

**REPORT TO:** East Lothian Council

**MEETING DATE:** 24 June 2014

**BY:** Depute Chief Executive (Partnerships and Community Services)

**SUBJECT:** Road Traffic Regulation Act, 1984 Proposed Experimental Traffic Regulation Order, 20mph Speed Limits – 3 Areas in Cockenzie, North Berwick & Tranent

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## **1 PURPOSE**

- 1.1 To seek Council approval to commence the statutory approval necessary to promote Experimental Traffic Regulation Orders to prohibit the driving of motor vehicles in excess of 20mph within the specified areas.

## **2 RECOMMENDATIONS**

- 2.1 That Council approve the initiation of the statutory procedure necessary to make the Order in accordance with 'The Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999 and such amendments that are in force.

## **3 BACKGROUND**

- 3.1 East Lothian Council as Local Roads and Traffic Authority is responsible for the setting of speed limits on the local road network. All mandatory speed limits (other than national limits) are made by speed limit order under Section 84 of the Road Traffic Regulation Act 1984
- 3.2 The East Lothian Plan SOA 2013-23, *Outcome 7: East Lothian is an even safer place* – this outcome endeavours to reduce collisions, casualties and deaths on our roads and is also a priority for both the police and fire and rescue services.
- 3.3 East Lothian Council has been working with Sustaining Dunbar (a local development trust set up to promote sustainability in the community) - primarily encouraging walking and cycling but also actively engaging with the local community promoting the ethos of a 20mph limit.

- 3.4 Sustaining Dunbar is a member of '20's Plenty for Us' - the national campaign for 20 mph default speed limits, without traffic calming, where people live.
- 3.5 Subject to successful 'buy-in' by the community the Experimental Orders could come into effect on 1st November 2014 for a period of 18 months. Speeds will be recorded before during and after to establish the limit's effectiveness. A follow-up report will be submitted to Cabinet at the conclusion of the trial for members' consideration in respect of making the Order permanent.
- 3.6 The Experimental Orders will cover
  - 3.6.1 Whin Park Area, Cockenzie (Appendix A)
  - 3.6.2 Law Area, North Berwick (Appendix B)
  - 3.6.3 Muirpark & Steading View Areas, Tranent (Appendix C)
- 3.7 Preliminary discussions with Police Scotland indicate no significant objection to making of these Orders.

#### **4 POLICY IMPLICATIONS**

- 4.1 Reducing road casualties contributes towards the national casualty reduction targets in Scotland's Road Safety Framework
- 4.2 These proposals will contribute towards The East Lothian Plan - Single Outcome Agreement (SOA) 2013 and our 3 strategic objectives - to create, support and maintain a Sustainable Economy, Resilient People and Safe and Vibrant Communities
- 4.3 The Safe and Vibrant Communities Partnership aims to contribute towards East Lothian's SOA *Outcome 7 - East Lothian is an even safer place*. The introduction of measures to reduce inappropriate speeds ought to help with meeting this objective.

#### **5 EQUALITIES IMPACT ASSESSMENT**

- 5.1 This report is not applicable to the well being of equalities groups and an Equalities Impact Assessment is not required.

