

Midlothian Speed Policy

Consultation Summary Report

Midlothian Council

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1. Introduction

A new Speed Policy was approved for implementation by Midlothian Council in June 2022. Consultation was held on the Speed Policy and the implementation of it between 1 November 2022 and 29 November 2022. This report summarises the consultation that was undertaken and provides recommendations on how Midlothian Council could proceed.

1.1 Background

In late 2021 / early 2022, AECOM undertook a review - at the request of Midlothian Council - of the hierarchy of the road network within the local authority area, as shown bounded by orange in Figure 1.1 below:

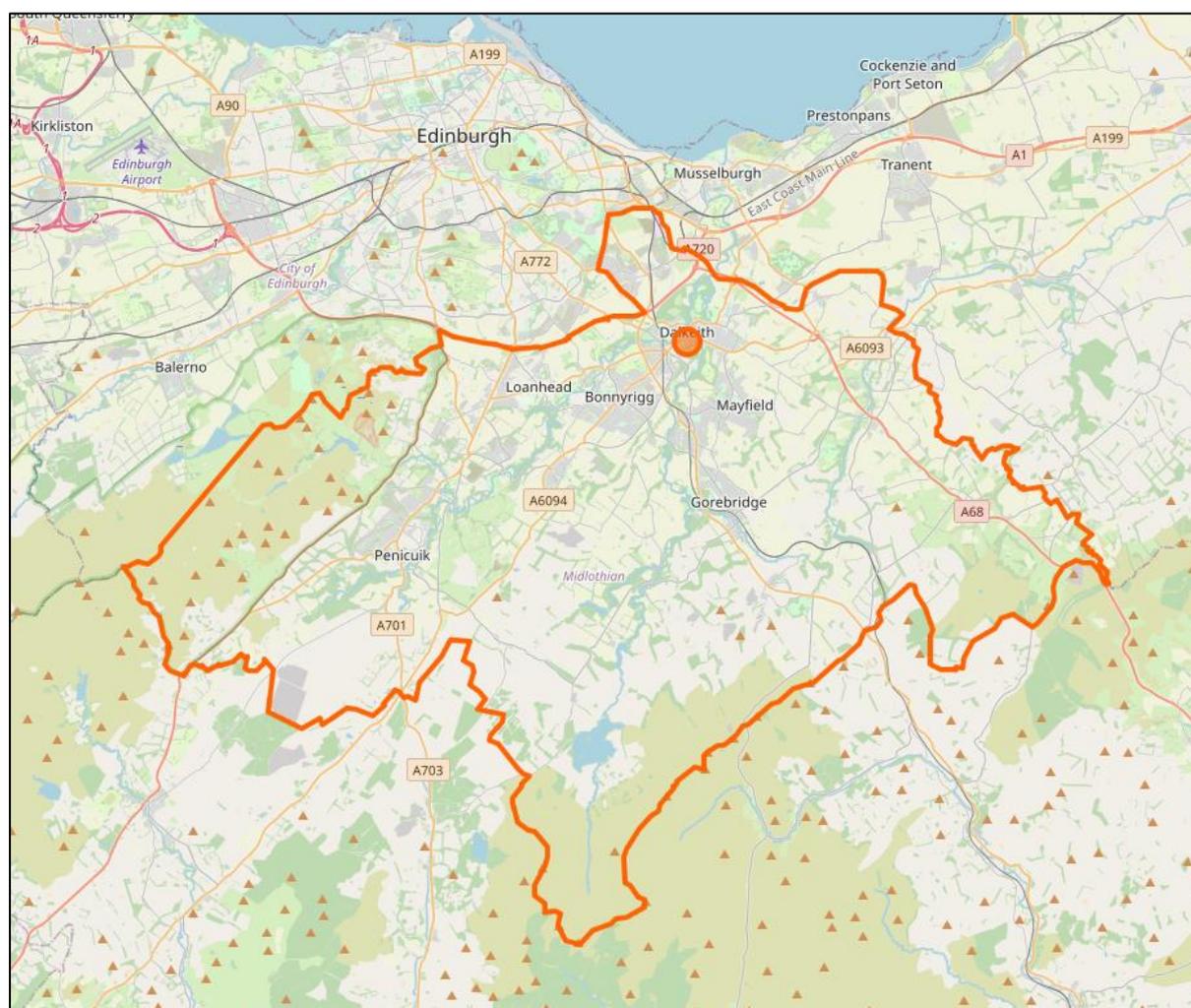


Figure 1.1: Local authority area

Source: © [OpenStreetMap contributors](#)

This study examined the different types of roads within the existing road network, with a view to better understanding their suitability for purpose within a local authority that has seen significant population growth and development in recent years.

