

Transport and Environment Committee

10.00am, Thursday, 27 January 2021

Objections to TRO/20/20 – 40mph Speed Limit Review

Executive/routine	Routine
Wards	All
Council Commitments	16

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 Notes the 20 objections and 32 notes of support received in relation to the advertised Traffic Regulation Order (TRO) proposing a reduction in speed limit at 22 locations from 40mph to 30mph; and
 - 1.1.2 Sets aside the objections and gives approval to make the TRO as advertised.

Paul Lawrence

Executive Director of Place

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Objections to TRO/20/20 – 40mph Speed Limit Review

2. Executive Summary

- 2.1 This report outlines objections received to Traffic Regulation Order (TRO) TRO/20/20 which seeks to reduce the existing 40mph speed limit to 30mph at 22 locations.
- 2.2 The report informs Committee of the objections received to the draft TRO during its period of advertisement and seeks approval to set these aside and make the Order as advertised.
- 2.3 Overall, 52 representations were received to the advertised Order. Of these, 20 are objections and 32 are notes of support.

3. Background

- 3.1 On [27 February 2020](#), the Transport and Environment Committee approved commencing the statutory process for a TRO to reduce the speed limit on 22 streets (see 3.3) from 40mph to 30mph. The review aims to further the Council's ambitions to create environments that encourage active travel and to provide a road network that is safe for all road users.
- 3.2 An investigation into all roads with a 40mph speed limit in the Council's network was carried out to determine the potential for reduction to 30mph, as outlined in the Council's Local Transport Strategy Policies Safe 5 and Safe 6. Traffic surveys were undertaken on all 40mph roads and the results were reviewed along with other information that was gathered, including collision data and each road's function, features and traffic composition.
- 3.3 TRO/20/20 proposes to implement a 30mph speed limit at the following locations:
 - 3.3.1 Lanark Road;
 - 3.3.2 West Approach Road;
 - 3.3.3 Comiston Road;
 - 3.3.4 Biggar Road;
 - 3.3.5 Riccarton Mains Road;

- 3.3.6 Calder Road;
- 3.3.7 Wester Hailes Road;
- 3.3.8 Glasgow Road – between Gogar roundabout and Drum Brae roundabout;
- 3.3.9 Glasgow Road – between Newbridge roundabout and the east end of Ratho Station;
- 3.3.10 Old Liston Road;
- 3.3.11 Gogar Station Road;
- 3.3.12 South Gyle Broadway;
- 3.3.13 South Gyle Access;
- 3.3.14 Queensferry Road;
- 3.3.15 Hillhouse Road;
- 3.3.16 Frogston Brae;
- 3.3.17 Seafield Road East;
- 3.3.18 Sir Harry Lauder Road;
- 3.3.19 Milton Link;
- 3.3.20 Milton Road;
- 3.3.21 Milton Road East; and
- 3.3.22 Hawes Brae.

4. Main report

- 4.1 TRO/20/20 (see Appendix 1), which set out the proposed speed limit reductions at the locations outlined above, was advertised between 29 October to 19 November 2021. Upon completion of the public consultation, the Council had received 52 responses.
- 4.2 Twenty of these were objections received from individuals, and 32 were notes of support. Thirty notes of support were from individuals, one was received from SPOKES and another from Low Traffic Corstorphine.
- 4.3 Further details of the responses received to TRO/20/20 during its period of advertisement are provided in Appendix 2.
- 4.4 Table 1 and Table 2 of Appendix 2 highlight the number of location specific support comments and objections submitted.
- 4.5 Table 3 of Appendix 2 outlines the Council's responses to the objections received, clarifying the reasons behind the proposed speed limit reductions.

5. Next Steps

- 5.1 This report recommends setting aside the 20 objections received and making the TRO as advertised. All of those who objected to TRO/20/20 will be notified of the Committee's decision.

6. Financial impact

- 6.1 The estimated cost of the required design and construction work, including the installation of new signage and road markings, is estimated at £50,000. This can be accommodated within the Road Safety Capital budget.