#### **6 RESOURCE IMPLICATIONS**

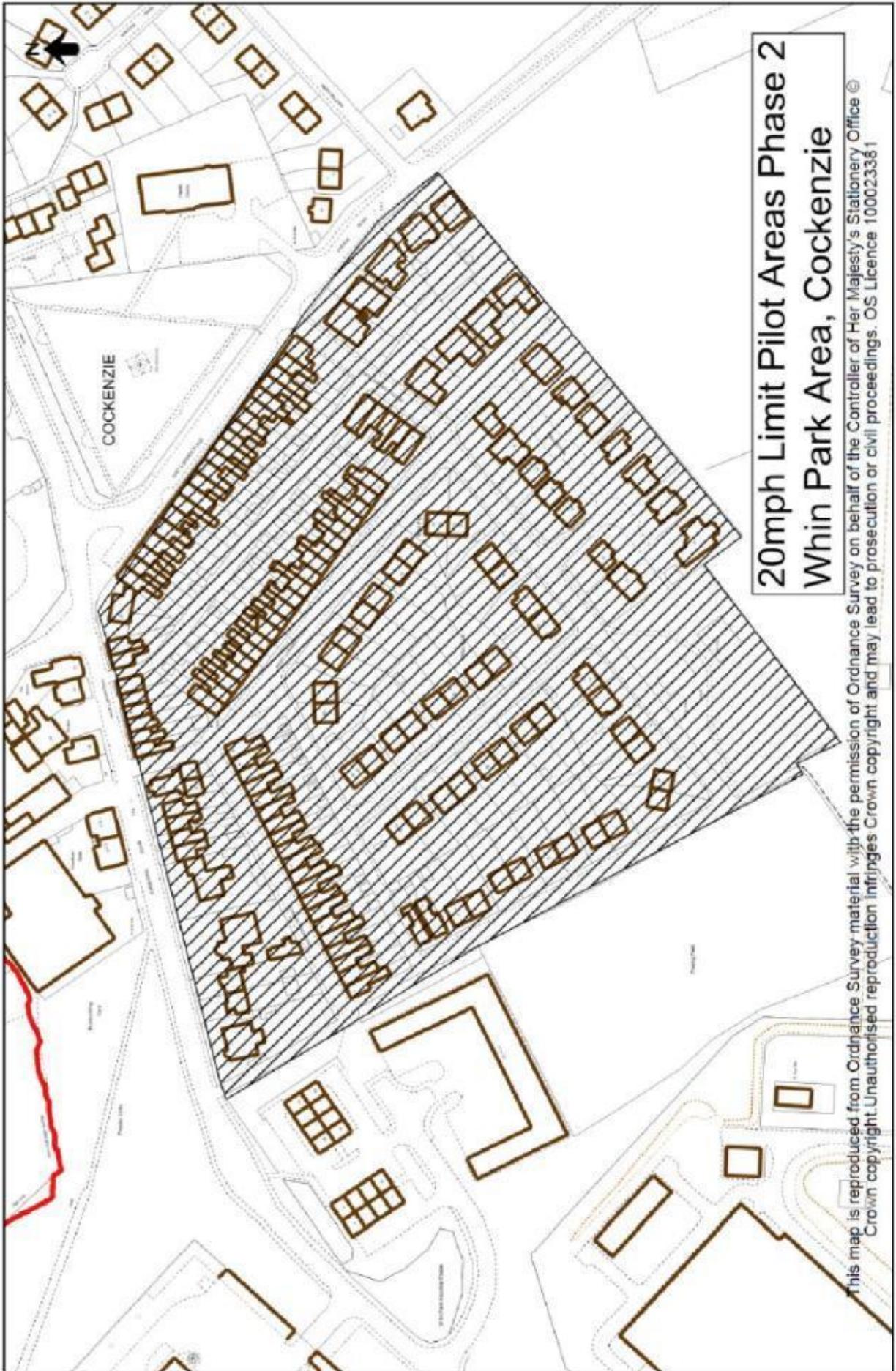
- 6.1 Financial – All costs involved in the consultation, advertising, design, staff time and implementation associated with the making of this Order can be accommodated within the 2014-15 Roads Network revenue budget.
- 6.2 Personnel - None
- 6.3 Other – None

## 7 BACKGROUND PAPERS

- 7.1 Speed Limit Review and Proposed Speed Limit Policy 9<sup>th</sup> November 2010
- 7.2 Road Traffic Regulation Act, 1984 Proposed Experimental Traffic Regulation Order – 20mph Speed Limits – Hallhill Area, Dunbar 13<sup>th</sup> November 2012

