

Members' Library Service Request Form

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Document Title	Dunbar 20mph Speed Limit Consultation'

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REPORT TO: Members' Library Service

MEETING DATE:

BY: Depute Chief Executive (Partnership and Services for Communities)

SUBJECT: Dunbar 20mph Speed Limit Consultation

1 PURPOSE

- 1.1 The purpose of this report is to update Members of the result of the public consultation on the introduction of a permanent 20mph speed limit in Dunbar.

2 RECOMMENDATIONS

- 2.1 To note the results of the public consultation on the introduction of a permanent 20mph limit in Dunbar and that 66% of the respondent agreed to retain the 20mph limit.
- 2.2 To note the introduction of the limit is subject to a statutory consultation in accordance with Local Authorities (procedures) (Scotland) Regulations following Cabinet approval on 21st January 2020.
- 2.3 To note the public preferred option to be option B recommended - A permanent 20mph speed limit on residential streets, and 30mph on the arterial road from Queens Road to High Street to Belhaven Road (with localised school speed limits)

3 BACKGROUND

- 3.1 Following public consultation in 2015 a permanent 20mph speed limit Traffic Order (TO/251/15) was introduced south of the East Coast Main Line on 15th August 2016.
- 3.2 Following representations from Dunbar Community Council an experimental 20mph speed limit order was introduced on 28th June 2018 for a period of 18 months. Speed data collection measures were taken to evaluate the level of compliance and a questionnaire sent to all residents to gauge their opinion of the experimental order before and after the 18 month period.
- 3.3 A detailed report on the outcome of the public engagement is provided in

Appendix A.

- 3.4 Further public and stakeholder consultation is required in accordance with the regulations and that minor amendments may be agreeable to parties following representation and final agreement.

4 POLICY IMPLICATIONS

- 4.1 None

5 INTEGRATED IMPACT ASSESSMENT

- 5.1 The subject of this report does not affect the wellbeing of the community or have a significant impact on equality, the environment or economy

6 RESOURCE IMPLICATIONS

- 6.1 Financial - All costs involved in connection with consultation, advertising, design and implementation associated with the making of these Orders can be accommodated within the Roads revenue budget.
- 6.2 Personnel - None
- 6.3 Other - None

7 BACKGROUND PAPERS

- 7.1 Various Roads, – East Lothian, Introduction and amendments to Traffic Regulation Orders 2020 Report to Cabinet on 21st January 2020

AUTHOR'S NAME	Peter Forsyth
DESIGNATION	Asset and Regulatory Team Manager
CONTACT INFO	Morag Haddow
DATE	24/01/20

Appendix A- Dunbar North of Railway Line 20mph trial

Summary

Following requests from community groups, and after a trial period in 2015, East Lothian Council introduced permanent 20mph speed limits on residential streets in Dunbar between the A1 and the railway line (except Kellie Road and Spott Road).

A further 20mph speed limit trial was introduced in June 2018, covering all Dunbar streets north of the railway line. This was preceded by 'before' speed surveys at nine separate locations around Dunbar.

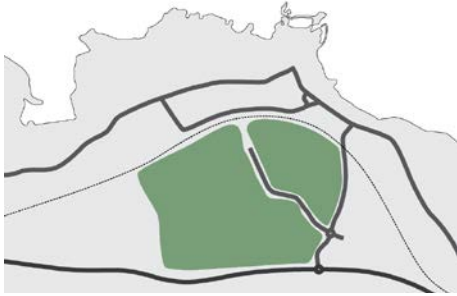


Figure 1: Green colour shows extent of permanent 20mph limits (since 2015)

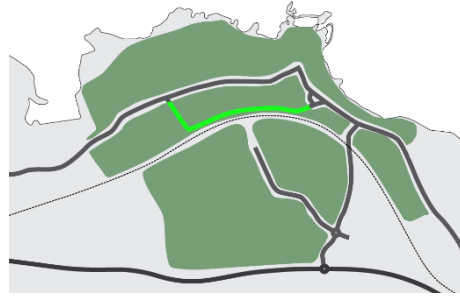


Figure 2: Green colour shows extent of 2018 speed limit trial

Once the trial had been in place for a year, a questionnaire was delivered to approximately 4,500 households in Dunbar, to determine how it had been perceived by the public, and follow-up speed counts were carried out at the same locations. People were also given the opportunity to respond to the questionnaire online. A total of 1559 responses were received.