7. Stakeholder/Community Impact

- 7.1 The statutory consultation for TRO/20/20 took place from 29 October to 19 November 2021. It allowed those potentially affected by the proposed speed limit reductions to comment or object formally.
- 7.2 A reduction in speed limit from 40mph to 30mph at the locations outlined at 3.3 is expected to further the Council's ambitions to provide a road network that is safe for all road users and support sustainability objectives by encouraging more active modes of travel.

8. Background reading/external references

- 8.1 [40mph Speed Limit Review](#) – approved by Transport and Environment Committee 27 February 2020.

9. Appendices

- 9.1 Appendix 1 – TRO/20/20 and Statement of Reasons
- 9.2 Appendix 2 – Responses received to the advertised TRO and responses to the comments raised

THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (VARIOUS ROADS, EDINBURGH) (SPEED LIMIT REDUCTIONS) (RESTRICTED ROADS) ORDER 202- - TRO/20/20

The City of Edinburgh Council in exercise of their powers under sections 82(2) and 83(2) of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended, (which Act as so amended is hereinafter referred to as "the 1984 Act"), and of all other enabling powers and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:

1. This Order may be cited as "The City of Edinburgh Council (Various Roads, Edinburgh) (Speed Limit Reductions) (Restricted Roads) Order 202-" and shall come into operation on the ---- day of ---- Two thousand and ----.
2. The lengths of road specified in **Schedule 1** of this Order shall become restricted roads for the purposes of Section 81(1) of the 1984 Act, which imposes a speed limit of **30 miles per hour** on a restricted road.
3. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made under the 1984 Act or by or under any other enactment.
4. Any provision in an Order specified in any of the Articles or the Schedule to this Order which are inconsistent with any provision of this Order shall cease to have effect for the purposes of this Order but without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order. The operative date shall be the date specified in Article 1 of this Order.
5. Any provision in *The Trunk Roads (40mph Speed Limit) (Midlothian) (Consolidation) Order 1975* which is inconsistent with any provision of this Order shall cease to have effect for the purposes of this Order on the operative date but without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before that date. The operative date shall be the date on which the relevant provision of this Order comes into operation.
6. The Edinburgh Corporation (40 mph Speed Limit Direction) (No. 1) Order, 1961 shall have effect subject to the variations, insertions, substitutions and additions thereto specified in **Schedule 2** of this Order. **(GIS Ref 215)**
7. The Edinburgh Corporation (40 m.p.h. Speed Limit) (No. 1) Order 1970 is hereby revoked. **(GIS Ref 219)**
8. The Edinburgh Corporation (Calder Road) Traffic Regulation and 40 m.p.h. Speed Limit Order 1972 shall have effect as if: **(GIS Ref 238)**
in Article 8 for the words "No person shall drive any motor vehicle at a speed exceeding 40 miles per hour on the carriageway of any lengths of road specified in either the First or Second Schedule to this Order." there were substituted the words "Not Allocated".
9. The Lothian Regional Council (West Approach Road, Edinburgh) (40 mph Speed Limit) Order 1982 is hereby revoked. **(GIS Ref 950)**
10. The Lothian Regional Council (Portobello Bypass and Seafield Road East, Edinburgh) (40 mph Speed Limit) Order 1987 is hereby revoked. **(GIS Ref 702)**

