

Lasswade Village 20 mph Trial

Report by Ricky Moffat, Head of Commercial Operations

1 Purpose of Report

The Council at its meeting of 16 December 2014 agreed;

“That the introduction of a 20 mph speed limit in Lasswade Village and Polton Road, Lasswade, be introduced, without delay, as a pilot project”.

A temporary traffic regulation order with a duration of 12 months was established along with the necessary regulatory road signs and markings. The speed limit area has been monitored and the trial period will expire on 31 March 2016.

Council are invited to consider the results of this pilot and whether to make this order permanent and consider whether 20 mph speed limits should be extended further across other areas of Midlothian.

2 Background

2.1 Speed Results

2.1.1 Monitoring of speeds in Lasswade Village before and after the change in speed limit from 30 mph to 20 mph has been carried out using automatic radar traffic counters. These traffic counters record the speeds, time of day and the direction that vehicles travel.

Seven main sites have been used for the surveys, as shown on the plan in Appendix 1. Five sites are on the A768 route and two are on Polton Road. Two other sites, on Church Road and Westmill Road, were also surveyed before the changes but vehicle flows were low (350 and 140 vehicles per day respectively) and average speeds were already below 20 mph so these counts have not been repeated.

The surveys generally last for seven days or more, and for twenty hours per day, seven days per week. The results can be analysed by time of day and day of week. Traffic volumes in this area were generally higher on weekdays than at the weekends, and speeds were slightly higher at weekends than during the week. Seven day averages have been compared with the five day averages for some sites – these indicated similar changes in vehicle speeds so this has not been repeated for all sites and the attached summary (Appendix 2) shows the weekday figures only.

- 2.1.2** Some minor problems were encountered with the counters but these were not considered statistically significant.
- 2.1.3** The data for each of the seven sites in each direction provides fourteen sets of figures to compare before and after the 10mph reduction in speed limit.

Of the fourteen average speeds, only five have changed by more than 1mph, and three of these five are at the two sites which are considered less reliable (one of these showed an increase of 2.2mph). The two reliable figures with the biggest change in average speeds were for northbound near the Laird and Dog Inn, with a reduction of 1.7mph, and northbound near 33 Polton Road with a reduction of 1.1mph. Overall the reduction in average speeds over the fourteen figures was 0.7mph (or 0.6mph without the four less reliable figures).

The 85%ile speeds (i.e. the speed that 85% of traffic travelled at or below) changed by similar amounts to the average, with one more site having a reduction of more than 1mph, northbound at Polton Road near the footpath to Broomieknowe.

- 2.1.4** At certain times of the day traffic speeds are restricted by the amount of traffic, so at times traffic was travelling at below 20mph, whether the speed limit was 20mph or 30mph. Another way of measuring the effect of the change in limit is to compare the proportion of vehicles travelling above set speeds. This indicated that before the 20mph limit 89% of traffic exceeded 20mph, and after the limit was lowered 88% still exceeded 20mph. As might be expected, there was more effect on those travelling at 30mph or more, and the proportion exceeding 30mph fell from 29.5% (when the limit was 30mph) to 24.2% (when the limit was 10mph below this).

The proportion exceeding 40mph also fell, from 1.0% to 0.8%. (This varied more widely between sites with over 3% exceeding 40mph at the eastern end of the 30mph limit in the before surveys and three sites having less than 0.1% exceeding 40mph).

As the limit was reduced to 20mph, the proportion exceeding the mandatory limit by 10mph or more increased from 1% to 24%, with over five thousand potential speeding offences per day to be enforced in Lasswade.

2.2 Accident Record

- 2.2.1** Since the 20 mph limit came into force on 1 April 2015, the Council have three months vetted accident data. There were no reported injury accidents in this time within the 20 mph limit. However there were no reported injury accidents in these three months in any of the previous three years. There was one accident in 2011, which involved a car pulling out from a junction in front of a stationary bus and colliding with a motorcycle which was overtaking it.
- 2.2.2** Unvetted data for August 2015 suggests there has been a pedestrian injured while trying to cross the road in the 20 mph limit, but

confirmation is awaited. In the full three years before the limit was reduced to 20 mph at the start of April 2015, there were four reported injury accidents in thirty six months, an average of one accident per nine months. This far there appears to have been one reported injury in seven months after the speed limit was changed. This period is too short and the numbers of accidents too small to be statistically significant.

