

# Midlothian 20mph Speed Limit Review

Midlothian Council

13 April 2023

## Quality information

<b>Prepared by</b>	<b>Checked by</b>	<b>Verified by</b>	<b>Approved by</b>
Elliot Bayley Consultant	Iain Hamilton Principal Consultant	David McKechnie Regional Director	David McKechnie Regional Director

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**Prepared for:**

Midlothian Council

**Prepared by:**

Elliot Bayley

Consultant

T: Tel

M: Mobile

E: [elliot.bayley@aecom.com](mailto:elliot.bayley@aecom.com)

AECOM Limited

1 Tanfield

Edinburgh EH3 5DA

United Kingdom

T: +44 131 301 8600

[aecom.com](http://aecom.com)

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## **1. Background and Introduction**

### **1.1 Introduction**

Midlothian Council has commissioned AECOM to undertake a review of speed limits across the Council area with a view to adjusting speed limits to 20mph in appropriate locations. Following this initial review the Council has requested that the study extend to a review of other streets within the Councils area which are currently subject to a speed limit of 40mph, 50mph, 60mph and 70mph.

### **1.2 Background**

In response to Transport Scotland's review of their approach to the setting of speed limits across Scotland, Midlothian Council has reviewed its own policy for the setting of speed limits and the criteria that should apply to different speed limits. The purpose of this was to achieve clarity in the setting of appropriate speed limits for different setting and so that communities have a greater understanding of what speed limits should apply in their area.

Progressing with this work the Council is now moving to implementing this new policy through a review of current speed limits to establish if there is a requirement to alter speed limits throughout the Council area.

## 2. Policy and Guidance

### 2.1 Introduction

This chapter provides a brief summary of the relevant policy and guidance documents which have been used to inform this study.

### 2.2 National Transport Strategy 2

National Transport Strategy 2 (NTS2) was published in 2020 and sets out the vision for Scotland's transport system over the next 20 years. The vision of the strategy is to have a sustainable, inclusive, safe and accessible transport system, helping to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

Accompanying NTS2 is the NTS2 Delivery Plan which sets out actions for how the vision of NTS2 will be delivered, providing an overview for transport investment and projects. Key to the Midlothian Speed Limit Review is the priority of the Delivery Plan to improve safety by reducing road casualties and delivering the outcomes of Scotland's Road Safety Framework.

To deliver safer roads, the Plan states that Transport Scotland will ensure all appropriate roads in built up areas will have a safer speed limit of 20mph by 2025 as it seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant street and neighbourhoods by providing a more equitable balance between different road users and will contribute to the implementation of the safe system.

### 2.3 Midlothian Council Speed Policy

Midlothian Council have undertaken a road safety and hierarchy review which subsequently led to the production of a Speed Policy document which sets out the Council's objectives, guidance which informs the policies and how they would be implemented. The document states that underlying principles of Midlothian Council's speed limit policy include:

- Determining the function of the road and its characteristics in terms of movement and place when examining and considering the speed limit
- The needs of all road users to be fully taken into account when considering the implications of speed limits.

Section 4.2 states that 20mph street within towns are mostly residential, or see high pedestrian and cyclist movements and tend to be areas where motor vehicle movement is not deemed the primary function. The policy sets out the following guidance on characteristics for the application of 20mph speed limits:

- A clearly defined core, such as a central shopping area of community facility;
- Several facilities generating active travel movements;
- Notable development depth;
- Almost continuous frontage;
- Numerous junctions; and
- Significant pedestrian activity throughout the day.

### 3. Methodology

#### 3.1 Introduction

This chapter provides an outline of the methodology that has been employed in reviewing the speed limits currently in use in Midlothian and determining whether or not these should be revised.

#### 3.2 Methodology Applied

In order to undertake the review of 20mph and 30mph speed limits, a list of approximately 1,700 streets or sections of streets was provided from Midlothian Council area, including identification for which town, village or other settlement they were located in. This was accompanied by GIS data which included information on existing speed limits on each of the streets provided. The settlements which were reviewed are:

- Bonnyrigg
- Dalkeith
- Danderhall
- Gorebridge
- Howgate
- Lasswade
- Loanhead
- Newtongrange
- Pathhead
- Penicuik
- Rosewell
- Roslin

Using the list provided, every street was assessed, using desktop tools, against the criteria for a 20mph street as set out in the Midlothian Council Speed Policy Document using a simple 'Yes' or 'No' system. A street would be marked with a 'Yes' next to a particular criterion if it was judged to match it and vice versa for 'No'. Greater detail on how each of these criteria was applied is set out in Table 1 below.

**Table 1. Application of Midlothian 20mph Criteria**

Criteria	Contributing Factors
A clearly defined core, such as a central shopping area of community facility	<ul style="list-style-type: none"> <li>• On or leading to an area with a high concentration of facilities relative to the size of the area (e.g. in a small residential setting, a community centre was considered "core")</li> <li>• Near an area which would attract a high number of travel movements (e.g. a group of shops or bus stops)</li> <li>• On or leading to an area considered central to a settlement, where movements are likely to congregate (e.g. main thoroughfares through settlements)</li> <li>• Likely to incorporate schools, high streets, community centres, sports centres and other community facilities</li> </ul>
Several facilities generating active travel movements	<ul style="list-style-type: none"> <li>• On corridors likely to be a focal point of active travel movements (e.g. leading to schools)</li> <li>• On or near routes with dedicated active travel facilities such as cycle lanes</li> </ul>
Notable development depth	<ul style="list-style-type: none"> <li>• Areas of significant density of residences or commercial properties likely to attract travel movements</li> </ul>
Almost continuous frontage	<ul style="list-style-type: none"> <li>• Streets which continuously have properties facing onto them and are therefore likely to experience travel movements associated with them</li> </ul>



Criteria	Contributing Factors
	<ul style="list-style-type: none"> <li>Streets with significant numbers of residential driveways accessed from them</li> </ul>
Numerous junctions	<ul style="list-style-type: none"> <li>Streets with numerous points of conflicting traffic movements where slower speeds would allow these movements to be undertaken more safely</li> </ul>
Significant pedestrian activity throughout the day	<ul style="list-style-type: none"> <li>Streets with significant densities of residential or commercial properties with footways where pedestrian movement is likely throughout the day</li> <li>Streets which are likely to form key pedestrian routes to nearby facilities</li> </ul>

Additionally, streets which currently have 20mph speed limits were not considered for change as an assumption was made that a decision based on similar factors as the above had been made in the past to introduce the limit.

Streets which belong to new housing developments which are either under construction or recently completed were assumed to be given a 20mph speed limit. This is due to the streets likelihood of meeting the above criteria given how most modern housing development are designed applying the principles of Designing Streets.

Streets were then mapped out on GIS mapping software, highlighting streets which were proposed to be 20mph based on the review. It could then be observed in each settlement if there were any outlier streets which remained at a higher speed limit when surrounding by proposed 20mph streets. These streets were proposed to also be changed to a 20mph speed limit to ensure continuity of speed limits within areas.

A further review was subsequently undertaken to ensure consistency through an area and that there were no very short sections (less than approximately 400-600m) of any one speed limit. This review sought to identify any streets in an area with an abnormal speed limit compared to the surrounding streets. An individual street may have been assessed correctly as, for example, being retained as 30mph, however if all the surrounding streets have been assessed as changing to 20mph there is a danger that the inconsistency may not be adhered to by drivers or that the speed limit in the surrounding streets may not be adhered to. There would therefore be legitimate cause to reduce the speed limit of the street in question to 20mph.

### 3.3 Next Steps

The project has initially considered the streets within Midlothian that are currently subject to a speed limit of 20mph and 30mph. The next stages of the project are to review the speed limits of streets subject to 40mph, 50mph, 60mph and 70mph speed limits. This process has started and is ongoing at present.

## **4. Public Consultation**

### **4.1 Introduction**

Separately to the review exercise in accordance with the Council's standards, a public consultation exercise has been undertaken which has afforded members of the public the opportunity to comment on speed limits in their area and the speeds that vehicles travel through the area. Consideration has been given to a number of areas in Midlothian at the Councils request in order to determine if the impact of the public consultation exercise is sufficient to require alteration in the speed limit. Public consultation data has been reviewed for the requested areas identified below initially.

### **4.2 Old Pentland Road**

From the A702/ Old Pentland Road junction the current speed limit is 40mph for approximately 230m before rising to 60mph until the A701 Straiton Road/ Old Pentland Road junction. It is proposed to implement a 30mph speed limit for the full duration of the public road.

