section 75 Agreement has yet been put in place between the Council and the developer for this.
- 6.4 The Council cannot ask for a contribution towards the cost of reducing the speed limit as part of any future Section 75 Agreement if it has already made the TRO. However, the benefits of reducing the speed limit, and starting the process of changing driver behaviour, prior to the construction of the development is considered to outweigh the modest potential loss of external funding.
- 6.5 The costs of reducing the speed limit would therefore be met from funding allocated towards active travel improvements within the Council's Transport Capital Investment Programme.

7. Stakeholder/Community Impact

- 7.1 Statutory consultation has been carried out as part of the TRO process. The draft order was advertised between 25 January and 15 February 2019.
- 7.2 It is expected that the proposed reduction in speed limit, combined with the other proposed changes set out in this report, will advance equality of opportunity by improving walking and cycling infrastructure on Maybury Road, and making it more attractive and accessible for less confident pedestrians and cyclists, including children.
- 7.3 There will also be positive impacts on rights to standard of living and health through improving the attractiveness of walking and cycling and therefore promoting healthier forms of travel.
- 7.4 The proposal to reduce the speed limit is in line with Policies and Actions contained in the Council's LPD and LTS.

- 7.5 There are not expected to be any risk, governance, compliance or regulatory implications arising from the proposals set out in this report.
- 7.6 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.
- 7.7 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.
- 7.8 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. Background reading/external references

- 8.1 [Local Development Plan](#)
- 8.2 [Local Development Plan Action Programme](#)
- 8.3 [Edinburgh Street Design Guidance](#)
- 8.4 [Local Transport Strategy](#)
- 8.5 [Active Travel Action Plan](#)

9. Appendices

Appendix 1 – Plan showing extent of proposed reduction in speed limit

Appendix 2 – Responses received to the advertised TRO and comments in response to the concerns raised

Appendix 1 - Plan showing extent of proposed reduction in speed limit

DRG. NO. RSAT/Maybury Road TRO1

ROAD NETWORKS

DRG. NO.

NOTES:

HATCHED AREA
DENOTES SPEED
LIMIT CHANGE FROM
40mph to 30mph



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REV	DETAILS	BY	DATE	CHECK

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

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PLACE DEVELOPMENT
ROAD NETWORKS
ROAD SAFETY AND ACTIVE TRAVEL

MAYBURY ROAD
Speed reduction; 40mph to 30mph

Date: 16/10/2018
Scale: N.T.S.
Job No.:
Drawn by: AH
Checked by: KG

DRG. NO. RSAT/Maybury Road TRO1

Drawing Name: C:\Users\9067279\appdata\local\temp\AP\Pubsh_8722Maybury Road Speed Reduction area ISSUED.dwg

DRG. NO. RSAT/Maybury Road TRO1

Appendix 2

Maybury Road – Reduction in Speed Limit TRO/18/89

Total number of representations 15 (11 objections and 4 expressions of support)

12 responses from individuals, 3 responses from organisations (Davidson’s Mains & Silverknowes Association, Cramond and Barnton Community Council and Spokes)

Issue	Number of comments	Response
<p>Increased congestion Additional traffic impact of planned developments Increased air pollution Displacement of traffic</p>	<p>8 4 2 1</p>	<p>While there is congestion on Maybury Road during busy traffic periods, the proposed reduction in speed limit is not expected to impact significantly on journeys at these times. This is because the delays that occur are mainly due to traffic sitting in slow moving or stationary queues on the approaches to the junctions at Maybury and Barnton and this will not be altered by the change in speed limit.</p> <p>During quieter periods, when traffic is flowing freely, the difference in journey times between travelling at 40mph and at 30mph is 30 seconds per mile travelled. For the 1.4 mile long section of Maybury Road where it is proposed to reduce the speed limit, the increase in journey times would therefore be approximately 45 seconds.</p> <p>The LDP and its Action Programme set out actions to improve the efficiency of the Maybury and Barnton junctions to mitigate the impact of planned development.</p> <p>As a Council we continue to prioritise the issue of poor air quality with a range of projects focussing on Low Emission Zones and investment in high quality walking and cycling initiatives to encourage modal shift and reduce pressure on roads.</p>
<p>Will cause driver frustration leading to accidents Existing speed limit not obeyed/enforced Drivers unlikely to obey reduced speed limit</p>	<p>1 2 2</p>	<p>Police Scotland is responsible for enforcing speed limits and has been consulted as part of the statutory TRO process. Police Scotland is supportive of slower speeds and is working with the Council to achieve this through road safety education and behaviour change initiatives.</p> <p>The planned introduction of an urban frontage on the west side of Maybury Road along much of its length and the infrastructure improvements that are to be delivered as part of the development work will fundamentally alter the nature of the road and support a reduction in traffic speeds.</p>
<p>Reduction in speed limit is unnecessary/inappropriate for road layout and location in network</p>	<p>3</p>	<p>The proposed reduction in speed limit on Maybury Road is not being pursued in isolation. The Council’s Local Transport Strategy gives a commitment to 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.</p> <p>In the case of Maybury Road, it is anticipated that these physical measures will mainly consist of the infrastructure improvements that are to be delivered as part of the development work.</p>

Appendix 2

<p>Change of speed limit should not predate planning permission for developments</p>	<p>1</p>	<p>The principle of housing development on these sites is supported by the LDP and it is anticipated that detailed planning consent will be taken forward in due course. The initial phase of the Maybury application is currently 'Minded to Grant' pending conclusion of a legal agreement. The application for Cammo was considered at the Planning Development Management Sub Committee on 22 May 2019 and is also currently 'Minded to Grant' pending conclusion of a legal agreement between the Council and the Developer.</p> <p>Experience has shown that it can take a considerable period of time for driver behaviour to adapt to any reduction in speed limit. To improve road safety during construction work and maximise the benefits to pedestrians and cyclists of the associated infrastructure improvements from the outset, it is considered that it would be highly beneficial to introduce the reduced speed limit prior to the start of the development works.</p>
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Expressions of support	Number of comments
General expression of support	2
Will benefit cyclists	1
Will benefit pedestrians	1
Will allow introduction of better facilities for cyclists	1
Will help to reduce dangerous driver behaviour	1