2.3 Community Response

A response has been received from the Lasswade District Civic Society (Appendix 3) in support of making the 20 mph limit through Lasswade permanent.

2.4 20mph limits within Midlothian

Approval was given by Council at its meeting of 16 December 2014 to complete the introduction of lowered limits adjacent to the remaining nursery facilities in Midlothian. The legal orders have been processed with only a small number of sites to have the signing and markings laid to allow the lowered limits to be fully enforceable. This is expected to be complete by the end of February 2016.

The results from the trial in Lasswade indicate limited change in driver behaviour.

Notwithstanding the positive comments from Lasswade District Civic Society with regards to the lowered limit, it is questionable as to whether extending these limits to other areas would be viewed as value for money, particularly given the Council's financial position.

3 Report Implications

3.1 Resource

Promoting a permanent traffic regulation order for Lasswade will cost in the order of £1000, which could be met from existing budgets.

Costs, amounting to £460,000 have been detailed in the report to Council dated 16 December 2014 to extend 20 mph zones in residential areas with the first phase adjacent to schools.

It should be noted that there are ongoing maintenance costs associated with the road infrastructure to support the introduction of 20 mph areas which would place additional burdens on the Road Services budget.

3.2 Risk

The risk of establishing 20 mph speed limits with signs and road markings only is that drivers may not comply and vehicle speeds may remain unchanged. In the event this may generate requests for physical traffic calming features.

3.3 Single Midlothian Plan and Business Transformation

Themes addressed in this report:

- ☒ Community safety
- ☐ Adult health, care and housing
- ☐ Getting it right for every Midlothian child
- ☐ Improving opportunities in Midlothian
- ☒ Sustainable growth
- ☐ Business transformation and Best Value
- ☐ None of the above

3.4 Impact on Performance and Outcomes

A strategic plan of putting in place 20 mph limits may reduce accidents and hence improve performance on casualty reduction targets.

However, given the road safety record within the areas identified, any reductions may be minimal. However it is viewed 20 mph limits may improve the environment for walking and cycling and improve performance in Midlothian of increasing sustainable transport and reducing road traffic.

3.5 Adopting a Preventative Approach

The use of 20 mph limits provides safe environments for walking and cycling, subject to motorists obeying the lower limits. If behavioural change is achieved by strategically implementing lower limits, road casualties could be prevented.

3.5 Involving Communities and Other Stakeholders

A permanent traffic regulation order includes a compulsory consultation process including street bills and newspaper advertisements. This is in addition to writing to statutory consultees, e.g. Fire, Police, Ambulance, and Community Councils.

Dialogue has been ongoing with Lasswade and District Civic Society in relation to Lasswade and their response is attached.

3.7 Ensuring Equalities

Equality issues have been considered and the findings detailed in the equality impact assessment attached.

3.8 Supporting Sustainable Development

20 mph limits provide safe environments for walking and cycling. Walking and cycling are sustainable forms of transport and contribute to this objective.

3.9 IT Issues

There are no IT issues associated with this report.

4 Summary

This report advises Council of the findings from the 20mph trial that has been undertaken in the Lasswade village area. In addition to considering whether this lower limit should be made permanent, Council are asked to consider whether 20mph limits should be extended to other areas.

