

Report

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Report to:	Road Safety Forum
Date of Meeting:	3 February 2010
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):-

- 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 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 This document provided new guidance on setting local speed limits and superseded that set out in the previous document issued in 1993.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 Traffic Authorities 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. The Forum, at its meeting on 29 October 2008 noted the process to review speed limits in South Lanarkshire was underway.

4. Review Process to Date

4.1. A total of 12 Class A and Class B routes have been assessed in South Lanarkshire. These were divided into 93 links. Approximately one third of all Class A and Class B roads within South Lanarkshire have been reviewed to date.

4.2. Speeds were measured 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.

- 4.3. 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.
- 4.4. A summary of the proposed changes in speed limit are listed on Appendix A. The process to review speed limits on Class A and Class B roads has initially identified 28 lengths of road in South Lanarkshire where the review process indicates that speed limits should be lowered.
- 4.5. There has been initial consultation with adjacent authorities to determine whether they agree, in principle, with the findings of the review at the common boundaries. Agreement, in principle, has been reached with East Renfrewshire Council, Glasgow City Council, North Lanarkshire Council, Scottish Borders Council and West Lothian Council. Responses are still awaited from East Ayrshire Council and BEAR Scotland (Operating Company for the A702 on behalf of the Scottish Government).
- 4.6. 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.

5. Review Process in the Future

- 5.1. Where the review identifies that a change of speed limit would be appropriate then it is recommended that the statutory process to change that limit be started.
- 5.2. Fifteen routes, divided into 116 links, are being assessed during 2009/2010 with the assessment of the remaining sixteen routes (100 links) being concluded by the end of 2011.

6. Employee Implications

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

7. Financial Implications

- 7.1. The cost of the review will be met from existing revenue expenditure. The cost of implementing the first tranche of changes will be met from the Scottish Government's Cycling, Walking and Safer Streets grant.

8. Other Implications

- 8.1. None

9. Equality Impact Assessment and Consultation Arrangements

- 9.1. 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)

25 January 2010

Link(s) to Council Objectives

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

Previous References

None

List of Background Papers

- ETLLED Circular 1/2006: Setting Local Speed Limits

Contact for Further Information

If you would like inspect any of the background papers or want any further information, please contact Neil Chisholm

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Appendix A

Route	From	To	Existing Limit	Proposed Limit
A70	Uddington (W)	Uddington (E)	60	50
A70	new roundabout at barracks	Middlebank Farm	60	50
A70	Middlebank Farm	A743 junction Ravenstruther	60	50
A70	A743 Ravenstruther (E)	Carstairs (W)	60	50
A70	140m w of B7016 junction	Carnwath (W)	60	40
A72	B7078 junction	Duke St/M74 (W)	60	50
A72	Duke St/M74 (W)	Duke St/M74 (E)	60	50
A72	Duke St/M74 (E)	A71 junction Cornsilloch	60	50
A72	A71 junction Garrion	Rosebank (N)	60	40
A72	Rosebank (S)	Crossford (N)	60	40
A72	Hazelbank (S)	Kirkfieldbank (W)	60	40
A72	Kirkfieldbank (E)	A73 junction Steels Cross	60	40
A72	A73 junction Symington	Symington (W)	60	40
A72	Symington (W)	Symington (E)	40	30
A72	Symington (E)	east of Manse Road junction	60	40
A73	N Lanarkshire Boundary	Law Hospital (S)	70	50
A73	Nemphlar Road junction	W of A72 junction Steels Cross	60	40
A73	Hyndford Road at existing 30	Hyndford Road at existing 40	40	30
A73	Hyndford Road at existing 40	Lanark Market	60	40
A73	Lanark Market	new roundabout at barracks	60	40
A73	Roberton (N)	Roberton (S)	60	50
A727	East Renfrewshire Boundary	Peel Road Roundabout (B766)	60	50
B758	North of Calderglen Avenue, Blantyre	North Lanarkshire Boundary at Uddingston	60	40
B759	North of Kirkhill Golf Club	A749 East Kilbride Road	60	40
B7011	North Lanarkshire Boundary	Mauldslie Road junction	60	40
B7011	Mauldslie Road junction	Law (S)	60	50
B7011	140 m S of A73	A73 junction	60	40
B7018	Brocketsbrae (S)	Brocketsbrae (N)	60	40

Summary of Links where changes in Speed Limit are proposed