11. The Lothian Regional Council (South Gyle Access and South Gyle Broadway, Edinburgh) (40 mph Speed Limit) Order 1995 shall have effect as if in the Schedule: **(GIS Ref 1275)**
in item 1 South Gyle Access for the words “From the extended north kerbline of Bankhead Drive northwards to the outer kerbline of the roundabout at its junction with South Gyle Crescent, South Gyle Broadway and South Gyle Wynd.” there were substituted the words “Not Allocated”.
In item 2 South Gyle Broadway for the words “From the outer kerbline of the roundabout at its junction with South Gyle Crescent, South Gyle Broadway and South Gyle Wynd north-westwards to the outer kerbline of Gogar Roundabout.” there were substituted the words “From a point 299 metres or thereby north-west of the north-west kerbline of Gyle Avenue, north-westwards to the outer kerbline of Gogar Roundabout.”.
12. The City of Edinburgh Council (Old Liston Road and Cliftonhall Road, Newbridge, Edinburgh) (40 mph Speed Limit Order 1999 shall have effect as if in the Schedule: **(GIS Ref 1727)**
in item 1 Old Liston Road, Newbridge for the words “from the outer kerbline of Newbridge Roundabout westwards to the “village entry gateway” to Newbridge.” there were substituted the words “(Not Allocated)”.
13. The City of Edinburgh Council (Gogar Station Road, Edinburgh) (30 m.p.h. and 40 m.p.h. Speed Limit) Traffic Regulation Order 2003 is hereby revoked. **(GIS Ref 1998)**
14. The City of Edinburgh Council (Milton Link, Edinburgh) (40 m.p.h. Speed Limit) Traffic Regulation Order 2004 is hereby revoked. **(GIS Ref 2086)**
15. The City of Edinburgh Council (Frogston Road East, Edinburgh) (30 m.p.h. Speed Limit) Traffic Regulation Order 2004 is hereby revoked. **(GIS Ref 2085)**
16. The City of Edinburgh Council (A90/A902, Queensferry Road, Hillhouse Road, Telford Road and Maybury Road, Edinburgh) (40 m.p.h. Speed Limit) Order 2005 shall have effect as if in the Schedule: **(GIS Ref 2109)**
In item 1 The A90, Queensferry Road for the words “from its junction with Hillhouse Road to -” there were substituted the words “from a point 135 metres or thereby north-west of the north-west kerbline of Braehead Avenue, to -”.
In item 5 Hillhouse Road for the words “from its junction with House O’Hill Avenue to its junction with Queensferry Road.” there were substituted the words “(Not Allocated)”.
17. The City of Edinburgh Council (A71, Calder Road, Riccarton Mains Road, Former Riccarton Mains Road and Hermiston Park and Ride car park access roads) (30 and 40 m.p.h. Speed Limits) and (Variation) Traffic Regulation Order 2005 shall have effect as if: **(GIS Ref 2176)**
In Schedule 1 for the words “That length of Riccarton Mains Road from the southern edge of circulatory carriageway of the roundabout at the junction of A71, Calder Road, Riccarton Mains Road and Gogar Station Road continuously southwards to the 20mph speed limit boundary at a point 334 metres or thereby north of the north kerbline of Weaver’s Knowe Crescent.” there were substituted the words “Not Allocated”.
In Schedule 2
In item 1 Former Riccarton Mains Road for the words “From its junction with the A71, Calder Road to the northern edge of the outer kerbline of the roundabout at its junction with Riccarton Mains Road.” there were substituted the words “Not Allocated”.
In item 2 Hermiston Park and Ride car park eastern access road for the words “From the south-western edge of the outer kerbline of the roundabout at its junction with the A71, Calder Road, Gogar Station Road and Riccarton Mains Road at Hermiston Park and Ride car park and its junction with the access roads to the northern and southern car parks.” there were substituted the words “Not Allocated”.
In item 3 Hermiston Park and Ride car park western access road for the words “From its junction with the former Riccarton Mains Road and its junction with the entrance roads to the northern and southern car parks.” there were substituted the words “Not Allocated”.