From the public consultation there are requests to lower the speed limit to 30mph, include measures to enforce the speed limits, widen the footways to give additional protection to pedestrians and concerns around safety at the A702/ Old Pentland Road/ A703 junction. It is considered that the proposed implementation of a 30mph speed limit will meet the requests from residents for a reduced speed limit, and it is also considered that measures will be required in order to enforce this speed limit. The imposition of a 20mph limit would not reflect Council policy and in this location lack of consistency in implementation of the 20mph speed limit may reduce adherence elsewhere.

### **4.3 Howgate**

The existing speed limit is 30mph through the village. From the public consultation the principal issues are in relation to speeding vehicles, wide carriageways and narrow footways. Based on the additional review the recommendation is that the speed limit within Howgate be reduced to 20mph, however measures will be required on approach to and within the village to enforce this.

Initial consideration should be given to the implementation of gateways at both sides of the village, staggered speed limit reductions on both approaches, physical measures to reduce the carriageway width and additional measures to create further points at which drivers are required to slow and give way to each other such as build outs.

### **4.4 Edgehead**

Current speed limits through Edgehead are 30mph with a 20mph limit at the nursery. The principal issue reported through the public consultation exercise is that of speeding vehicles not adhering to the existing speed limits. Initial proposals based on policy identify the retention of the 30mph speed limit on Edgehead Road through the village, and the 20mph limit past the nursery, with lowering of speed limits on side streets. On review of national speed limit policy and in consideration of the public comments made it is proposed to reduce the speed limit on Edgehead Road to 20mph.

However this in its own right is unlikely to bring about significant change to vehicle speeds through the village. Substantial measures will be required to ensure drivers adhere to the speed limit. Gateway features at either end of the village with staggered speed limits approaching the built up area will be required. Physical measures will be required to reduce the width of the carriageway and widen the footways, as well as additional physical features throughout the village to reduce speeds. Without these it is unlikely that a 20mph speed limit will be adhered to based on reports that the 30mph speed limit is not observed by many drivers.

#### **4.5 Millerhill Road**

Millerhill Road is at present a combination of 30mph within Newton Village and 60mph roads. Reflecting the increased number of residences in the area and the continuous footway along the route proposals are that the speed limit be 30mph from the Millerhill Road/ Shawfair Spine Road junction to the A6106/ The Wisp/ Millerhill Road junction. In addition the speed limit between the Millerhill Road/ Shawfair Spine Road junction to the Sheriffhall Roundabout is proposed to have a 40mph speed limit as opposed to the 400m of 40mph speed limit south of the Millerhill Road/ Shawfair Spine Road junction transitioning to 60mph speed limit as far as the Sheriffhall Roundabout.

The public consultation exercise has called for a reduction in speed limits on this road with 40mph being requested due to development and increased traffic volumes. It is considered that the proposed speed limit combination of 30mph and 40mph for this road meets and exceeds the requests from the public, based on the Councils speed limit policy. Physical measures may be required in strategic locations to enforce this speed limit.

#### **4.6 Pathhead**

The present speed limit through Pathhead is 30mph, and outwith the village this increase to 60mph in all directions. In line with the Councils policy and with comments received through the public consultation exercise, it is proposed that the speed limit within the village be reduced to 20mph.

The main street through the village has a wide carriageway with high radius bends, and it is considered that substantial physical measures will be required in order to enforce a reduced speed limit. These are likely to include the reduction in width of the carriageway as well as further measures in certain locations to require drivers to adhere to the speed limit.

Public consultation comments have highlighted the A68/ B6367/ Hill Road junction as being problematic and this junction is incorporated in the proposed reduced speed limit.

#### **4.7 Dewarton**

At present Dewarton has a speed limit of 30mph on the single street through the village. The speed limit rises to 60mph outwith the village. In line with the Councils speed limit policy it was proposed to retain the existing 30mph speed limit, however taking comments from the public consultation into account it is proposed to reduce the speed limit to 20mph through the village. In order to enforce this it is likely that speed reduction measures will be required due to the width of the existing carriageway and the relatively small nature of the village. There are a number of methods of achieving this, but physical constraints will be necessary all the way through the village.

#### **4.8 Oxenfoord Equestrian Centre**

The B6372 passes the Oxenfoord Equestrian Centre. This road has a current speed limit of 60mph placing it outwith the extent of this current review. However it has been requested due to the high number of public comments that consideration be given to reducing the speed limit. The nature of the street being rural and lying outwith a settlement with only the equestrian centre fronting the carriageway at this point means that the street does not meet the criteria for a reduced speed limit to 20mph as requested through the public consultation exercise.

The public consultation exercise highlights the presence of horses crossing the carriageway between the stables and a field as the justification for a reduced speed limit. However this does not fall within the Councils speed limit policy. Implementing a reduced speed limit at this location could set precedent that every equestrian centre could request a similar policy and potentially this could extend to every instance where animals are required to cross a carriageway. It is likely that horses cross the carriageway for cumulatively no more than a few minutes of the day meaning that the majority of other road users would encounter a reduced speed limit with no other activity on the carriageway. This has the potential to reduce the effectiveness of other reduced speed limits. It is proposed that the speed limit be retained at 60mph. The potential for the installation of warning signs for horses crossing should be investigated.

## 4.9 Roslin

Existing speed limits have been based on GIS information supplied. The speed limit on the B7003 Penicuik Road has been lowered from 40mph to 30mph following the construction of new housing on the western edge of the village. The speed limit between Kilburn Wood Drive and the B7003/ B7006 junction is now 30mph. Reviewing this street in the context of the Councils policy suggests that this should remain a 30mph street. There is no direct frontage to it, no community facilities and nothing on the south side of the carriageway.

The B7006 Penicuik Road extending west from the B7006/ B7003 junction currently has a speed limit of 30mph which continues on the B7006 Main Street. Following review of this against the Councils policy and taking into account comments from the public consultation which have requested a reduced speed limit, it is proposed that the speed limit on the B7006 Main Street and Penicuik Road be reduced to 20mph.

It is suggested that physical measures to enforce this reduced speed limit will be required along these streets.

## **5. Results**

### **5.1 Introduction**

This chapter of the report highlights the results of the review of the existing 20mph and 30mph speed limits. The full results of the assessment are contained in the GIS files which are provided to the Council.

### **5.2 Results of the 20mph and 30mph Review**

The results of the assessment have been presented in both a tabular form and on GIS mapping. The tabular form presents each street and how they were reviewed in terms of the categories as set out above. The GIS mapping has assigned a colour to each speed limit so that an overview of the proposed speed limits can be observed. Furthermore, an additional map has been produced which highlights streets whose speed limit is proposed to change.

Of all the streets which were reviewed, there are approximately 850 instances of streets currently under a 30mph speed limit which are proposed to be reduced to a 20mph speed limit. Meanwhile there are approximately 70 instances of streets which are currently under a 30mph speed limit which are proposed to remain at a 30mph speed limit.

The results are presented below according to Council Wards in order to highlight the changes that are proposed on a local basis. In addition a focus has been provided around the Sherrifhall roundabout. It should be noted that work is still in progress in this area and the proposed speed limits have the potential for further revision.

Figures contained within the results show the existing speed limits, and the proposed changes based on the assessment and review. The results figures only highlight the streets that have been reviewed, they do not show the wider street network with Midlothian which has not been subject to the 20mph and 30mph review.

### **5.3 Bonnyrigg Ward**

Figure 1, below, shows the existing speed limits of 20mph and 30mph streets within the Bonnyrigg Ward, while Figure 2 shows the proposed speed limits. The Figures are contained in greater detail in Appendix A.