Following on from the Roads Hierarchy Review, AECOM produced a draft Speed Policy document ('the Policy') for review by Midlothian Council. This set out Midlothian Council's objectives in relation to speed limits, as well as outlining the guidance used to determine the policy and methods which could be used for implementing the Policy. This was approved for implementation in June 2022.

The Midlothian Speed Limit Policy seeks to provide some clarity as to what comprises an appropriate speed for various types of roads, and the environment in which they traverse through.

The remainder of this report is structured as follows:

- Section 2 – Speed Limit Policy overview

In section 2 of this report, further background on the Speed Limit Policy is provided.

- Section 3 – Forms of consultation

The methods that were utilised to engage with local residents, groups and stakeholders are presented in section 3.

- Section 4 – Briefing sessions

Section 4 contains detail on the various briefing sessions that were undertaken with Community Councils, and other key stakeholders.

- Section 5 – Placecheck online consultation

The comments that were received through the Placecheck online consultation are detailed and explained in section 5.

- Section 6 – Feedback received by letter, email and Live Chat

Section 6 summarises the comments that were received through the project email address (midlothianspeedpolicy@aecom.com).

- Section 7 – Consultation summary

The final section of the report provides a summary of the consultation and the actions that will be taken forward.

2. Speed Limit Policy overview

The setting of national speed limits for different road types is the responsibility of the UK Government. The three national speed limits for cars, motorcycles and light vans are:

- The 30mph speed limit on restricted roads (in Scotland Class A, B or C or unclassified roads with street lighting).
- The speed limit of 60mph on single carriageway roads.
- The 70mph limit on dual carriageways and motorways.

These national limits are not, however, appropriate for all roads. The responsibility for determining local speed limits lies with the Roads Authorities, having regard to guidance issued by the Scottish Government together with relevant advice from the Department for Transport (DfT).

The setting of speed limits can be a sensitive issue for communities as residents and businesses can have conflicting views dependent upon their own experiences and how they primarily use the road space. As such, the Midlothian Speed Limit Policy seeks to provide some clarity as to what comprises an appropriate speed for various types of roads, and the environment in which the traverse through.

The Midlothian road network needs to support a local transport system that is safe for all road users and improves the quality of life in the communities that make up the council area, with the potential to encourage social and economic activity.

Scotland’s Road Safety Framework to 2030 states that Speed limits in a Safe System are based on aiding crash-avoidance and reducing the speed at which impacts occur. The Safe System aims to establish appropriate speed limits according to the feature of the road, the function it serves, and the physical tolerance of those who use it.

Table 2.1 outlines the criteria for determining the speed limit in towns, villages and small settlements.

Table 2.1: Speed limit criteria

Speed Limit	Implementation Criteria
Towns	
20mph	<ul style="list-style-type: none"> • a clearly defined core, such as a central shopping area or community facility; • several facilities generating active travel movements; • notable development depth; • almost continuous frontage; • numerous junctions; and, • significant pedestrian activity throughout the day.
30mph	<ul style="list-style-type: none"> • demonstrate the same criteria as above • can be considered where motor vehicle movement is given higher priority than the place function of the street
40mph	<ul style="list-style-type: none"> • generally situated on the outskirts of urban areas with little frontage development and where there is limited residential development or the presence of vulnerable road users • may be used as intermediate speed limits (“buffers”) on approach to built-up areas where a lower speed limit may apply
Villages and Smaller Settlements	
40mph	<ul style="list-style-type: none"> • there are more than 10 houses directly fronting the road (on one or both sides); and • there is a minimum density of 3 houses every 100m; and • there is a community facility such as a school, shop or village hall within the settlement.
30mph	<ul style="list-style-type: none"> • demonstrates the same criteria as for 40mph; and • there are more than 15 houses directly fronting the road (on one or both sides).
20mph	<ul style="list-style-type: none"> • demonstrates the same criteria as for 30mph; and • there are more than 20 houses directly fronting the road (on one or both sides); and • there is street lighting no more than 38m apart; and • there is a continuous footway along at least one side.