18. The City of Edinburgh Council (A1, The Jewel to Newcraighall, Edinburgh) (50 m.p.h. Speed Limit) Order 2006 shall have effect as if: **(GIS Ref 2299)**
in the Schedule for the words “The A1 road, non-trunk section, from the outer kerblines of the roundabout at its junction with Milton Link (including the whole roundabout) south-eastwards for a distance of 1.3 kilometres or thereby to the East Lothian boundary at Newcraighall, together with the on- and off- slip roads to the A6095 Newcraighall Road.” there were substituted the words:
“The A1 road, non-trunk section, from the outer kerblines of the roundabout at its junction with The Jewel (excluding the whole roundabout) south-eastwards for a distance of 1.3 kilometres or thereby to the East Lothian boundary at Newcraighall, together with the on- and off- slip roads to the A6095 Newcraighall Road.”.
19. The City of Edinburgh Council (Hawes Brae, Queensferry) (Restricted Road) Order 2007 is hereby revoked. **(GIS Ref 2502)**
20. The City of Edinburgh Council ((40 m.p.h. Speed Limit Direction) (No. 1) and Restricted Road)) (Variation) Order 2007 is hereby revoked. **(GIS Ref 2456)**
21. The City of Edinburgh Council (West Approach Road, Edinburgh) (Restricted Road) Order 2008 is hereby revoked. **(GIS Ref 2542)**
22. The City of Edinburgh Council (Musselburgh Road, Edinburgh) (Restricted Roads) Order 2009 shall have effect as if in the Schedule: **(GIS Ref 2735)**
in item Milton Road East for the words “from a point 20 metres or thereby east of its junction with Brunstane Mill Road eastwards to its junction with Musselburgh Road.” there were substituted the words “Not Allocated”.
23. The City of Edinburgh Council (B924 Edinburgh Road and Hawes Brae, Queensferry) (40 m.p.h. Speed Limit) Order 2012 shall have effect as if: **(GIS Ref 2953)**
in the Schedule for the words “That length of the Edinburgh Road (B924) and Hawes Brae, Queensferry, from a point 280m or thereby north west from the point of intersection of the north kerblines of the A90, Queensferry Road (eastbound carriageway) and the south-west kerblines of the B924, Edinburgh Road (eastbound on slip-road to the A90, Queensferry Road) north westwards to a point, 310 metres or thereby east of the east face of the Forth Rail Bridge.” there were substituted the words “That length of the Edinburgh Road (B924) and Hawes Brae, Queensferry, from a point 280 metres or thereby north-west from the point of intersection of the north kerblines of the A90, Queensferry Road (eastbound carriageway) and the south-west kerblines of the B924, Edinburgh Road (eastbound on slip-road to the A90, Queensferry Road) north-westwards to a point, 11 metres or thereby east of the east kerblines of Bankhead Road.”
24. The City of Edinburgh Council (Various Roads, Edinburgh) (20 mph Speed Limit) Order 2016 shall have effect as if: **(GIS Ref 3358)**
in the Schedule, in Area Five, in item South Gyle Broadway all the words were deleted.
25. The City of Edinburgh Council (West Approach Road, Edinburgh) (Restricted Roads) Order 2017 is hereby revoked. **(GIS Ref 3398)**
26. The City of Edinburgh Council (A8, Glasgow Road, Edinburgh) (40 mph Speed Limit) Order 2019 shall have effect as if in Schedule 1: **(GIS Ref 3480)**
in item A8, Glasgow Road, Edinburgh for the words “A8, Glasgow Road, Edinburgh” and “From a point 94 metres or thereby west of the centre line of Gyle Bridge to a point 288 metres or thereby east of the east kerblines of Station Road (Ratho Station).” there were substituted the words:

“A89, Edinburgh Road	(a)	That length of the A89, Edinburgh Road from the centreline of bridge over the River Almond, eastwards to the outer kerblines of the west end of Newbridge Roundabout.
A8, Glasgow Road	(b)	From a point 460 metres or thereby west of the west kerblines of Hallyards Road, eastwards to a point 113 metres or thereby west of the extended west kerblines of Maybury Road.
Gogar Station Road	(c)	From the south kerblines of the A8, Glasgow Road, southwards for a distance of 20 metres or thereby.”

27. The City of Edinburgh Council (Seafield Road East, Edinburgh) (Restricted Roads) Order 2019 is hereby revoked. **(GIS Ref 3485)**

Executed by The City of Edinburgh Council this ---- day of ---- Two thousand and ----.