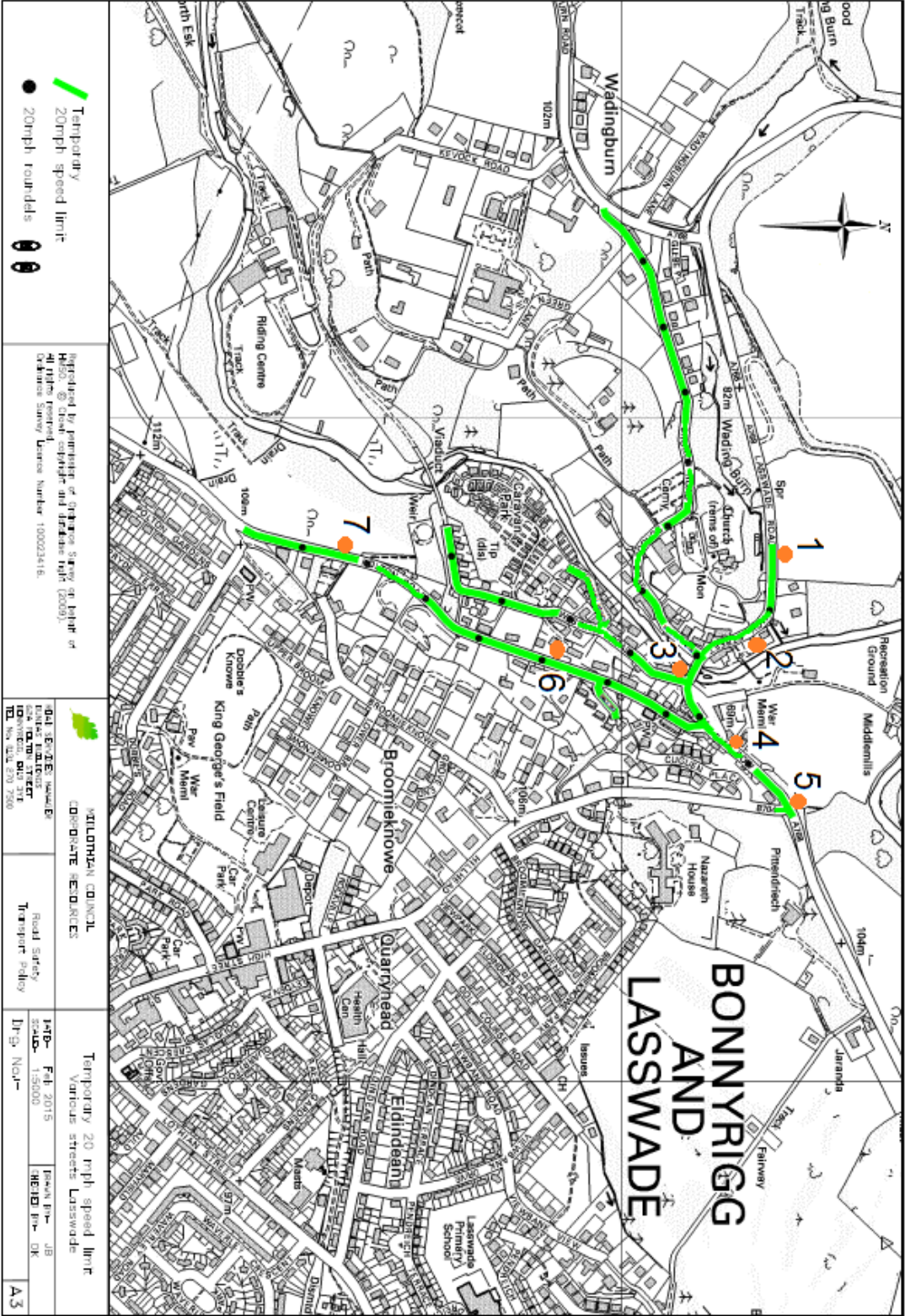
5 Recommendations

Council is asked to:-

- a) Consider the 20 mph Speed Limit pilot at Lasswade, and determine if the scheme should be made permanent.
- b) Take no action at this time to introduce any further 20mph speed limits in Midlothian