Rural Roads	
60mph (single)	<ul style="list-style-type: none"> • speed limits on rural roads will be considered on a case-by-case basis, taking account of factors such as collision history and road character before adopting a lower speed limit • rural roads with high speeds must have a 40mph 'buffer' or other visual marker to alert drivers to an upcoming settlement • where appropriate, Midlothian Council will consider the implementation of 'Quiet Routes', where road users are encouraged to share the space, rather than priority being given to motor vehicles. Characteristics for these routes include: <ul style="list-style-type: none"> • Daily traffic volumes of less than 800 vehicles per day (two-way); • Carriageway no greater than 5.5 metres wide; • Routes already used by pedestrians, cyclists and equestrians; • Routes provide a link to existing infrastructure; and • Has the support of the community, emergency services and elected members.
70mph (dual)	

In cognisance of the complexities associated with setting speed limits, the criteria contained within the table is not intended to be implemented as a blanket policy. Decisions regarding speed limits will be made on a case-by-case basis, taking account of the many factors affecting speed and road safety. This will be of particular significance on rural roads which are less readily assigned to categories than urban roads and, as such, there will likely be roads where speed limits lower than the national speed limit will be implemented to account for local factors e.g., to facilitate active travel.

There will be locations where drivers' speeds are too high for the prevailing local environment and further intervention is required to achieve good compliance with the existing or a lower speed limit.

Speed management measures include:

- Raising awareness;
 - education;
 - promotion.
- Enforcement;
 - regulatory signage;
 - police enforcement.
- Engineering;
 - Visual/audible alterations including road markings, rumble strips, gateway features and vehicle activated signage;
 - Physical alterations to the road layout including road narrowing, 'Give and Go' chicanes, speed cushions/road humps and raised tables;
 - Additional active travel infrastructure including cycle lanes, widened footways and pedestrian refuge islands.

3. Forms of consultation

The following forms of consultation were used during this consultation:

Email notifications	✓	Elected Members, Community Councils and key stakeholders were notified of the project by email and issued a briefing note.
Briefing session with Community Councils	✓	A briefing session was held with representatives from Community Councils on 22 November.
Briefing session with key stakeholders	✓	A briefing session was held with key stakeholders on 23 November.
Midlothian Council website	✓	An article was hosted on Midlothian Council's website explaining the consultation and how people can comment. Links were provided to the consultation briefing note, the Midlothian Council Speed Limit Policy and the Midlothian Roads Hierarchy Review.
Placecheck online consultation	✓	A Placecheck map was available for interested people to leave comments. Comments could be left on the map between 01/11/22 and 29/11/22 (inclusive).
Dedicated email inbox	✓	A dedicated email inbox (midlothianspeedpolicy@aecom.com) was created, which interested people could use to leave comments and communicate with the project team. A total of 50 emails were received from individuals / organisations.
Social media	✓	Social media posts were created on Facebook and Twitter using Midlothian Council's accounts.

Respondents to the consultation were invited to feedback comments related to the Speed Limit Policy, with particular focus on the following elements:

- existing speed limits in your local area;
- implementation of 20mph speed limits in towns, villages and smaller settlements; and
- speed limits on higher speeds roads and how these impact road safety and access to active travel.

Details on the outcome of the various engagement methods are detailed in sections 4 to 6.

4. Briefing sessions

This section gathers and summarises feedback from the engagement activities with Community Councils and key stakeholders. This does not include comments added to the Placecheck map or received to the dedicated email inbox. These are analysed separately in section 5 and 6 respectively.

The purpose of these sessions was to brief the individuals / groups on the project, discuss the project briefing note that they had been issued and to respond to any questions that they had.

4.1 Community Councils

The meeting with Community Councils was held on 22 November from 7.00 pm to 8.15 pm, with the meeting being held via a Microsoft Teams meeting. Each of the Community Councils in Midlothian were invited to the session. The session was attended by eleven representatives.

A summary of the key points that were raised at the meeting is presented below:

- Several attendees made comments regarding the other benefits of speed reduction, such as reduced noise and improved quality of living;
- Several comments highlighted that enforcement and promotion are much less effective than engineering measures;
- Traffic calming measures were discussed, and it was highlighted that Midlothian Council have a preferred form of road hump and that raised tables can bring benefits that other forms of traffic calming do not;
- It was highlighted that the fact that, as per the Speed Limit Policy, some of the criteria for a 20mph speed limit in a town require active travel / pedestrian activity and that some areas may not meet this because the existing vehicle speeds or volumes may active travel feel unsafe. There is therefore potential for a latent demand, which may not initially be apparent;
- The process for requesting a change in speed limit was highlighted, and it was noted that it needs to be clear to whom / which email address the request needs to be directed;
- Several attendees raised comments questioning whether the opinion of local people would be given more weight than those just passing through;
- Question of consistency was raised, including consistency with neighbouring local authorities and within Midlothian itself.