(witness)

signed on behalf of Executive Director of Place

SCHEDULE 1

**Restricted Roads
30 MPH Speed Limits**

Road in Edinburgh	Lengths of Road	
Bankhead Road	From the south kerbline of Hawes Brae (Queensferry) for a distance of 180 metres or thereby southwards.	
Biggar Road	From a point 65 metres or thereby south of the south kerbline of Swanston Drive, northwards to the north kerbline of Oxfangs Road and Frogston Road West.	
Calder Road	From a point 38 metres or thereby west of the west kerbline of Hermiston House Road, eastwards to the west kerbline of Stevenson Drive.	
Comiston Road	From a point 13 metres or thereby south of the south kerbline of Braid Hills Road, southwards to the north kerbline of Oxfangs Road and Frogston Road West.	
Frogston Brae	From its junction with Frogston Road West eastwards to its junction with Frogston Road East.	
Frogston Road East	From its junction with Frogston Brae eastwards to its junction with Howden Hall Road, Captain's Road and Burdiehouse Road.	
Frogston Road West	From its junction with Comiston Road and Biggar Road eastwards to its junction with Frogston Brae.	
Glasgow Road (A8)	(a)	From the outer kerbline of Newbridge Roundabout (including the whole carriageway of the said roundabout), eastwards to a point 460 metres or thereby west of the west kerbline of Hallyards Road.
	(b)	From a point 113 metres or thereby west of the extended west kerbline of Maybury Road, eastwards to a point 97 metres or thereby east of the east kerbline of Craigs Avenue.
Gogar Station Road	From a point 20 metres or thereby south of the south kerbline of the A8, Glasgow Road, southwards to the outer kerbline of the Calder Road Roundabout.	
Hawes Brae, Queensferry	From a point 11 metres or thereby east of the east kerbline of Bankhead Road, north-westwards to a point 130 metres or thereby east of the east face of the Forth Rail Bridge.	
Hermiston Park and Ride car park - Eastern Access Road	From the south-western edge of the outer kerbline of the roundabout at its junction with the A71, Calder Road, Gogar Station Road and Riccarton Mains Road at Hermiston Park and Ride car park, south-westwards to its junction with the access roads to the northern and southern car parks.	
Hermiston Park and Ride car park - Western Access Road	From the West Leg of the former Riccarton Mains Road north-westwards to its junction with the entrance to the northern and southern car parks.	
Hillhouse Road	From its junction with Queensferry Road eastwards to its junction with House O'Hill Avenue.	
Lanark Road	From a point 11 metres or thereby east of the east kerbline of Spylaw Park, eastwards to a point 24 metres or thereby east of the east kerbline of Redhall View.	

Milton Link	From the outer kerbline of the Jewel Roundabout (including the whole roundabout forming part of the A1 road), northwards to its junction with Milton Road, Sir Harry Lauder Road and Milton Road East.	
Milton Road (including Duddingston Crescent and Milton Road East)	From its junction with Hope Lane eastwards, including those parts also known as Duddingston Crescent and Milton Road East, to its junction with Musselburgh Road.	
Old Liston Road	From the outer kerbline of Newbridge Roundabout, southwards and then westwards to a point 50 metres or thereby south of the south kerbline of Parkside.	
Queensferry Road	From a point 135 metres or thereby north-west of the north-west kerbline of Braehead Avenue, south-eastwards and then eastwards to its junction with Hillhouse Road.	
Riccarton Mains Road	(a)	From the outer kerbline of the roundabout at the A71, Calder Road, Gogar Station Road and Riccarton Mains Road, southwards to a point 334 metres or thereby north of the north kerbline of Weaver's Knowe Crescent.
	(b)	(West Leg - Riccarton Mains Road adjacent to Hermiston Park and Ride), from the south kerbline of Calder Road southwards to the main carriageway of Riccarton Mains Road.
Seafield Road East	From its junction with Portobello Road and King's Road northwards to a point 87 metres or thereby north of the north kerbline of Fillyside Road.	
Sir Harry Lauder Road	From its junction with Portobello Road and King's Road, including King's Road roundabout, southwards to its junction with Milton Road and Milton Road East.	
South Gyle Access	From the extended north kerbline of Bankhead Drive, northwards to the outer kerbline of the roundabout at its junction with South Gyle Crescent, South Gyle Broadway and South Gyle Wynd.	
South Gyle Broadway	From the outer kerbline of the roundabout at its junction with South Gyle Crescent, South Gyle Broadway and South Gyle Wynd, (including the whole roundabout), north-westwards to a point 299 metres or thereby north-west of the north-west kerbline of Gyle Avenue.	
West Approach Road	(a)	From its junction with Roseburn Street, eastwards then southwards and then north-eastwards to the north face of the Morrison Street overbridge, including those sections of carriageway for north-eastbound only traffic (north leg), and south-westbound only traffic (south leg).
	(b)	From its junction with the on-slip road for north-westbound only traffic, south-westwards to the south kerbline of Dundee Street.
Wester Hailes Road	From its junction with Calder Road southwards and then south-eastwards to a point 118 metres or thereby north of the north kerbline of Lanark Road.	