Figure 1. Bonnyrigg Existing Speed Limits

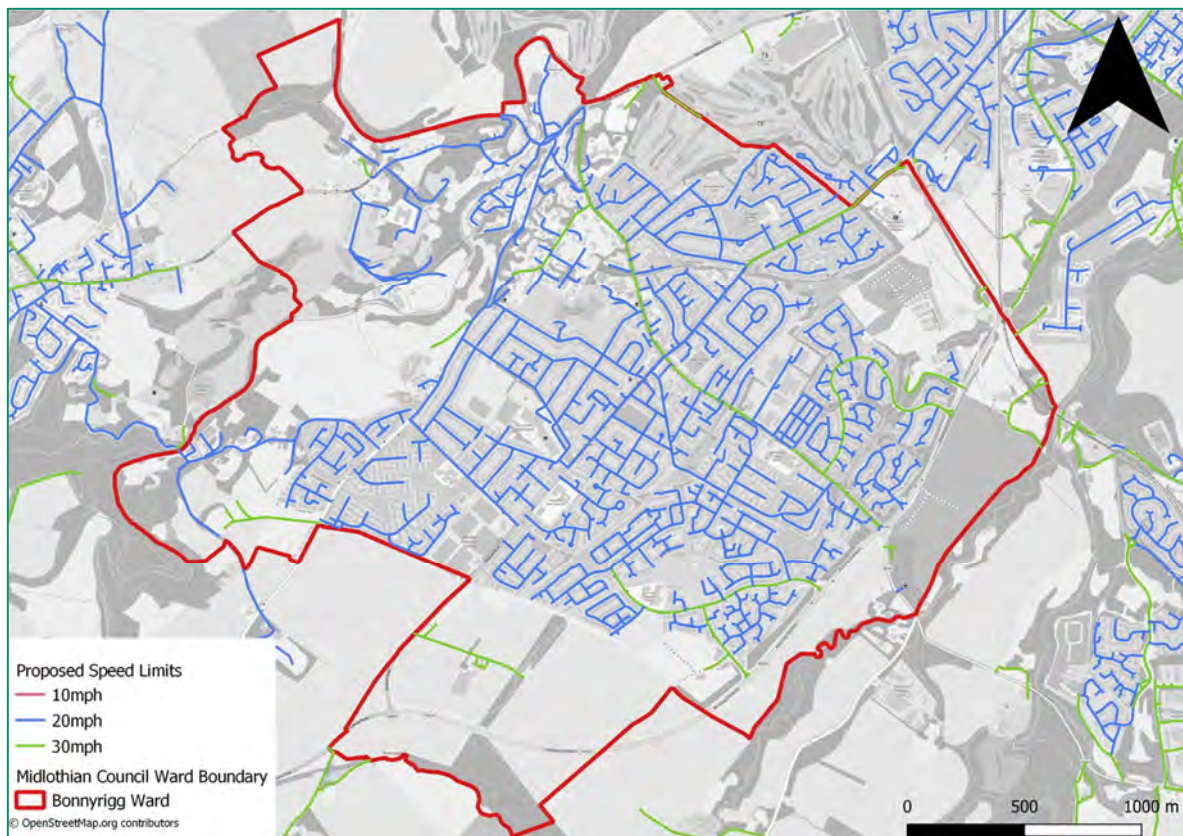


Figure 2. Bonnyrigg Proposed Speed Limits



### 5.4 Dalkeith Ward

Figure 3, below, shows the existing speed limits of 20mph and 30mph streets within the Dalkeith Ward, while Figure 4 shows the proposed speed limits. The Figures are contained in greater detail in Appendix A.

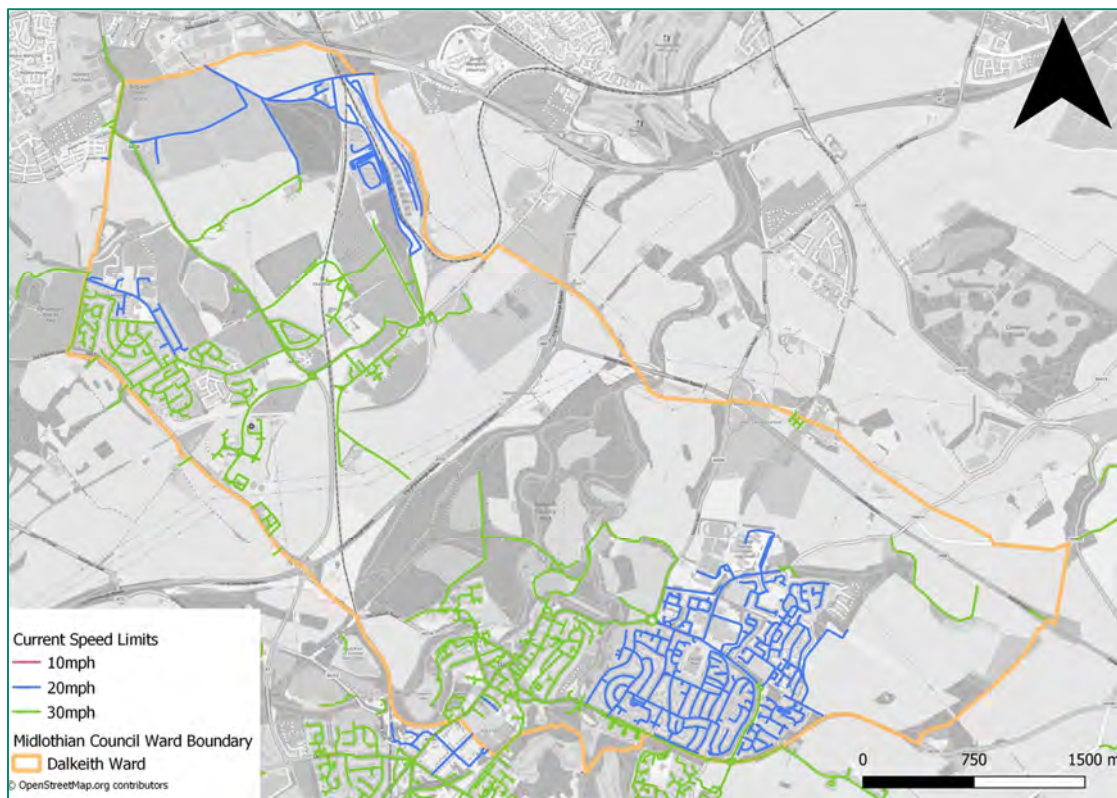


Figure 3. Dalkeith Existing Speed Limits

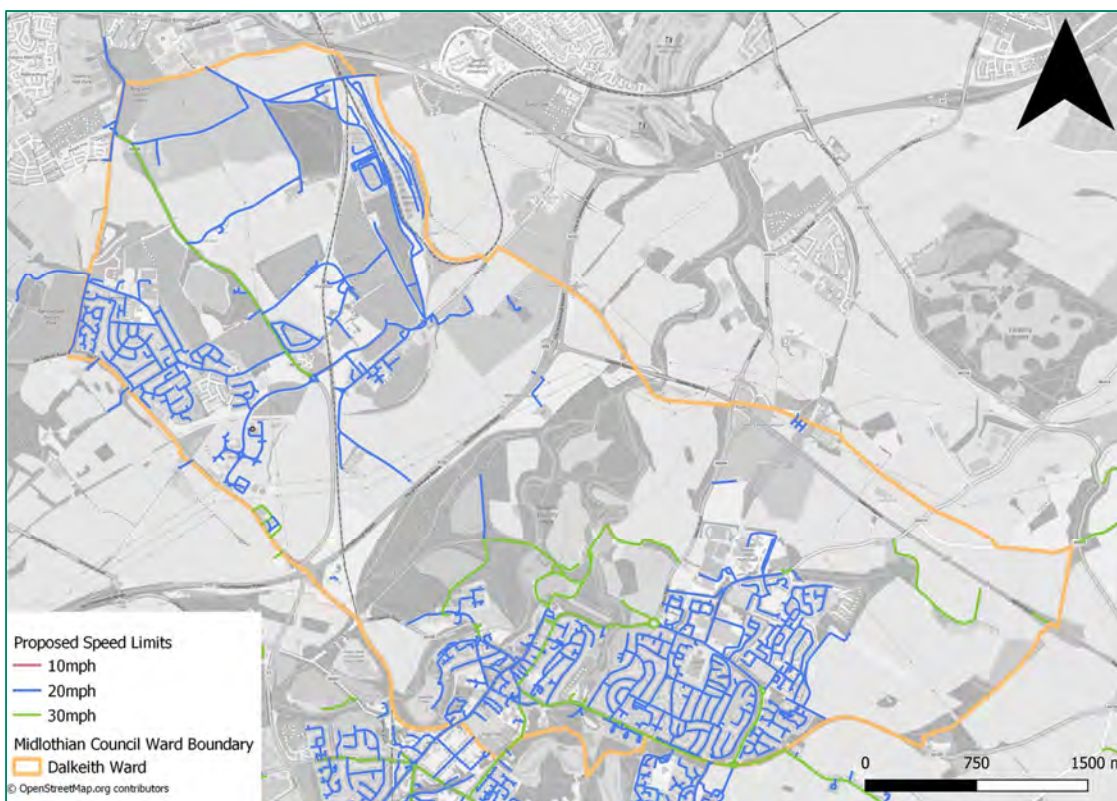


Figure 4. Dalkeith Proposed Speed limits



### 5.5 Midlothian East Ward

Figure 5, below, shows the existing speed limits of 20mph and 30mph streets within the Midlothian East Ward, while Figure 6 shows the proposed speed limits. The Figures are contained in greater detail in Appendix A.