Following the meeting, Roslin & Bilston Community Council (R&BCC) and Loanhead & District Community Council (L&DCC) provided written responses to the consultation. These are summarised below:

R&BCC

- R&BCC expressed a desire to see air pollution, noise pollution and ground vibration considered in the Speed Limit Policy;
- It was highlighted that traffic calming measures can impact on surrounding properties, and that this should be considered when selecting traffic calming measures;
- R&BCC expressed a desire to see blanket 20mph speed limits in built up areas, except where it is demonstrated that some other limit would be more appropriate for a particular road. They also stated that any trial and monitoring of reduced speed limits in specific areas would lead to unacceptable delays;
- R&BCC highlighted their belief that Bilston and Roslin should have speed limits of 20mph and provided evidence to support their case. They also requested that the B7006 between Bilston and Roslin and the B7003 should be considered for a lower speed limit.

L&DCC

- L&DCC have a preference for signage, road markings and vehicle activated signage rather than vertical traffic calming features.

- Requested that the following streets be considered for 20mph speed limit:
 - Foundry Lane;
 - Hunter Avenue;
 - Mayburn Bridge;
 - Mayburn Terrace;
 - Hawthorn Gardens;
 - Fountain Place;
 - Clerk Street;
 - Nivensknowe Road; and
 - The Loan; and High Street to Braeside Road junction.
- Requested that the following streets be signed as 30mph:
 - Loanhead Road, from McDonalds Roundabout to Mayburn Bridge; and
 - Edgefield Relief Road.

4.2 Other key stakeholders

A meeting with other individuals / groups identified as key stakeholders was held on 23 November from 3.30 pm to 4.15 pm via a Microsoft Teams meeting. Over 12 organisations were invited to the meeting, however only representatives from Lothian Buses and Spokes attended.

A summary of the key points that were raised at the meeting is presented below:

- It was noted that the criteria for Quiet Routes require existing use by walkers, cyclists and equestrians, and it was highlighted that reduced speed limits could encourage more use by cyclists.
- It was highlighted that there are a number of routes between towns that people are discouraged from cycling on due to the current high speed limits. If speed limits between towns could be reduced, it could make cycling more attractive. An example that was provided was between Bonnyrigg and Pathhead.

Following the meeting, Mobility and Access Committee Scotland (MACS) and Lothian Buses provided email responses. These are summarised below:

MACS

- Highlighted common problems for people with mobility impairments and useful resources; and
- Highlighted the likely requirement for an Equality Impact Assessment (EqIA) on the Policy.

Lothian Buses

- Requested that public transport operators be consulted prior to the draft TRO stage;
- Highlighted the impact on bus journey times and possible knock on effects on routes and frequencies; and
- Highlighted that it is important to take cognisance of public transport when considering traffic calming measures.

5. Placecheck online consultation

There were 990 comments added to the Placecheck map, which was live for a period of 4 weeks from Tuesday 1st November to Tuesday 29th November 2022. The responses are summarised in sections 5.1 to 5.3.

An image of the Placecheck map can be found below:

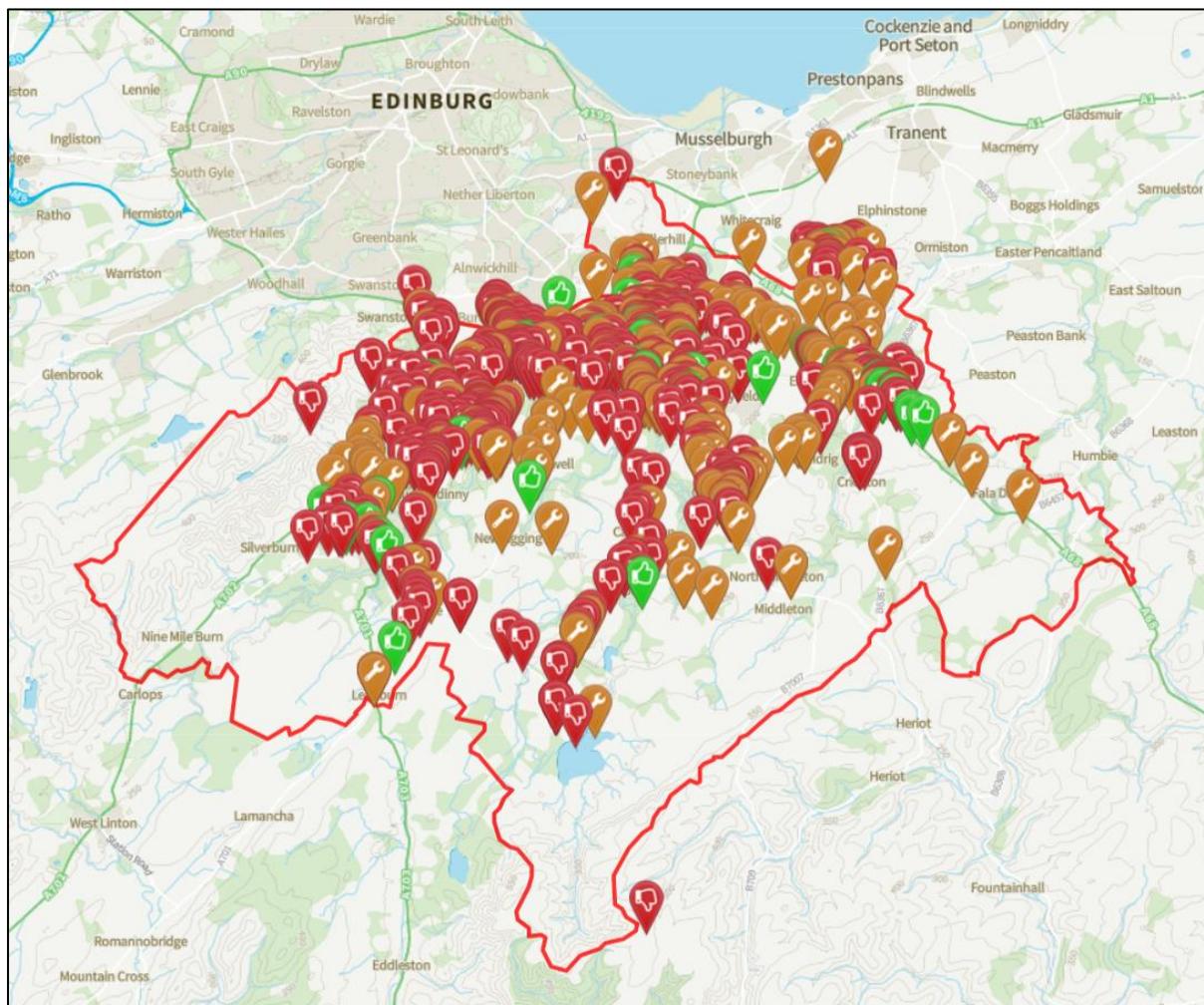


Figure 5.1: Overview of study area with locations of comments highlighted

5.1 Key themes

As mentioned above, 990 comments were submitted to the Placecheck map. Each comment was assigned a category based on its content. The ten categories that were assigned are presented in Table 5.1. It should be noted that comments could be assigned more than one category.

Table 5.1: Description of categories

Category	Description
1. Comment on Speed Policy	Comments on the Midlothian Speed Policy
2. General comment about speed limits	Comments regarding speed limits generally, for example suggesting that 20mph speed limits should be implemented in all towns and villages or suggesting that reduced speed limits are not required at all
3. Concern about reduced speed limit	Comments regarding concerns about the impact of reduced speed limits
4. Existing speed limit	Comments on existing speed limits, typically related to requests for increases to existing speed limits
5. Speed / Traffic calming improvements required	Comments noting that a reduced speed limit, traffic calming, or enforcement measures being required
6. Road safety issue	Comments noting a road safety issue, such as speeding traffic, constrained visibility, dangerous junctions or standing water / flooding. It should be noted that some of these comments were unrelated to the Speed Limit Policy
7. Support for existing measures	Comments expressing support for existing measures, such as 20mph speed limits and improved pedestrian infrastructure
8. Improvements required (other)	Comments that noted that improvements such as improved cycle infrastructure, new or improved traffic signals, and improved junctions being required.
9. Not related (local issue)	Local issues such as fouling, congestion or local driver behaviour
10. Not related (reference to previous consultation)	Comments that relate to a previous consultation

A breakdown of comments by category is provided in Table 5.2:

Table 5.2: Breakdown of comments by category

Category	No.
Speed / Traffic calming improvements required	369
Road safety issue	299
Improvements required (other)	221
Not related (local issue)	49
Existing speed limit	25
Support for existing measures	15
General comment about speed limits	10
Concern about reduced speed limit	2
Not related (reference to previous consultation)	1
Speed Policy	1

Within each category, comments were also assigned themes. Comments could be given a maximum of four themes, depending on their content.

The comment themes that appeared most frequently are detailed in Table 5.3.