Explanatory Note - The lengths of road in this Order are in addition to the lengths of restricted road described in the entries in Part I – Edinburgh District of the Schedule to the Lothian Regional Council (Restricted Roads) Order 1985.

SCHEDULE 2

VARIATIONS ETC TO THE EDINBURGH CORPORATION (40 M.P.H. SPEED LIMIT DIRECTION) (NO. 1) ORDER, 1961

The above Order shall have effect as if:

In the SCHEDULE:

In item 1. Comiston Road for the words “1. Comiston Road” and “From a point 14 yards or thereby south of its junction with Braid Hills Road southwards including Biggar Road to its junction with the northernmost roundabout of the Lothianburn Interchange on the A720 City Bypass.” there were substituted the words “1. Biggar Road” and “From a point 65 metres or thereby south of the south kerbline of Swanston Drive, southwards to its junction with the northernmost roundabout of the Lothianburn Interchange on the A720 City Bypass.”.

In item 2. Frogston Road West

In item (a) for the words “from its junction with Comiston Road and Biggar Road to its junction with Frogston Avenue.” there were substituted the words “(Not Allocated)”.

In item (b) for the words “from a point 15 metres or thereby east of its junction with Mounthooly Loan to its junction with Frogston Brae.” there were substituted the words “(Not Allocated)”.

In item 2A. Frogston Brae for the words “from its junction with Frogston Road West eastwards to its junction with Frogston Road East.” there were substituted the words “(Not Allocated)”.

In item 2B. Frogston Road East for the words “from its junction with Frogston Brae eastwards to its junction with Mortonhall Gate” there were substituted the words “(Not Allocated)”.

In item 5. Milton Road West for the words “From a point 43 metres or thereby east of its junction with Park Avenue eastwards including Milton Road East to a point 20 metres or thereby east of its junction with Brunstane Mill Road.” there were substituted the words “(Not Allocated)”.

In item 10. Glasgow Road for the words “From a point 45 yards or thereby west of its junction with Drum Brae South westwards to a point 100 yards or thereby west of the Gyle Bridge.” there were substituted the words “(Not Allocated)”.

In item 11. Lanark Road for the words “From a point 32 yards or thereby east of its junction with Redhall View westwards to a point 7 yards or thereby east of its junction with Spylaw Park.” there were substituted the words “(Not Allocated)”.

Statement of Reasons

The City of Edinburgh (Various Roads, Edinburgh) (Speed Limit Reductions) (Restricted Roads) Order 202_ - TRO/20/20

Proposed Traffic Order to introduce 30mph speed limits.

The Council's Local Transport Strategy contains policies that set out its approach to setting appropriate speed limits on its road network. Policy Safe 5 and Safe 6 state that the Council will undertake a programme of reducing 40mph speed limits to 30mph at locations with urban frontages.

Reduced speed limits further the Council's ambitions to create environments that encourage walking and cycling and to provide a road network that is safe for all road users.