Figure 5. Midlothian East Ward Current Speed Limits

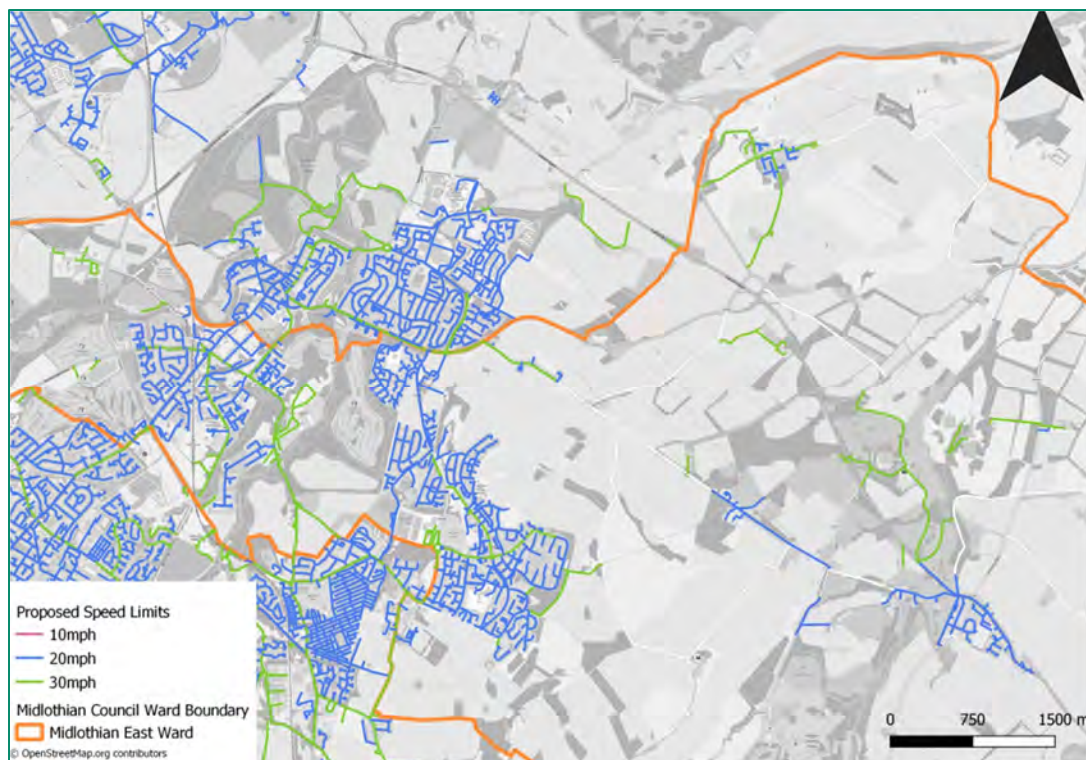


Figure 6. Midlothian East Ward Proposed Speed Limits



## 5.6 Midlothian South Ward

Figure 7, below, shows the existing speed limits of 20mph and 30mph streets within the Midlothian South Ward, while Figure 8 shows the proposed speed limits. The Figures are contained in greater detail in Appendix A.



Figure 7. Midlothian South Ward Existing Speed Limits

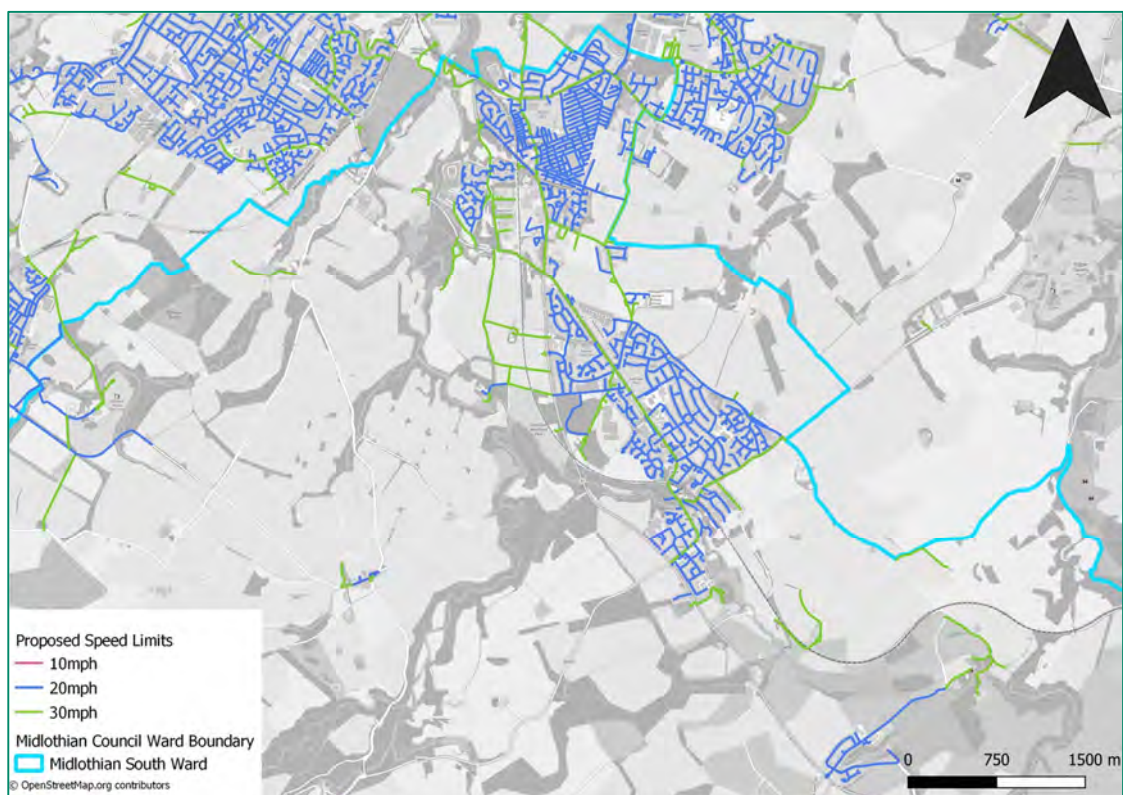


Figure 8. Midlothian South Ward Proposed Speed Limits



### 5.7 Midlothian West Ward

Figure 9, below, shows the existing speed limits of 20mph and 30mph streets within the Midlothian West Ward, while Figure 10 shows the proposed speed limits. The Figures are contained in greater detail in Appendix A.