Table 5.3: Primary themes

Theme	No.
Speed / Traffic calming improvements required - 20mph speed limit required	150
Road safety issue - Speeding	136
Speed / Traffic calming improvements required - Traffic calming measures required	135
Improvements required (other) - Improved pedestrian infrastructure	42
Road safety issue - Parking restrictions required	34
Reduced speed limit required	31
Road safety issue - Constrained visibility	31
Improvements required (other) - Improved cycle infrastructure	26
Improvements required (other) - Carriageway surfacing	24

Further detail regarding the three themes that were most frequently raised is provided below:

- Comments in which 20mph speed limits were most frequently requested on Placecheck were found in Eskbank (27 comments), Roslin (20), Pathhead (16), and Bonnyrigg (12). Taking account of comments that were upvoted and downvoted, 20mph speed limits were most frequently requested in Roslin (175 votes), Eskbank (122 votes), Pathhead (104 votes), Auchendinny (59 votes), and Dewartown (56 votes).¹
- Speeding was reported throughout Midlothian, but particularly in comments in Eskbank (mentioned in 16 comments), Roslin and Gorebridge (both 13) and Bonnyrigg (10). Taking account of comments that were upvoted and downvoted, speeding was raised most frequently in Pathhead (106 votes), Roslin (99 votes), Eskbank (90 votes), and Gorebridge (40 votes).
- Comments in which traffic calming measures were most frequently requested on Placecheck were found in Dalkeith (18 comments), Roslin (17), Gorebridge (15), and Penicuik (9). Taking account of comments that were upvoted and downvoted, traffic calming was most frequently requested in Roslin (64 votes), Dewartown (60), Edgehead (54 votes), Gorebridge (49 votes).

Note that the figures given in the bullet points above may refer to a specific area and not necessarily to the settlement as a whole.

Regarding active travel, a variety of pedestrian improvements were requested. 'Pedestrian improvements' consisted of the following themes:

- Alteration to existing controlled pedestrian crossing;
- Controlled pedestrian crossing required;
- Dropped kerb;
- Improved pedestrian infrastructure;
- Improved pedestrian route required;
- New footway required;
- Effective width of footway narrowed by vegetation / other; and
- Unsafe pedestrian route.

Pedestrian improvements were most frequently requested in Roslin (46), Edgehead (29), Eskbank (29) and Loanhead (26).

¹ To account for the upvoting and downvoting of comments, each comment was assigned a net voting total (based on the number of upvotes minus the number of downvotes)

A variety of cycle improvements were also requested. 'Cycle improvements' consisted of the following themes:

- Advanced green for cyclists required;
- Improved cycle infrastructure;
- Improved cycle route;
- Cycle conditions; and
- Inconsistent provision of cycle infrastructure.

Cycle improvements were most frequently requested in Eskbank (14) and Dalkeith (12).

5.2 Categories by settlement

A breakdown of the categories of comments received by settlement is shown in Table 5.4.

Table 5.4: Breakdown of categories of comments by settlement

Settlement	Category									Total
	Concern about reduced speed limit	Existing speed limit	General comment about speed limits	Improvements required (other)	Not related (local issue)	Road safety issue	Speed / Traffic calming improvements required	Speed Policy	Support for existing measures	
Arniston Engine	0	0	0	1	0	0	1	0	0	2
Auchendinny	0	0	0	6	0	2	8	0	1	17
Bilston	0	0	0	3	0	1	2	0	0	6
Bonnyrigg	0	4	0	11	4	14	21	0	1	55
Bush and Flotterstone	0	0	0	1	0	0	1	0	0	2
Bush Estate	0	0	0	0	0	4	2	0	1	7
Carrington	0	0	0	2	0	0	2	0	0	4
Cousland	0	0	0	2	2	7	16	0	0	27
Crichton	0	0	0	0	0	0	1	0	0	1
Dalhousie	0	0	0	1	0	3	0	0	0	4
Dalhousie Castle	0	0	0	1	0	0	0	0	0	1
Dalkeith	0	2	0	17	7	18	30	0	0	74
Dewartown	0	0	0	4	1	2	9	0	0	16
Easter Howgate	0	0	0	2	0	1	3	0	0	6
Easthouses	0	1	0	0	0	0	1	0	0	2
Edgehead	0	0	0	4	0	9	10	0	2	25
Eskbank	0	0	0	22	2	22	36	0	1	83
Flotterstone	0	0	0	0	0	0	1	0	0	1
Ford	0	0	0	2	0	6	7	0	0	15
General	1	1	8	0	0	0	2	1	0	13
Gorebridge	0	1	0	13	6	30	24	0	0	74
Gowkshill	0	0	0	1	0	3	2	0	0	6
Hillend	0	0	0	3	0	2	2	0	0	7
Howgate	0	1	1	1	0	5	12	0	0	20
Lasswade	0	0	0	9	1	12	10	0	0	32
Leadburn	0	0	0	1	0	2	0	0	0	3
Loanhead	0	0	0	18	7	23	13	0	2	63