A review has recently been undertaken of all 40mph roads within the City of Edinburgh Council's boundary to consider the potential to reduce their speed limits. The outcomes of this review were reported to the Council's Transport and Environment Committee on 27 February 2020. The Committee gave its approval to commence the statutory process to reduce the speed limit from 40mph to 30mph at the following locations:

- Lanark Road;
- West Approach Road;
- Comiston Road;
- Biggar Road;
- Riccarton Mains Road including access roads to Hermiston Park & Ride;
- Calder Road;
- Wester Hailes Road;
- Glasgow Road – between Gogar roundabout and Drum Brae roundabout;
- Glasgow Road – between Newbridge roundabout and the east end of Ratho Station;
- Old Liston Road;
- Gogar Station Road;
- South Gyle Broadway;
- South Gyle Access;
- Queensferry Road;
- Hillhouse Road;
- Frogston Brae;
- Seafield Road East;
- Frogston Road East
- Frogston Road West;
- Sir Harry Lauder Road;
- Milton Link;
- Milton Road including parts known as Duddingston Crescent;
- Milton Road East;
- Hawes Brae; and
- Bankhead Road

Police Scotland is responsible for the enforcement of posted speed limits and has provided a statement of support for the proposal to these reduce speed limits.

Appendix 2 - Responses received to the advertised TRO/20/20 and responses to the comments raised

Total number of representations 52 (20 objections and 32 notes of support)

TABLE 1 - Notes of support referring to specific locations: <i>(Please note that some respondents referred to more than one location)</i>	Number received:
Sir Harry Lauder Road	1
Milton Road	1
Comiston Road	4
Queensferry Road	2
South Gyle	1
Calder Road	1
Wester Hailes Road	1
Seafield Road East	1
West Approach Road	1
Biggar Road	1
Frogston Road East	1
Frogston Road West	1
Frogston Brae	1
Glasgow Road	6

TABLE 2 - Objections referring to specific locations: <i>(Please note that some respondents referred to more than one location)</i>	Number received:
TRO/20/20 (all locations)	2
Biggar Road	1
Calder Road	1
Comiston Road	1
Frogston Brae	1
Frogston Road East	1
Frogston Road West	1
Glasgow Road (between Gogar roundabout and Drum Brae roundabout)	17
Glasgow Road (between Newbridge roundabout and the east end of Ratho Station)	2
Gogar Station Road	1
Riccarton Mains Road	1
Lanark Road	1
Old Liston Road	1
Seafield Road East	1
Sir Harry Lauder Road	1
South Gyle Access	1
South Gyle Broadway	1
West Approach Road	1
Wester Hailes Road	1

TABLE 3

Issue raised:	Number of respondents raising the issue:	Response:
Lack of evidence that speed limit reductions are effective and improve road safety	3	<p>The 40mph Speed Limit Review commenced following the citywide 20mph roll out. A report evaluating the 20mph rollout was considered by the Transport and Environment Committee in October 2019. Findings revealed that slower speeds were having a positive impact on the safety and wellbeing of residents and visitors. People who walk and cycle reported they were doing so much more frequently now streets are calmer. Amongst the findings reported was a statistically significant reduction in speeds across the monitoring sites surveyed.</p> <p>The Council has adopted a “Vision Zero” policy approach to road safety. This means that our overarching road safety vision is to work towards the provision of a modern road network where all users are safe from the risk of being killed or seriously injured. This approach, which is in keeping with the Scottish Government’s Road Safety Framework to 2020, has major implications for road network management.</p> <p>Vehicle speed is the most important single factor in the severity of road collisions, with the risk of fatal injury to pedestrians being more than eight times higher at 30mph than 20mph. The chance of survival halves again between 30mph and 40mph. So urban speed limits need to reduce, if the Council is to move toward Vision Zero.</p> <p>Speed is not only a safety issue. Lower speeds contribute to place making – streets with slower traffic are more attractive to residents, pedestrians, cyclists and children and can improve the environment for business and social interaction.</p> <p>As with the 20mph roll out, the Council’s Road Safety team will monitor the vehicle speeds and collision profiles of the locations proposed for a reduction in speed limit from 40mph to 30mph as stated in TRO/20/20.</p>