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| Midlothian Radar Speed check sites - Lasswade before and after limit changed to 20mph on 01/04/2015 | | | | | | | | | | | | | | | | | |
|---|-------------------------|----------------------------------|------------|-----------------|-----------------------|-------|------------|--|------|------|----------------------|------|------|----------------------|------|-------|------|
| Route no. | Radar Speed Count Sites | Dates | | Dir Ch1 heading | Average daily traffic | | Speeds mph | | | | Ch 1 % exceeding mph | | | Ch 2 % exceeding mph | | | |
| | | from | to | | Ch 1 | Ch 2 | Ave 1 | Ave 2 | 85% | 185% | 20 | 30 | 40 | 20 | 30 | 40 | |
| 1 | A768 | 86- o/s 20 Lasswade Road | 21/03/2011 | 29/03/2011 | W | 9963 | 9923 | 29.4 | 25.8 | 34.3 | 30.0 | 95.8 | 35.9 | 0.4 | 90.8 | 5.0 | 0.0 |
| | A768 | 233- west end of Lasswade HS | 24/03/2014 | 31/03/2014 | W* | 10238 | 9774 | 28.9 | 29.0 | 34.8 | 33.8 | 89.5 | 39.0 | 1.1 | 96.6 | 30.5 | 0.3 |
| | A768 | 86- o/s 20 Lasswade Road** | 08/04/2015 | 20/04/2015 | W | 10861 | 10849 | 28.6 | 31.2 | 35.2 | 36.0 | 88.0 | 38.1 | 1.9 | 96.4 | 54.6 | 3.0 |
| | | | | | | | | 0.3 | -2.2 | -0.4 | -2.2 | 1.5 | 0.9 | -0.8 | 0.2 | -24.1 | -2.7 |
| 2 | A768 | 284-Lasswade Rd opp Laird&Dug | 09/03/2015 | 16/03/2015 | S | 6369 | 8282 | 26.4 | 28.3 | 30.4 | 32.3 | 92.4 | 7.9 | 0.0 | 96.2 | 19.8 | 0.1 |
| | A768 | 284-Lasswade Rd opp Laird&Dug | 24/06/2015 | 30/06/2015 | S | 7672 | 8443 | 26.3 | 26.6 | 30.4 | 30.4 | 92.1 | 9.5 | 0.0 | 94.3 | 8.9 | 0.0 |
| | | | | | | | | 0.1 | 1.7 | 0.0 | 1.9 | 0.3 | -1.6 | 0.0 | 1.9 | 10.9 | 0.1 |
| 3 | A768 | 228- S side of Lasswade Bridge | 18/02/2014 | 02/03/2014 | W | 8573 | 9771 | 18.7 | 22.5 | 22.5 | 26.0 | | | | | | |
| | A768 | 285-High Street at Westmill Road | 09/03/2015 | 31/03/2015 | W | 8526 | 8625 | 20.2 | 22.8 | 24.4 | 25.7 | 43.1 | 0.0 | 0.0 | 77.3 | 0.0 | 0.0 |
| | A769 | 285-High Street at Westmill Road | 01/04/2015 | 03/05/2015 | W | 8380 | 8510 | 20.1 | 22.4 | 24.3 | 25.5 | 41.2 | 0.0 | 0.0 | 71.5 | 0.0 | 0.0 |
| | | | | | | | | 0.1 | 0.4 | 0.1 | 0.2 | 1.9 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 |
| 4 | A768 | 286-Elm Row opp old garage | 17/03/2015 | 31/03/2015 | SW | 7258 | 9169 | 29.1 | 29.5 | 34.6 | 34.7 | 93.9 | 35.1 | 1.2 | 94.9 | 38.8 | 1.2 |
| | A768 | 286-Elm Row opp old garage | 01/04/2015 | 07/04/2015 | SW | 7133 | 8927 | 29.0 | 29.0 | 34.5 | 34.5 | 94.8 | 32.9 | 1.3 | 94.0 | 34.4 | 1.1 |
| | | | | | | | | 0.1 | 0.5 | 0.1 | 0.2 | -0.9 | 2.2 | -0.1 | 0.9 | 4.4 | 0.1 |
| 5 | A768 | 229- eastern ent to Lasswade | 18/02/2014 | 03/03/2014 | W | 3219 | 4210 | 31.7 | 31.4 | 37.2 | 37.1 | 96.0 | 62.4 | 3.1 | 92.3 | 60.9 | 3.6 |
| | A768 | 229- eastern ent to Lasswade | 23/06/2015 | 30/06/2015 | W | 7743* | 9471* | 28.4 | 29.1 | 33.9 | 34.6 | 94.3 | 27.9 | 0.8 | 94.8 | 35.3 | 1.1 |
| | | | | | | | | 3.3 | 2.3 | 3.3 | 2.5 | 1.7 | 34.5 | 2.3 | -2.5 | 25.6 | 2.5 |
| | | | | | | | | *NB numbers in after count too high (double counting some vehs?) | | | | | | | | | |
| 6 | u/c | 280-Polton Road opp no 33 | 16/03/2015 | 31/03/2015 | S | 3313 | 3351 | 26.2 | 27.1 | 31.4 | 32.0 | 86.4 | 16.1 | 0.2 | 91.6 | 18.2 | 0.2 |
| | u/c | 280-Polton Road opp no 33 | 01/04/2015 | 09/04/2015 | S | 4051 | 3940 | 25.8 | 26.0 | 30.8 | 30.9 | 85.1 | 13.7 | 0.3 | 85.1 | 14.4 | 0.2 |
| | | | | | | | | 0.4 | 1.1 | 0.6 | 1.1 | 1.3 | 2.4 | -0.1 | 6.5 | 3.8 | 0.0 |
| 7 | u/c | 283-Polton Road oppFP to B'know | 09/03/2015 | 16/03/2015 | S | 3717 | 4407 | 31.2 | 29.2 | 35.9 | 34.1 | 97.6 | 53.0 | 2.7 | 97.2 | 31.7 | 0.7 |
| | u/c | 283-Polton Road oppFP to B'know | 23/06/2015 | 30/06/2015 | S | 2961 | 2897 | 30.5 | 28.3 | 35.4 | 33.0 | 97.2 | 46.7 | 1.8 | 97.4 | 22.9 | 0.3 |
| | | | | | | | | 0.7 | 0.9 | 0.5 | 1.1 | 0.4 | 6.3 | 0.9 | -0.2 | 8.8 | 0.4 |