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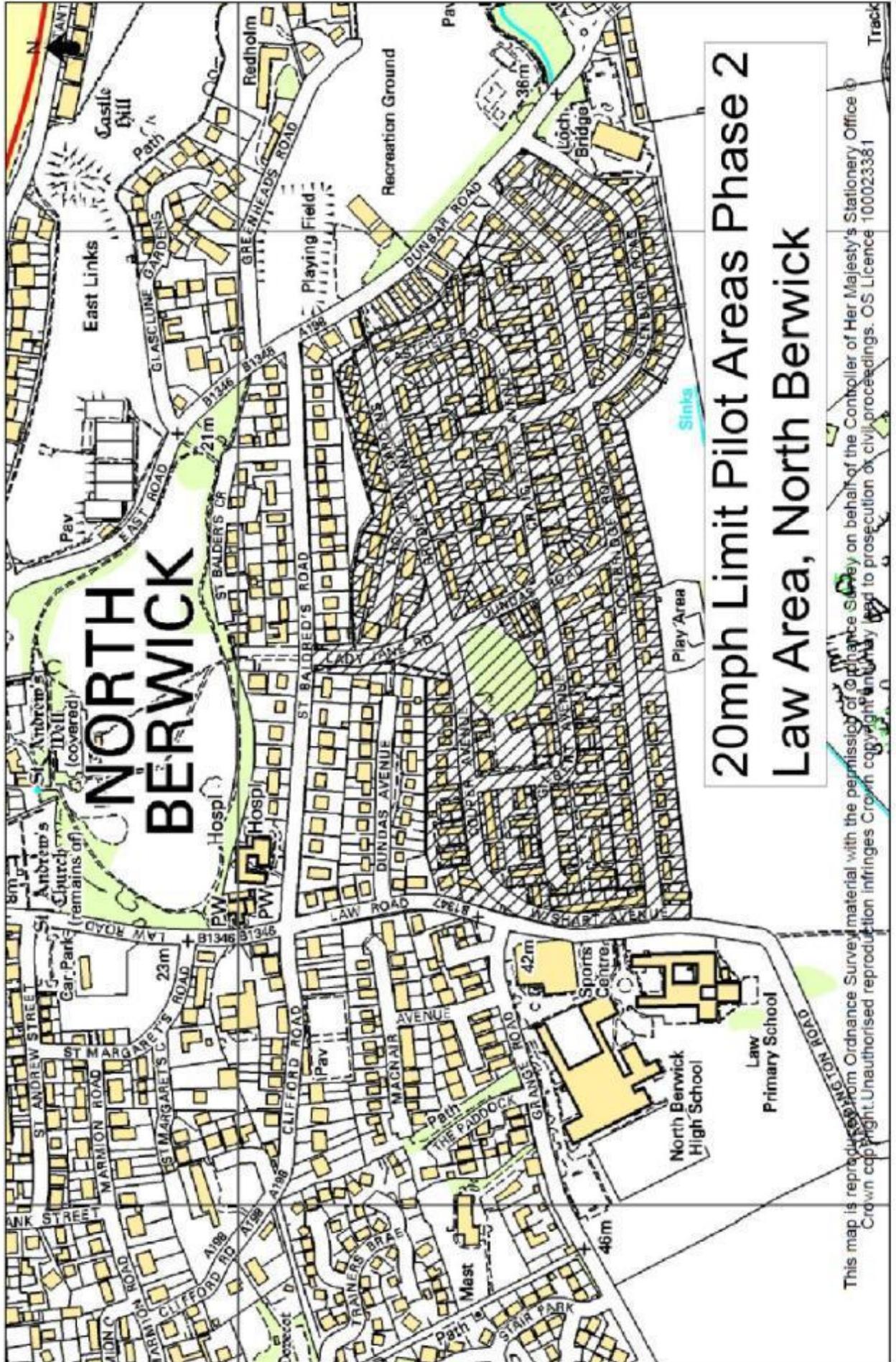
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**20mph Limit Pilot Areas Phase 2  
Whin Park Area, Cockenzie**

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**20mph Limit Pilot Areas Phase 2**  
**Law Area, North Berwick**

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**20mph Limit Pilot Areas Phase 2  
Muirpark & Steading View, Tranent**

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