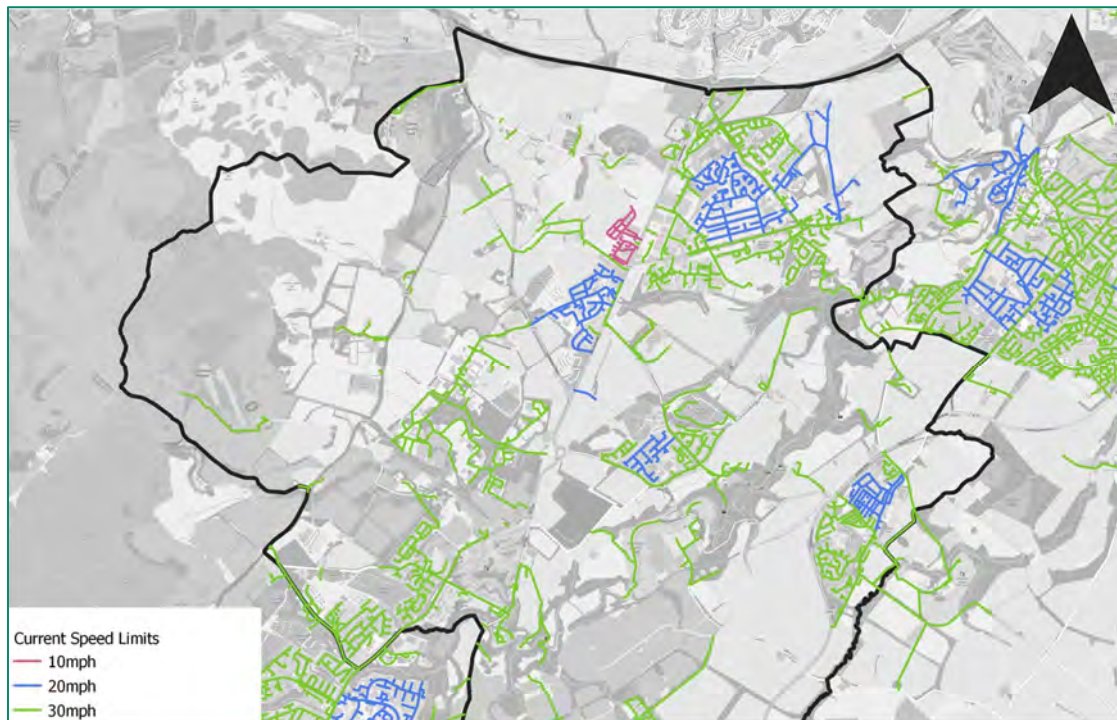


Figure 9. Midlothian West Current Speed Limits

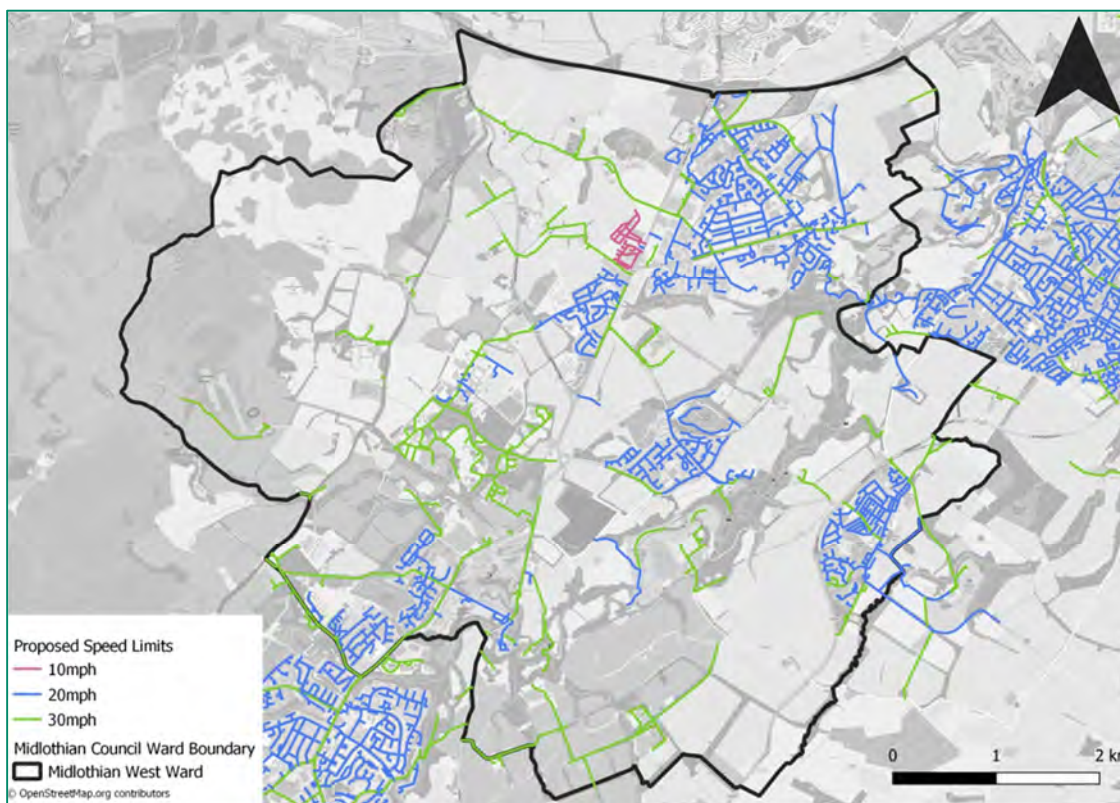


Figure 10. Midlothian West Proposed Speed Limits

### 5.8 Penicuik Ward

Figure 11, below, shows the existing speed limits of 20mph and 30mph streets within the Penicuik Ward, while Figure 12 shows the proposed speed limits. The Figures are contained in greater detail in Appendix A.



Figure 11. Penicuik Ward Existing Speed Limit



Figure 12. Penicuik Ward Proposed Speed Limit



### 5.9 Dalkeith with Shawsfair and Millerhill

Figure 13, below, shows the existing speed limits of 20mph and 30mph streets within the Dalkeith, Shawsfair and Millerhill area, while Figure 14 shows the proposed speed limits. The Figures are contained in greater detail in Appendix A.



Figure 13. Dalkeith with Shawsfair and Millerhill Existing Speed Limit

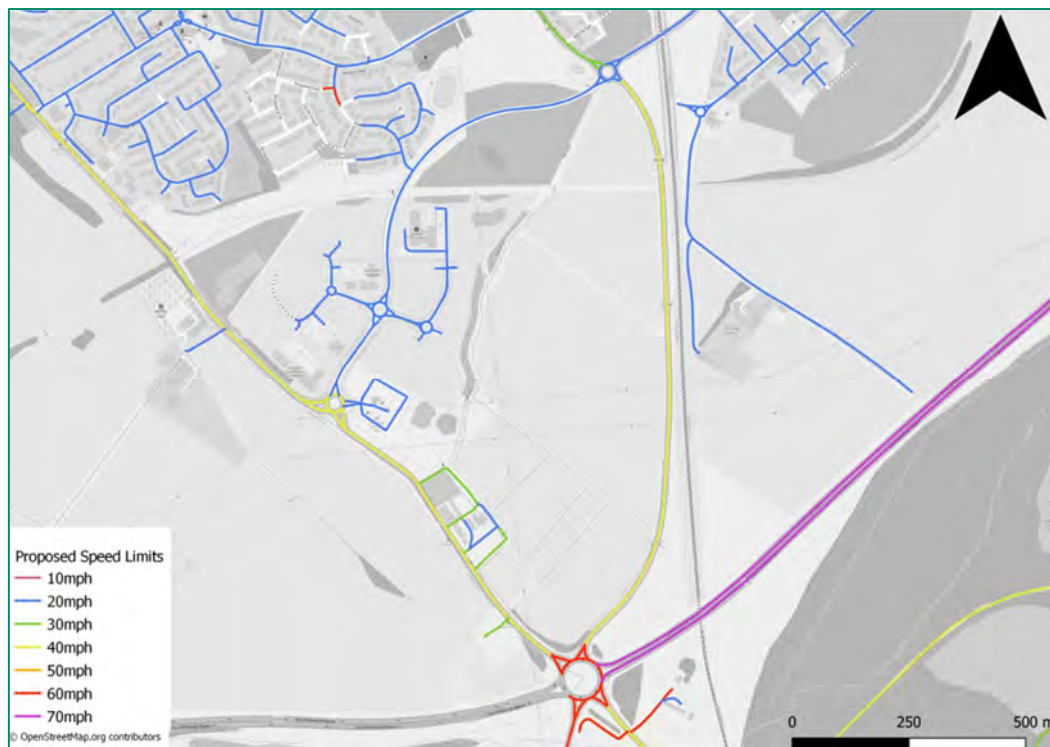


Figure 14. Dalkeith with Shawsfair and Millerhill Proposed Speed Limit

## **6. Summary**

### **6.1 Introduction**

Midlothian Council has commissioned AECOM to carry out a review of speed limits within its area. This report highlights the methodology used in carrying out the first stages of this study, reviewing the current 20mph and 30mph zones.

### **6.2 Methodology**

The methodology has employed use of Midlothian Councils policy for the implementation of speed limits. Each individual street currently subject to a 30mph speed limit has been assessed according to this policy in order to determine whether there is a requirement to propose a change to this policy. The results have been compiled into a GIS file following the review.