Settlement	Category									Total
	Concern about reduced speed limit	Existing speed limit	General comment about speed limits	Improvements required (other)	Not related (local issue)	Road safety issue	Speed / Traffic calming improvements required	Speed Policy	Support for existing measures	
Lothian Bridge	0	0	0	3	0	0	1	0	0	4
Melville	0	0	0	1	0	1	0	0	0	2
Newbattle	0	0	0	3	0	4	2	0	0	9
Newlandrig	0	0	0	2	0	3	4	0	0	9
Newtongrange	0	0	0	4	2	7	6	0	2	21
North Middleton	0	0	0	1	0	0	1	0	0	2
Oxenfoord Equestrian Centre	0	0	0	0	0	0	1	0	0	1
Pathhead	1	3	0	7	3	19	25	0	2	60
Penicuik	0	2	0	11	0	21	30	0	0	64
Polton	0	0	0	0	0	1	0	0	0	1
Rosewell	0	0	0	5	0	5	4	0	1	15
Roslin	0	1	1	13	5	22	38	0	0	80
Straiton	0	0	0	5	1	0	1	0	0	7
Temple	0	0	0	6	1	2	2	0	0	11
Tynehead	0	0	0	0	0	1	0	0	0	1
Westloch	0	0	0	0	0	1	1	0	0	2
Whitehill	0	0	0	1	0	1	2	0	0	4

5.3 Most popular comments

As previously mentioned, respondents had the opportunity to upvote or downvote comments. The most popular comments – those that received the most upvotes – are presented in Table 5.5.

Table 5.5: Most popular comments

Topic	Street	Location	No. of up votes
Road has become a cut through to the bypass from Gorebridge. Reducing speed limit to 20mph will help however also need traffic calming measures to reduce speed of cars and lorries	B6372	Dewartown	24
This is a busy junction off the a68. It leads off in the direction of a primary school and nursery. Would benefit from traffic lights/improved junction. Soon new houses will be built in the area and accessed via so will become more used.	Junction of A68, B6367 and Hill Road	Pathhead	22
Vehicles travel far too fast through the village, especially worrying near the school with the narrow pavements. A 20 mph zone would be greatly appreciated	B7006	Roslin	20
This is at Oxenfoord Home Farm. There are three homes here and a busy livery yard. We have 30 horses in fields on the opposite side of the road to the farm steading and these come in and out every day - some with minors. It can be difficult to cross due to the speed of traffic, vehicles appear very quickly when crossing - clear when you start to cross. Crossings used from 6am - 10pm so often dark as well. Would appreciate if the speed limit could be reduced on this section of road. Happy to discuss or provide further information. Our walls on either side of the road have been damaged numerous times with cars loosing control (sic). Thanks	B6372	Oxenfoord Equestrian Centre	19
This is an incredibly dangerous road, with people driving wrecklessly (sic) on it on a daily basis. Should be reduced to a 20 to protect everyone using the road.	B7003	Roslin	18

6. Comments received by email

Comments that were received via email have been summarised below. A total of 50 emails were received to the dedicated email inbox (midlothianspeedpolicy@aecom.com).

The comments that were received were categorised. Categories that were raised more than once are shown in Table 6.1 below. It should be noted that emails that were sent on behalf of Community Councils or key stakeholders (described in section 4) have been omitted from the analysis below to prevent double counting.

Table 6.1: Email comment categories

Category	No.
Speed limit reduction request	19
Request for traffic calming / enforcement	7
Negative impact of reduced speed limits	4
Support for 20mph in towns and villages	4
Problem area	3
Specific request for Council	3
Comment on Speed Limit Policy	2
Complaint about structure of consultation	2
Complaint about usability of Placecheck	2
Enforcement required	2
Money should be spent elsewhere	2
Query regarding consultation	2
Specific query for Council	2
Speeding	2

Of the 19 requests for reduced speed limits, 4 of these were for Roslin, 3 were in Dewartown, 3 were for Pathhead, 2 were for Bonnyrigg, 2 were for Dalkeith, and there was one each for the B6372, Eskbank, Middleton, Newtongrange, and Rosewell.

Of the seven requests for traffic calming / enforcement, three were in Dewartown, two were in Pathhead (one generally and one on Crichton Road), one was in Newtongrange (in the “lanes at top of streets”) and one was on the B6372 at Oxenfoord Livery.

Three of the four comments that referenced negative impacts of reduced speed limits linked to Daily Mail articles on 20mph speed limits, with one highlighting that it could cause more pollution as, in their words, “engines need to work more”.