The results show that 66% of respondents are in favour of retaining the 20mph speed limit, with 28% against and 6% not recording an opinion. 56% of those in favour of the speed limit, preferred retaining the 30mph limit on the arterial route (Queens Road/High Street/Belhaven Road).

On Summerfield Road, the speed surveys show a reduction of 5mph in mean traffic speed and 251 fewer vehicles exceeding 30mph in an average 24-hour period over the week in which measurements were taken. All other sites showed a reduction in mean speed of between 0.2mph and 3mph, and Belhaven Road had 881 fewer vehicles exceeding 30mph (a decrease from 35% to 14% of vehicles exceeding 30mph).

In conclusion, the trial has had a significant impact on driver behaviour, and although perceptions of safety do not seem to have increased, there is support to make the new limits permanent. East Lothian Council proposes to set 20mph limits for the whole of Dunbar to the north of the railway line with the exception of the arterial route (Queens Road/High Street/Belhaven Road)

An additional question was asked about whether the new speed limit should also apply to Kellie Road, but as only 45% of responses were in favour of this, the recommendation is that this speed limit will remain unchanged.

Additional signage advising of the 20mph limits will be implemented in response to the 66% of respondents who expressed a preference for this.

Questionnaire Results

The survey form can be found in Appendix 1 and the detailed responses to each question can be seen in Appendix 2. A sample of comments features in Appendix 3.

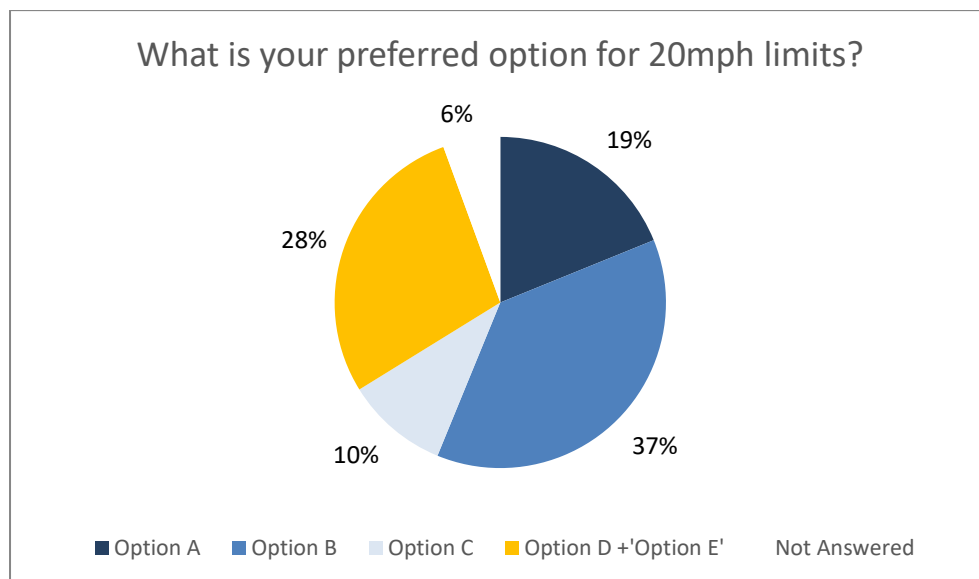
The survey gave 4 options for the outcome of the trial:

- **Option A:** A permanent 20mph speed limit covering same area as the current trial
- **Option B:** A permanent 20mph speed limit on residential streets, and 30mph on the arterial road from Queens Road to High Street to Belhaven Road (with localised school speed limits)
- **Option C:** A permanent 20mph speed limit with boundaries at Belhaven Road junction with Summerfield Road, and Queens Road junction with Queens Place
- **Option D:** No 20mph limits north of the railway line

It should be noted that a number of respondents perceived that the trial was unfair as it did not give the opportunity to remove the permanent 20mph limits from the south of the railway line. Many of these respondents added an additional 'option E' as below:

- **Option E:** No 20mph limits in Dunbar

As this option was not under consideration, for the purposes of this trial it has been assumed that these are negative response and so they have been counted amongst Option D. Six percent of respondents did not express a preference at all.