### **6.3 Results**

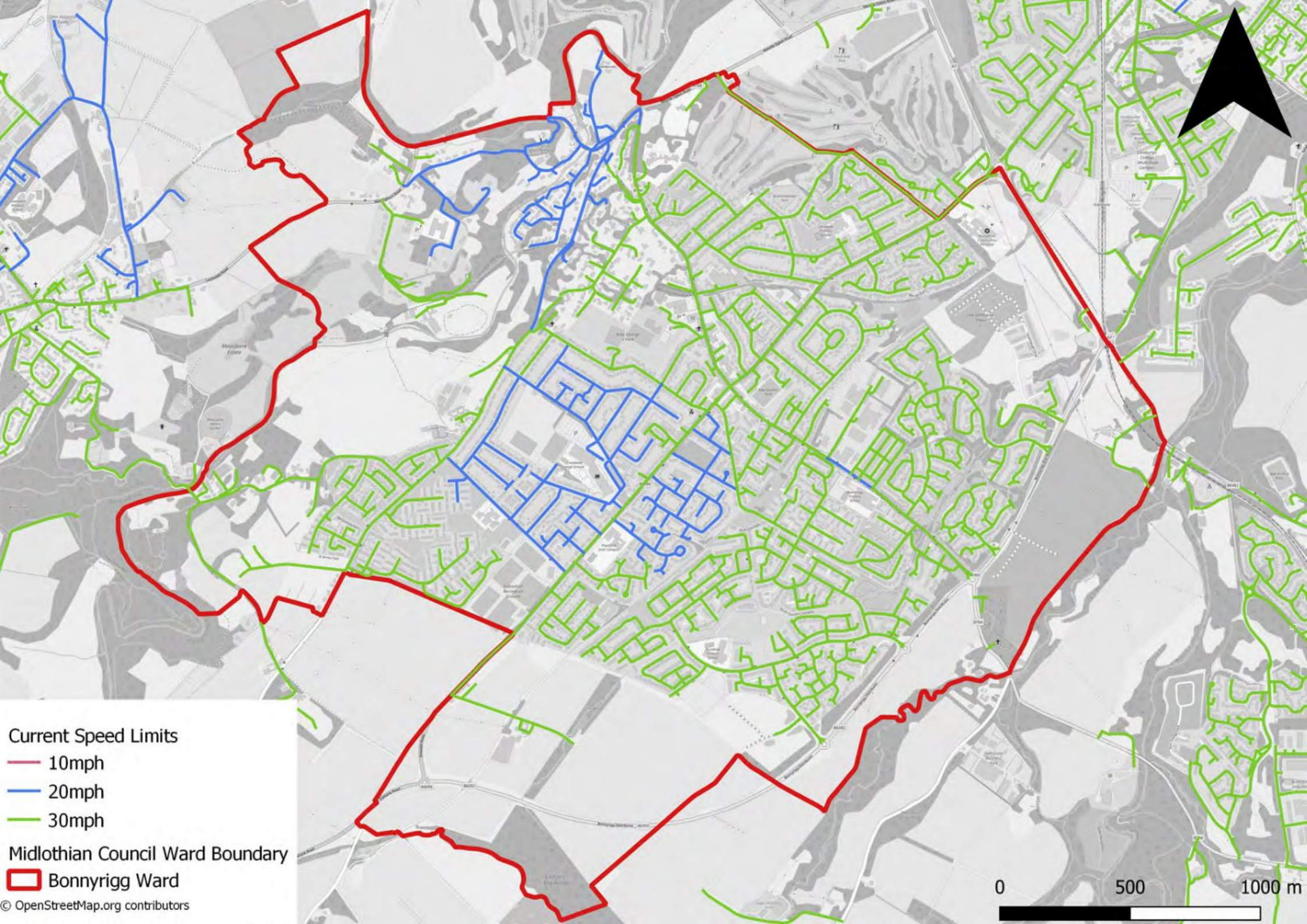
A number of streets within Midlothian have been identified as being suitable for a proposed change in speed limit. These results are highlighted in this report and provided in detail to the Council.

### **6.4 Summary and Next Steps**

The study has considered the streets subject to an existing 20mph and 30mph speed limit. The next stages of the project will be to continue the review with 40mph, 50mph, 60mph and 70mph streets according to the Councils policy.

