

Report

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Report to:	Road Safety Forum
Date of Meeting:	7 December 2011
Report by:	Executive Director (Enterprise Resources)

Subject:	Setting Local Speed Limits
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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 outcomes of the review of speed limits, including the commencement of the statutory process to reduce limits at identified locations as funding becomes available.

3. Background

- 3.1. On 9 August 2006, the Enterprise, Transport and Lifelong Learning Department of the Scottish Executive issued ETLLD 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 This document provided new guidance on setting local speed limits and superseded that set out in the previous document issued in 1993.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.
- 3.4. The Forum, at its meeting on 20 September 2006 supported the adoption of the Scottish Executive Guidance on setting local speed limits.
- 3.5.
- 3.4. Due to the large number of roads to be assessed the exercise has been conducted in three phases.

4. Review Process

4.1. Phase 1

- 4.2. 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.
- 4.3. The statutory process to introduce those reduced limits concluded with the effective date being recorded as 14 March 2011. The work to implement the limits was concluded early in the current financial year (i.e. 2011/2012) and the locations have been subject to ongoing monitoring to assess the effectiveness of the changes.

- 4.4. The cost of implementing this phase of the review was approximately £85,000 and was met from the Scottish Government's Cycling, Walking and Safer Streets grant received in 2010/11.
- 4.5. **Phase 2**
- 4.6. The Forum, at its meeting on 27 November 2010 continued to support the 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. The Forum was informed that a further 15 Class A and Class B routes, consisting of 117 links, had been assessed with 21 lengths of road being identified where the speed limit should be lowered.
- 4.7. No timescale was set to implement the lowered speed limits on these 21 identified lengths of road until the effectiveness of the Phase 1 reductions had been monitored.
- 4.8. As such the effectiveness of these new limits is currently being monitored and this will be the subject of a separate report to a future Road Safety Forum.
- 4.9. **Phase 3**
- 4.10. A further 19 Class A and Class B routes have recently been assessed with these being divided into 108 links. This is the final phase of assessment to be undertaken.
- 4.11. 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.
- 4.12. 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.
- 4.13. A summary of the proposed changes in speed limit are listed in Appendix A. The process has identified 24 lengths of road where the speed limit should be reduced and one where the speed limit should be increased.
- 4.14. 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 Dumfries & Galloway, East Ayrshire, Scottish Borders and West Lothian Councils while responses are awaited from Glasgow City and North Lanarkshire Councils.
- 4.15. 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. Similar to phase 2, the speed limits identified in phase 3 will not be implemented until the phase 1 effectiveness has been established. Thereafter routes will be subject to a prioritisation process still to be developed.
- 4.16. The speed limits on all Class A and Class B roads within South Lanarkshire have now been reviewed by 2011, as requested by the Scottish Executive in 2006.

5. Employee Implications

- 5.1. The project has been delivered using existing staff resources.

6. Financial Implications

- 6.1. The cost of implementing the first stage of the review was £85,000 and was met from the Scottish Government's Cycling, Walking and Safer Streets grant. The effectiveness of the new limits is being monitored during the current financial year with a view to implementing the other phases in future years.

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.
- 8.2. Consultation has been undertaken with neighbouring Local Authorities and Strathclyde Police.

Colin McDowall
Executive Director (Enterprise Resources)

14 November 2011

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
- Report to the Road Safety Forum 24 November 2010

List of Background Papers

- ETLLD 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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Road Safety Forum

7 December 2011

Route	From	To	Existing	Proposed
A71	Drumclog (W)	Drumclog (E)	60	50
A71	Strathaven	Stonehouse	60	50
A71	Stonehouse Bypass (W)	Stonehouse Bypass (E)	60	50
A71	Stonehouse Bypass (E)	Canderside Toll	60	50
A71	Canderside Toll	M74 J8 (E)	60	40
A71	M74 J8 (E)	Shawsburn (N)	60	50
A71	Shawsburn (S)	Cornsilloch Roundabout (E)	60	50
A702	M74 J14	Elvanfoot (N)	60	50
A706	E of Linthill, Lanark	Stanmore Road	60	50
A706	Stanmore Road	Campwood	60	50
A721	Kaimend (W)	Kaimend (E)	60	50
A723	North Lanarkshire boundary	Hamilton (N)	70	60
A723	Hamilton (N)	North Lanarkshire boundary	70	60
A723	Burn Road	Burnwynd Farm	60	50
B740	B7078	Crawfordjohn (E)	60	50
B745	A71 Drumclog	B743 Dungavel	60	50
B759	A749 East Kilbride Road	140m e of Inchmurrin Gardens	60	40
B759	140m e of Inchmurrin Gardens	Glasgow City boundary	60	40
B7040	A702 Elvanfoot	Leadhills (E)	60	50
B7055	West of Wiston Mains	A73 near Wiston	60	40
B7056	Crossford (E)	Braidwood (S)	60	40
B7056	N of A73 Braidwood	S of Glenshee Gardens	60	50
B7071	Hamilton Road/Bothwell Road	Whistelberry Toll	60	40
B7071	Whistleberry Toll	Hamilton Road/Bothwell Road	60	40
B7071	Bellshill Road	300m s of Bellshill Road	30	40

Summary of Links where changes in Speed Limit are proposed