7. Consultation summary and recommendations

This report has summarised the consultation that was undertaken on Midlothian Council's Speed Policy and the implementation of it between 1 November and 29 November 2022. Respondents were invited to provide comments on the Speed Limit Policy, with particular focus on the following elements:

- existing speed limits in their local area;
- implementation of 20mph speed limits in towns, villages and smaller settlements; and
- speed limits on higher speeds roads and how these impact road safety and access to active travel.

Interested parties were given a variety of ways to respond, including by electronic correspondence and by submitting comments to a dedicated project Placecheck tool. Briefing sessions were held with Midlothian Council officers, representatives from Community Councils, and key stakeholders and local groups.

Community Councils were found to be supportive of reduced speed limits. Feedback and queries were received from them on a variety of issues, including about traffic calming measures, specific aspects of the Policy and the requirement (or otherwise) for consistency.

Regarding key stakeholders, feedback was received from Spokes, Lothian Buses and Mobility and Access Committee Scotland (MACS).

Spokes highlighted the desire of their members to see reduced speed limits between settlements in Midlothian and provided feedback on the Quiet Route criteria within the Policy, noting that reduced speed limits could encourage more use by cyclists where there is little current use.

Lothian Buses requested that public transport operators be consulted prior to the draft TRO stage, highlighted the possible impact of reduced speed limits and traffic calming on bus journey times and possible knock on effects on routes and frequencies, and highlighted that it is important to take cognisance of public transport when considering traffic calming measures.

MACS highlighted common problems for people with mobility impairments and useful resources, and noted the likely requirement for an Equality Impact Assessment on the Policy.

A total of 990 comments were received via the Placecheck tool, with a total of 50 emails being received. The most common themes that were raised on Placecheck were regarding requests for 20mph speed limits, locations where vehicles are speeding and requests for traffic calming. Table 7.1 presents where the settlements where these themes were most frequently raised:

Table 7.1: Placecheck - Most frequent themes and settlements where they were most often raised

20mph speed limit required	Speeding	Traffic calming measures required
Roslin (175 votes)	Pathhead (106 votes)	Roslin (64 votes)
Eskbank (122 votes)	Roslin (99 votes)	Dewartown (60)
Pathhead (104 votes)	Eskbank (90 votes)	Edgehead (54 votes)
Auchendinny (59 votes)	Gorebridge (40 votes)	Gorebridge (49 votes)
Dewartown (56 votes)		

Regarding the emails that were received, the most common themes were: Speed limit reduction request (raised 19 times), request for traffic calming / enforcement (7), negative impact of reduced speed limits (4) and support for 20mph in towns and villages (4).

7.1 Recommendations

Recommendations associated with the primary areas that respondents were asked to provide feedback on (the Speed Limit Policy; existing speed limits in their area, implementation of 20mph speed limits in towns, villages

and smaller settlements; and speed limits on higher speeds roads and how these impact road safety and access to active travel) are provided below:

Speed Limit Policy

With regards to the Speed Limit Policy, the following measures are recommended:

- Consider revising the criteria for 20mph speed limits in towns and for Quiet Routes to account for latent demand;
- Consider consulting public transport operators (and other statutory consultees) prior to consulting on Traffic Regulation Orders;
- Clarify to whom / which email address a request for a speed limit change needs to be directed (section 5.3) of the Policy;
- Undertake an Equality Impact Assessment (EqIA) on the Policy, if one has not already been completed.

Speed limits in towns, villages and smaller settlements

As detailed in Table 7.1, 20mph speed limits were frequently requested in several smaller settlements within Midlothian. If the Council's preferred approach is to investigate the introduction of 20mph speed limits in tranches rather than all at once, it is recommended that Roslin, Eskbank, Pathhead, Auchendinny, and Dewartown are considered in the first tranche. Loanhead and Bilston could also be investigated as part of the first tranche, given the support of the respective local Community Councils.

Requests for 20mph speed limits in other locations were made less frequently, however it is recommended that these are appropriately investigated at the appropriate time (including if a request is made by the local community, in line with Midlothian's Policy).

Requests for other reduced speed limits (for example 30mph or 40mph) were also made less frequently. It is also recommended that these are investigated at the appropriate time, for example, during the next review of speed limits.

Speed limits on higher speed roads and active travel

As for speed limits in towns, villages and smaller settlements, requests for speed limits on higher speed roads were made less frequently. It is also recommended that these are investigated at the appropriate time, for example, during the next review of speed limits.

Regarding active travel on higher speed roads, no strong trends emerged in the data. Many potential improvements in more urban locations were raised and these could be investigated as and when funding is available.

7.2 Next steps

The consultation report and data will be provided to Midlothian Council for consideration by Elected Members to determine potential schemes to be taken forward.

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