## Appendix A – Current and Proposed Speed Limit Plans



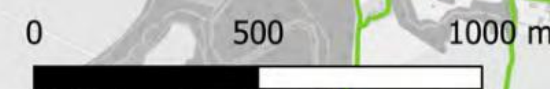


Current Speed Limits

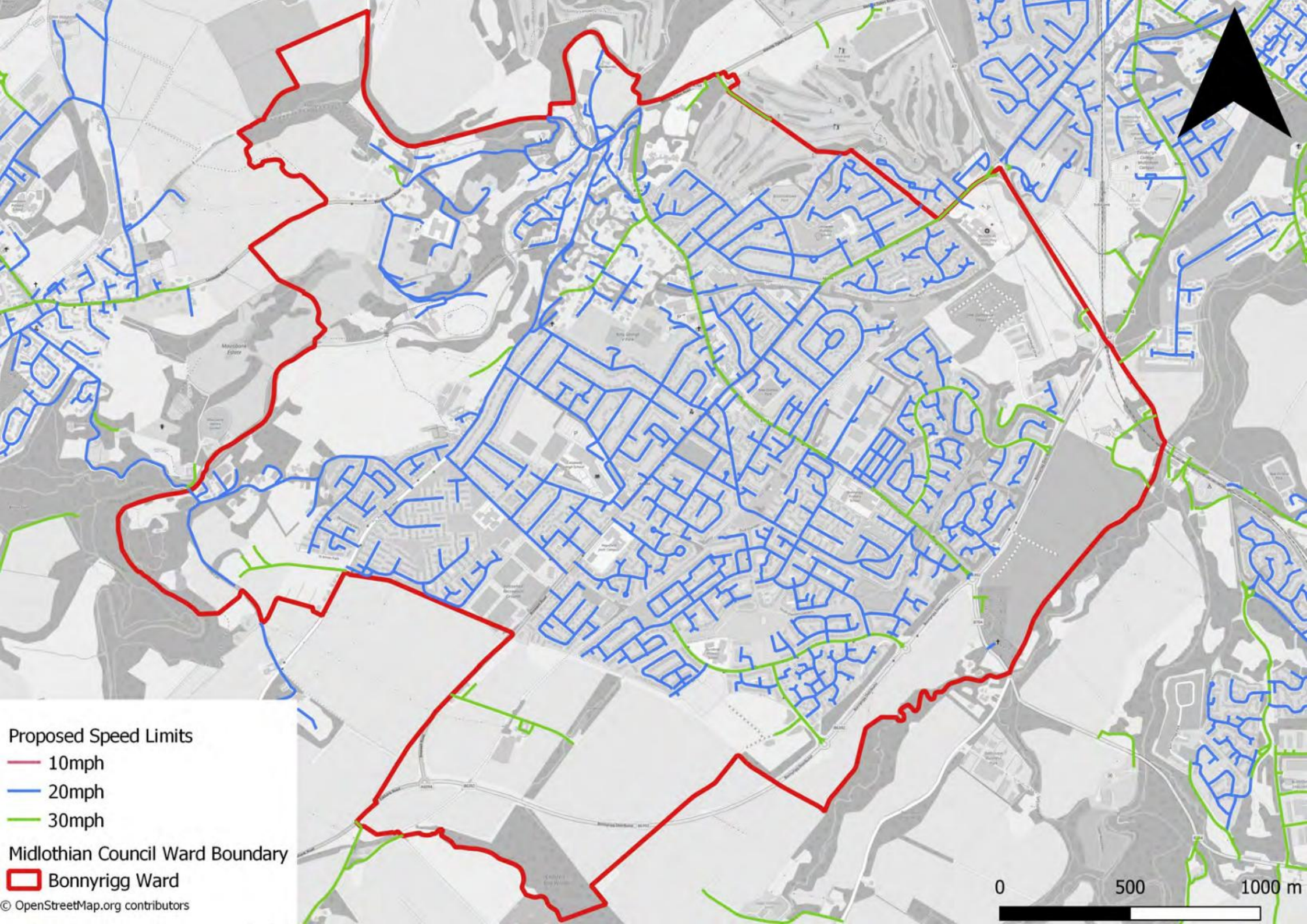
- 10mph
- 20mph
- 30mph

Midlothian Council Ward Boundary

- Bonnyrigg Ward





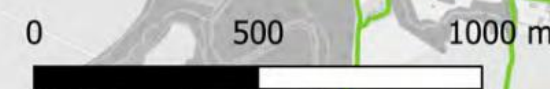


Proposed Speed Limits

- 10mph
- 20mph
- 30mph

Midlothian Council Ward Boundary

- Bonnyrigg Ward





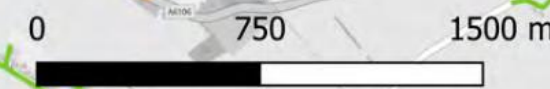


**Current Speed Limits**

- 10mph
- 20mph
- 30mph

**Midlothian Council Ward Boundary**

- Dalkeith Ward





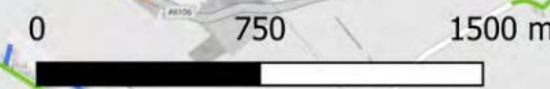


**Proposed Speed Limits**

- 10mph
- 20mph
- 30mph

**Midlothian Council Ward Boundary**

- Dalkeith Ward







Current Speed Limits

- 10mph
- 20mph
- 30mph

Midlothian Council Ward Boundary

- Midlothian East Ward





Proposed Speed Limits

- 10mph
- 20mph
- 30mph

Midlothian Council Ward Boundary

- Midlothian East Ward





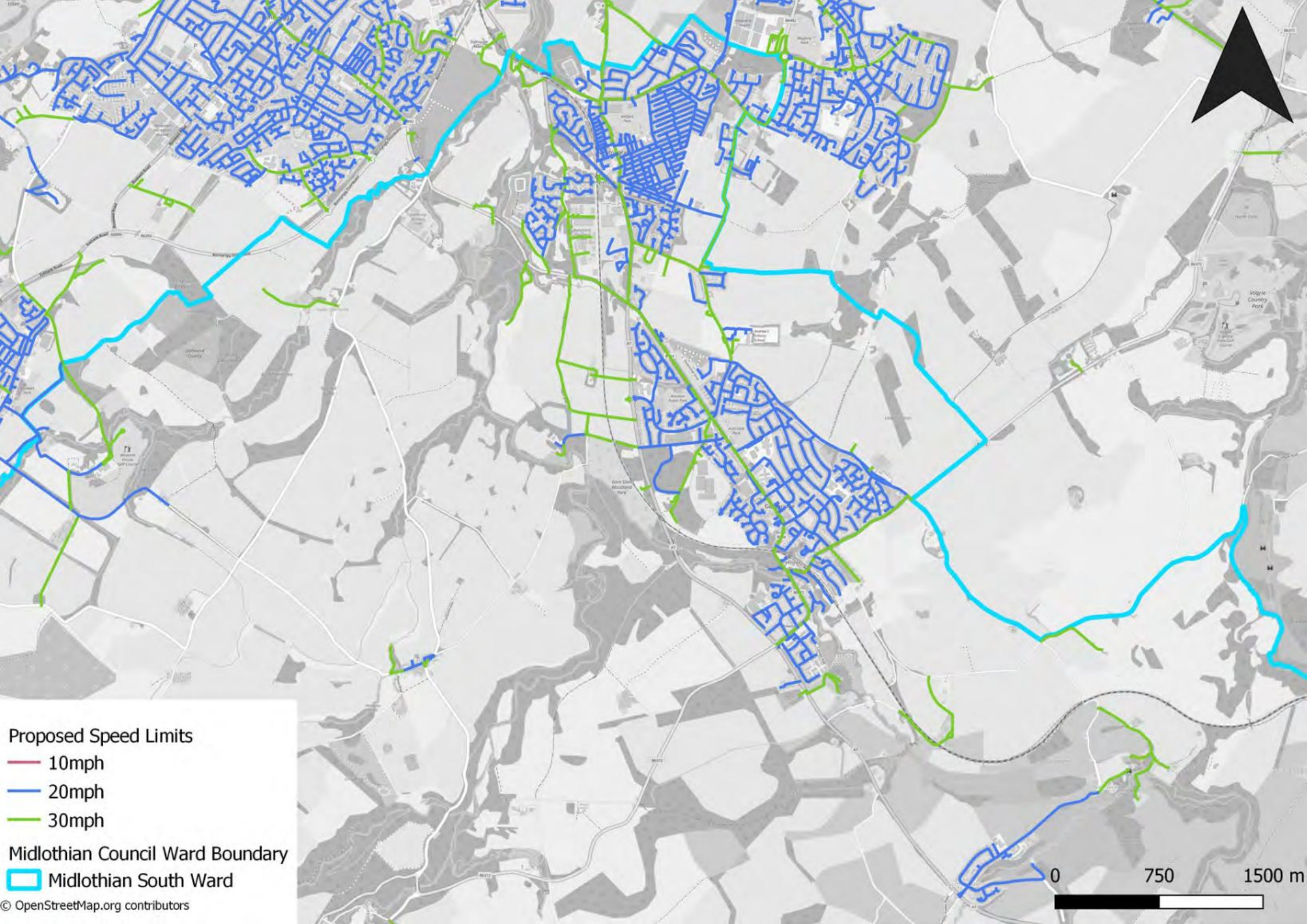
Current Speed Limits