		<p>Furthermore, Police Scotland is responsible for enforcing speed limits and has been consulted as part of the statutory consultation process. Police Scotland is supportive of improved road safety across the city and is working with the Council to achieve this through road safety education and behaviour change initiatives. The Council will continue to work closely with Police Scotland on educating all road users on the importance of road safety to achieve a cultural change and safety benefits for all.</p>
<p>Speed limit reductions will cause delays and increase congestion and air pollution.</p>	<p>2 – not site specific 16 - Glasgow Road, between Gogar roundabout and Drum Brae 1 - Glasgow Road, between Newbridge roundabout and the east end of Ratho Station</p>	<p>Vehicles traveling at slower speeds can help to promote a smooth driving style which helps traffic to flow. A subsequent reduction in acceleration, deceleration, gear changing and braking and a move away from 'stop-go' driving will help to reduce fuel consumption and associated emissions. Importantly, some environmental benefit from the change is expected from helping to unlock the potential for walking or cycling instead of driving.</p> <p>The Council continues to prioritise the issue of poor air quality, with a range of projects, including proposals for a Low Emission Zone and investment in high quality walking and cycling infrastructure to encourage modal shift away from private car use.</p>
<p>Reduction of speed limit on roads with no residential frontages and/or low pedestrian volumes</p>	<p>1 – not site specific 1 – Calder Road, Frogston Brae, Frogston Road West and Frogston Road East, Glasgow Road, between Newbridge roundabout and the east end of Ratho Station, Riccarton Mains Road, Old Liston Road, South Gyle Access, South Gyle Broadway, West Approach</p>	<p>The 40mph Speed Limit Review was founded upon a range of data criteria that was collected and evaluated. The review accounted for the function and local features at each location, including residences and active travel facilities, however the absence of these would not necessarily justify retaining the existing 40mph speed limit.</p> <p>Other key considerations included reviewing traffic data that was collected at each site, its collision history and network consistency. The reduction in speed limit on the roads identified aims to further the Council's ambitions to create a road network that is safe for all road users. The reductions stand to support on going and future transport proposals, for example the West Edinburgh Link which will improve walking and cycling facilities in South Gyle.</p>

	Road, Wester Hailes Road	
Reduction of speed limits is a waste of public money and resources	2	Lower speed limits help to reduce the risk and severity of road collisions. Fewer casualties means less strain on the NHS and emergency services. Lower speed limits support and encourage more walking and cycling which contribute to better physical and mental health and prevention of illnesses like heart disease and diabetes, helping save NHS spending.
Many of the roads concerned are arterial routes and are designed to handle vehicle speeds of 40mph or higher due to size and layout	1 – Biggar Road, Calder Road, Comiston Road, Frogston Brae, Frogston Road West and Frogston Road East, Glasgow Road (both sections), Lanark Road, Riccarton Mains Road, Seafield Road East, Sir Harry Lauder Road, South Gyle Access, South Gyle Broadway, West Approach Road, Wester Hailes Road	<p>Over recent years, there has been a huge increase in the number of motor vehicles since the construction of our arterial roads, and the potential for collisions has therefore increased.</p> <p>When setting and amending speed limits it is important to consider network consistency. With a predominantly 20mph road network across the City of Edinburgh Council's boundary, a reduction in speed to 30mph ensures that posted speed limit transitions are logical and consistent.</p> <p>As outlined in the 40mph Speed Limit Review report, it is proposed that the reductions in speed limit will initially be implemented using signage and road markings. The average speed data recorded at most locations indicates that self-compliance is attainable, without the need for further speed reducing measures, which supports utilising this cost-effective method.</p> <p>If, however post reduction monitoring records average speeds that indicate an unacceptable level of non-compliance, a site study will be carried out to determine if changes are required to the existing road layout and the suitability of further speed reduction measures including, but not limited to, mobile vehicle activated signs and physical calming measures.</p>
Reductions ignore the needs of business and individuals using the roads and have only considered residents living at these locations	1	Speed is not only a safety issue, but lower speeds also contribute to place making not only for residents but for local businesses and road users. Streets with slower traffic are more attractive to residents, pedestrians, cyclists and children and can improve the environment for business and social interaction.