Lasswade District Civic Society

OUR ASSESSMENT OF THE LASSWADE AREA 20MPH SPEED LIMIT PILOT

EIGHT MONTHS ON

The Society has maintained a continuing watch on the experience of local residents during the pilot period. There has been no formal consultation with members solely on this topic, but there has been constant interaction between the LDCS Committee and several individual members, members have been encouraged to pass their views to us, and our local representatives across our membership area have provided comment from time to time through the year.

Council officials have helpfully provided data from seven speed management sites demonstrating that there has been a small, but welcome, impact on speed levels since the pilot started. However, speeds outside rush hour times have not come down proportionately towards the new limit, and as a result relatively more motorists appear now to be breaking the law on their journeys through Lasswade.

Our expectation is that this situation will improve gradually, as motorists become aware of and accustomed to the new limit. It would also be helpful in encouraging this expected improvement if compliance was to be supported by the Police, principally by undertaking a series of mobile checks, using their hand held cameras, which will raise awareness amongst motorists. The first such check undertaken a couple of months ago will have reminded motorists of the new arrangements.

Anecdotal evidence from local residents, particularly in the vicinity of Lasswade Bridge, indicates that there is a general feeling that the traffic flow is slower and safer, and that access into and out of driveways and side roads on the A786 is easier. Certainly the Bridge has escaped further damage during this period, and the local community is supportive of measures to make the limit a permanent feature.

The Council and its officials are to be congratulated for being responsive to local concerns by both their decision to undertake the pilot and by then in implementing it in a sensible way and monitoring results. We would encourage a Council decision to make the new limit a permanent feature, or to extend the pilot for a further 2 years to enable it to become more widely recognised and complied with.

There are still issues of non-compliance in those areas where limits move from 40mph or even 60mph down to 20 mph. Speeds entering the Village are still a concern, with a significant proportion of traffic exceeding the new limit at the entry points by a substantial margin. This is shown by the Council's statistics.

So what else can be done to make the limit more effective in addition to more frequent enforcement action? We acknowledge cost issues for the Council generally at the present time which might result in high cost solutions leading to budgetary problems, but we believe that there are relatively low cost options that could be adopted and could be supported by our local councillors using some of their discretionary environmental improvements allocation, which we understand has built up to a significant level of capital and revenue reserves.

These potential options include –

- Erection of electronic “Your Speed Is....” signs at speed measurement sites 1,4 and 7, which would provide reminders to drivers that they should be reducing speed as they approach Village entry points on the steep hillside roads. There are many other locations of such signs across Midlothian, including the sign previously at Straiton on the way off the A7 and into Loanhead that seem effective at reminding drivers to slow down
- Countdown signs, showing 3, 2 and 1 bars, leading up to the places where the 20mph limit starts, would again raise visibility for drivers of the upcoming speed restrictions.
- Road markings to be updated and extended to emphasise the start of the restricted areas.

Some members have raised from time to time the difficulties experienced in turning right onto the A786 at the foot of Hillhead and also Polton Road and at the West Mill Road junction. We did debate with Council officials some time ago whether one or more additional sets of traffic lights might be a solution, but this was seen as a potentially ineffective remedy given the proximity of the junctions.

We would be interested in hearing whether there are other potential solutions here, as we can only see that these issues will become more marked in the next few years as first the new development in West Mill Road is completed and second the impact of any implementation of new housing supply under the Midlothian Local Development Plan becomes apparent. Our members would be interested to understand the parameters for effective action here.

To conclude, LDCS and its members generally fully support the continuation and extension of the 20mph pilot, and any decision not to do so would be seen as incomprehensible. We also believe that the addition of the low cost options to improve its effectiveness as referred to above could have a materially beneficial impact which would be welcomed by all.