- 10mph
- 20mph
- 30mph

Midlothian Council Ward Boundary

- Midlothian South Ward



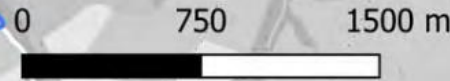


Proposed Speed Limits

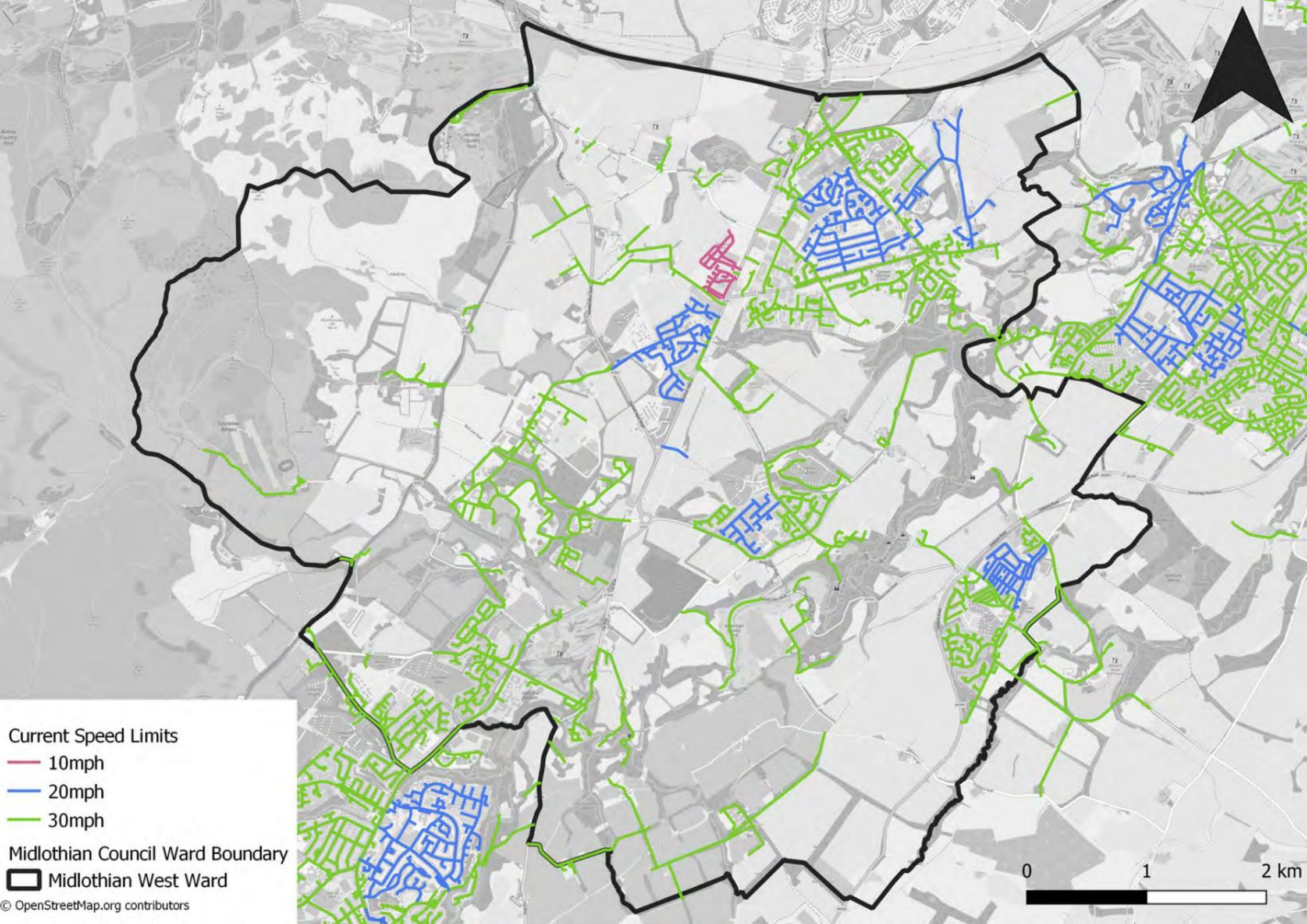
- 10mph
- 20mph
- 30mph

Midlothian Council Ward Boundary

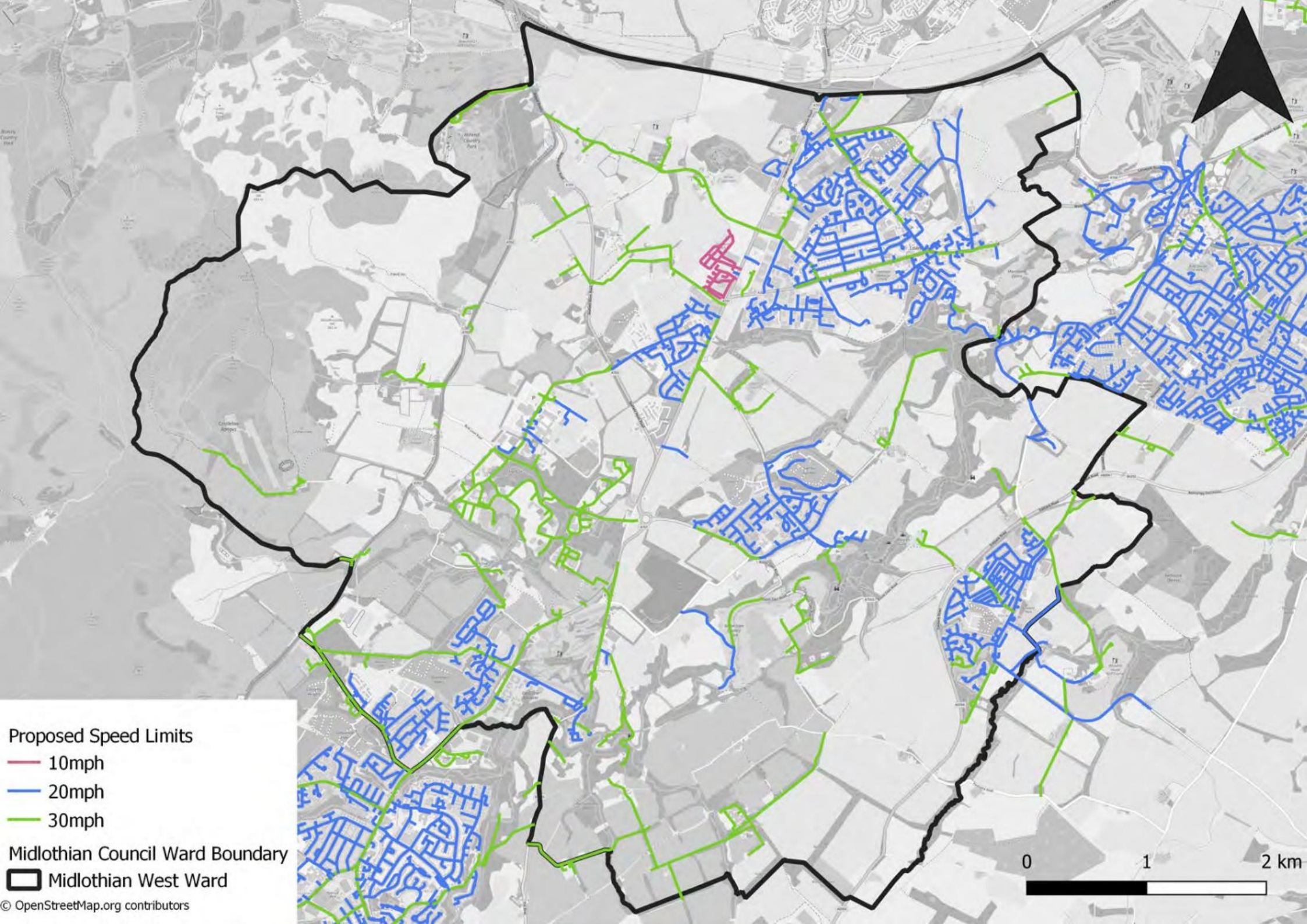
- Midlothian South Ward











Proposed Speed Limits

- 10mph
- 20mph
- 30mph

Midlothian Council Ward Boundary

Midlothian West Ward



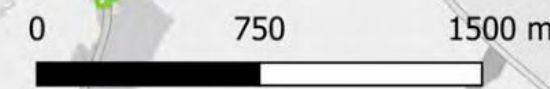


**Current Speed Limits**

- 10mph
- 20mph
- 30mph

**Midlothian Council Ward Boundary**

Penicuik Ward





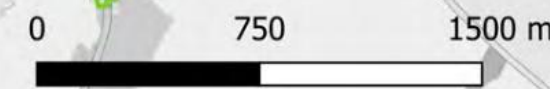


Proposed Speed Limits

- 10mph
- 20mph
- 30mph

Midlothian Council Ward Boundary

Penicuik Ward

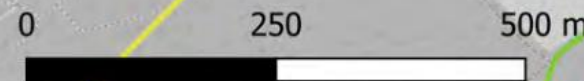




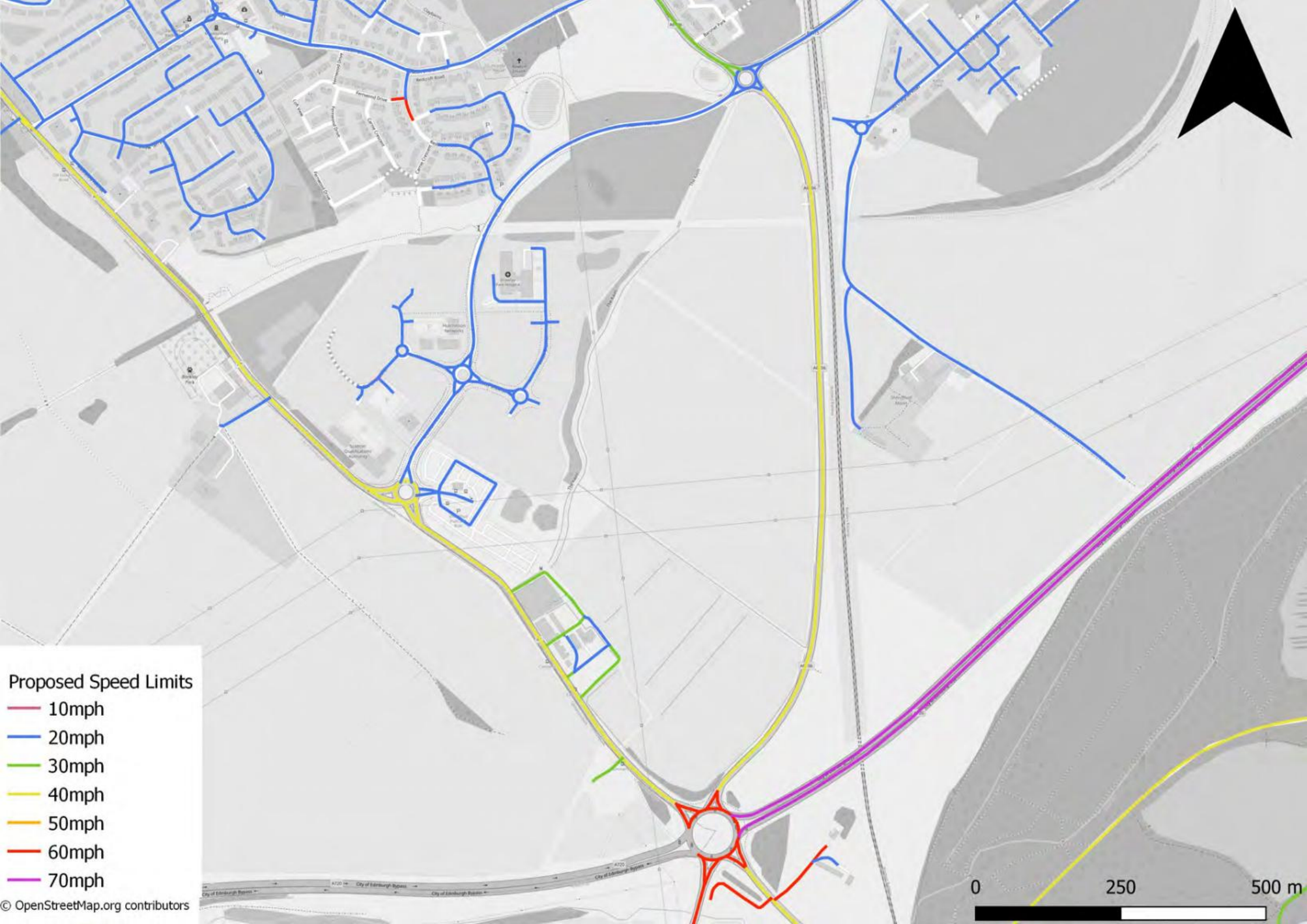


**Current Speed Limits**

- 10mph
- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph







Proposed Speed Limits

- 10mph
- 20mph
- 30mph
- 40mph
- 50mph
- 60mph
- 70mph

