

# Report

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| Report to:       | <b>Road Safety Forum</b>                         |
| Date of Meeting: | <b>24 November 2010</b>                          |
| Report by:       | <b>Executive Director (Enterprise Resources)</b> |

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| Subject: | <b>Setting Local Speed limits</b> |
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ Inform the Forum of progress to date in the review of speed limits on Class A and Class B roads in South Lanarkshire.

## 2. Recommendation(s)

2.1. The Forum is asked to note the following recommendation(s):-

- (1) that the contents of the report are noted and that the Forum continues to support the review of speed limit process, including the commencement of the statutory process to reduce the identified speed limits.

## 3. Background

3.1 On 9 August 2006, the Enterprise, Transport and Lifelong Learning Department of the Scottish Executive issued ETLLED Circular 1/2006: Setting Local Speed Limits. This document provided new guidance on setting local speed limits and superseded that set out in the previous document issued in 1993.

3.2 The covering letter accompanying the guidance requested all councils to review the speed limits on all of their A & B class roads by 2011.

3.3 The Forum, at its meeting on 20 September 2006 supported the adoption of the Scottish Executive Guidance on setting local speed limits.

3.4 Due to the large number of roads to be assessed the exercise has been conducted in three phases.

## 4. Review Process

### Phase 1

4.1 The Forum, at its meeting on 3 February 2010 supported the continued review of speed limits, including the commencement of the statutory process to reduce speed limits at 28 locations identified as a result of the Phase 1 surveys.

4.2 The statutory process to introduce those reduced limits is currently being undertaken and the changes are programmed to be introduced later this financial year.

- 4.3 The cost of implementing this stage of the review is being met from the Scottish Government's Cycling, Walking and Safer Streets grant and the effectiveness of the new limits will be monitored during the forthcoming financial year (i.e. 2011/2012).

#### Phase 2

- 4.4 A further 15 Class A and Class B routes have recently been assessed with these being divided into 117 links. This means that approximately two thirds of all Class A and Class B roads within South Lanarkshire have now been reviewed.
- 4.5 Surveys were undertaken to measure speeds at appropriate points on each link to determine the mean speed. Traffic flows were also measured and used, in conjunction with the recent accident history, to determine the accident rate for the link.
- 4.6 In accordance with the national guidance and additional advice prepared by The Society of Chief Officers of Transportation in Scotland (SCOTS) factors such as the mean speed, the accident rate and character and function of the road has been used to determine the appropriate speed limit.
- 4.7 A summary of the proposed changes in speed limit are listed in Appendix A. The process has identified 21 lengths of road where the speed limit should be lowered.
- 4.8 Initial consultation with adjacent authorities has been undertaken to determine whether they agree, in principle, with the findings of the review at the common boundaries. Agreement, in principle, has been reached with North Lanarkshire Council while it is awaited from East Renfrewshire, Glasgow City, Scottish Borders and Dumfries & Galloway Council Councils.
- 4.9 The Police have been consulted to determine whether they agree, in principle, with the findings of the review. Their agreement, in principle, has been given.
- 4.10 The effectiveness of the limits introduced as part of Phase 1 will be monitored next financial year with a view to implementing the Phase 2 proposals in 2012/2013, or sooner if external funding is provided.

#### Phase 3

- 4.11 Surveys of the final sixteen routes are currently being undertaken and this will enable the assessments to be concluded by the end of 2011. The outcome of this assessment will form the basis of a future report to the Forum.

### **5. Employee Implications**

- 5.1 The project will be delivered using existing staff resources.

### **6. Financial Implications**

- 6.1 The cost of implementing the first stage of the review is £85,000 and is being met from the Scottish Government's Cycling, Walking and Safer Streets grant. The effectiveness of the new limits will be monitored during the forthcoming financial year (2011/2012) with a view to implementing the other phases in future years (i.e. 2012/2013 and 2013/2014) or sooner if external funding is provided.

## **7. Other Implications**

7.1 There are no significant risks associated with this report, nor any environmental implications.

## **8. Equality Impact Assessment and Consultation Arrangements**

8.1 This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore, no impact assessment is required.

**Colin McDowall**

**Executive Director (Enterprise Resources)**

8 November 2010

### **Link(s) to Council Objectives/Improvement Themes/Values**

- Improve community safety
- Improve the road network and public transport

### **Previous References**

- Report to the Road Safety Forum 20 September 2006.
- Report to the Road Safety Forum 29 October 2008.
- Report to the Road Safety Forum 2 February 2010

### **List of Background Papers**

- ETLLED Circular 1/2006: Setting Local Speed Limits

### **Contact for Further Information**

If you would like to inspect the background papers or want further information, please contact:-

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## Appendix A

| Route | From                     | To                           | Existing Limit | Proposed Limit |
|-------|--------------------------|------------------------------|----------------|----------------|
| A724  | 25m E of Lightburn Road  | 150m W of Blantyre Farm Road | 50             | 40             |
| A743  | Ravenstruther (W)        | Railway Bridge               | 60             | 50             |
| A743  | Railway Bridge           | E of Stanmore Road           | 60             | 50             |
| A749  | Greenlees Road           | N of Nerston                 | 70             | 60             |
| A749  | N of Nerston             | Greenlees Road               | 70             | 60             |
| A763  | Glasgow City Boundary    | Clydeford Road Roundabout    | 60             | 40             |
| B764  | A726 Queensway           | Westwood Rod                 | 40             | 30             |
| B764  | Westwood Road            | Strathtay Avenue             | 40             | 30             |
| B764  | Strathtay Avenue         | Greenhills Road              | 40             | 30             |
| B7012 | A726 EK Expressway       | High Blantyre (W)            | 60             | 50             |
| B7016 | N of Cleuch Bridge       | S of Stobwoodyke Road        | 60             | 40             |
| B7016 | Biggar (E)               | Scottish Borders Boundary    | 60             | 40             |
| B7078 | A72                      | Merryton Road                | 60             | 50             |
| B7078 | Larkhall (S)             | Canderside Toll              | 60             | 40             |
| B7078 | M74 Junction 10          | South of Milton Farm         | 60             | 40             |
| B7078 | 200m S of Balgray Road   | M74 Junction 11 Poneil       | 70             | 60             |
| B7078 | M74 Junction 11 Poneil   | 200m S of Balgray Road       | 70             | 60             |
| B7078 | M74 Junction 11 Poneil   | A70 Millbank                 | 70             | 60             |
| B7078 | A70 Millbank             | M74 Junction 11 Poneil       | 70             | 60             |
| B7086 | E of B7078 Carlisle Road | Auchenheath (W)              | 60             | 40             |
| B7086 | Hillend Bungalow         | A72 Lanark Road              | 60             | 40             |

Summary of Links where changes in Speed Limit are proposed