Speed Survey Results

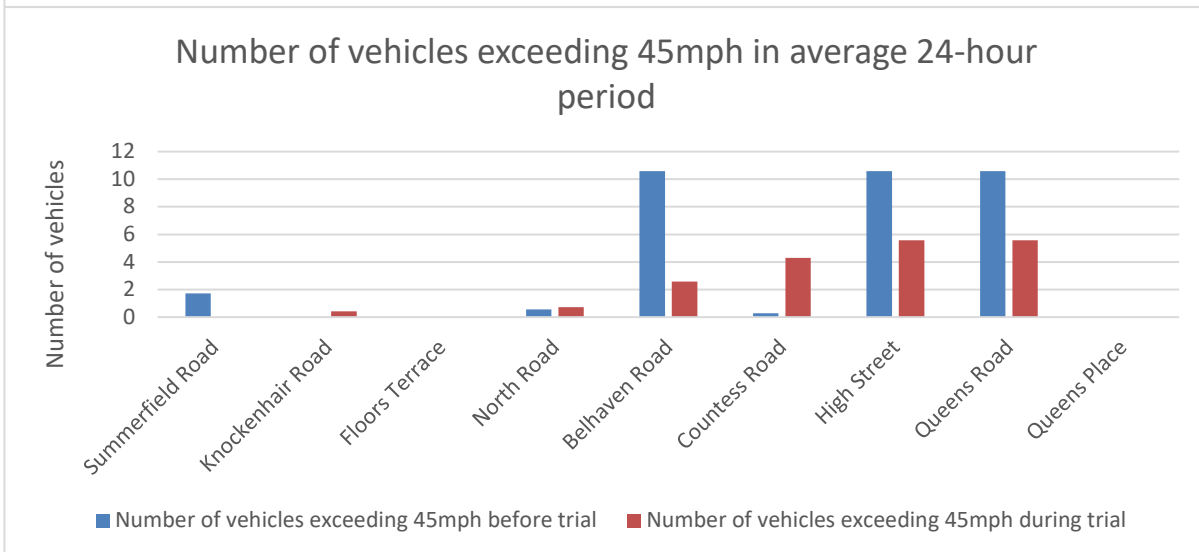
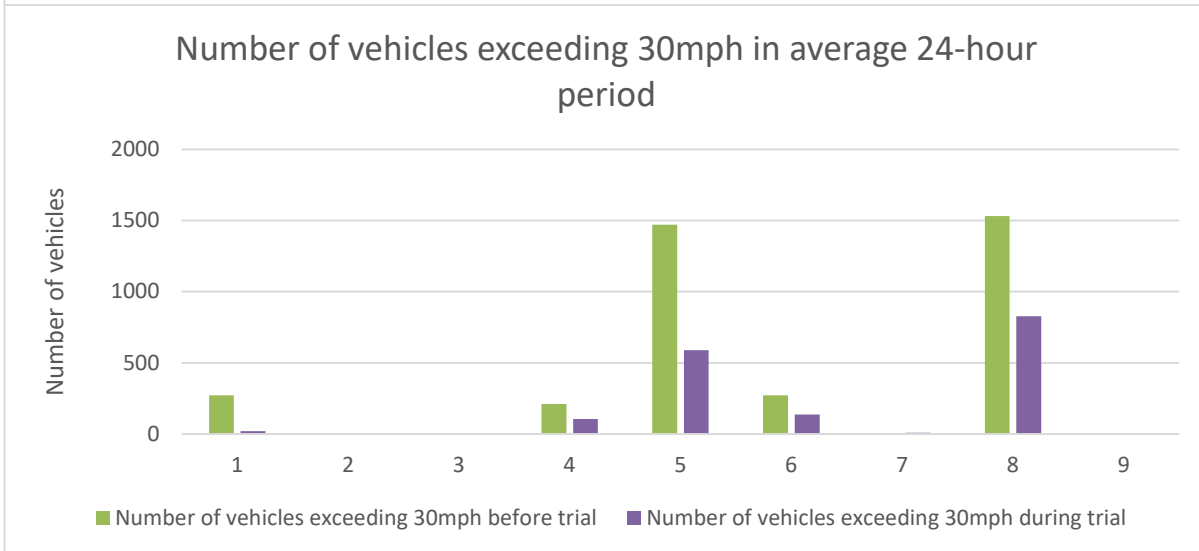
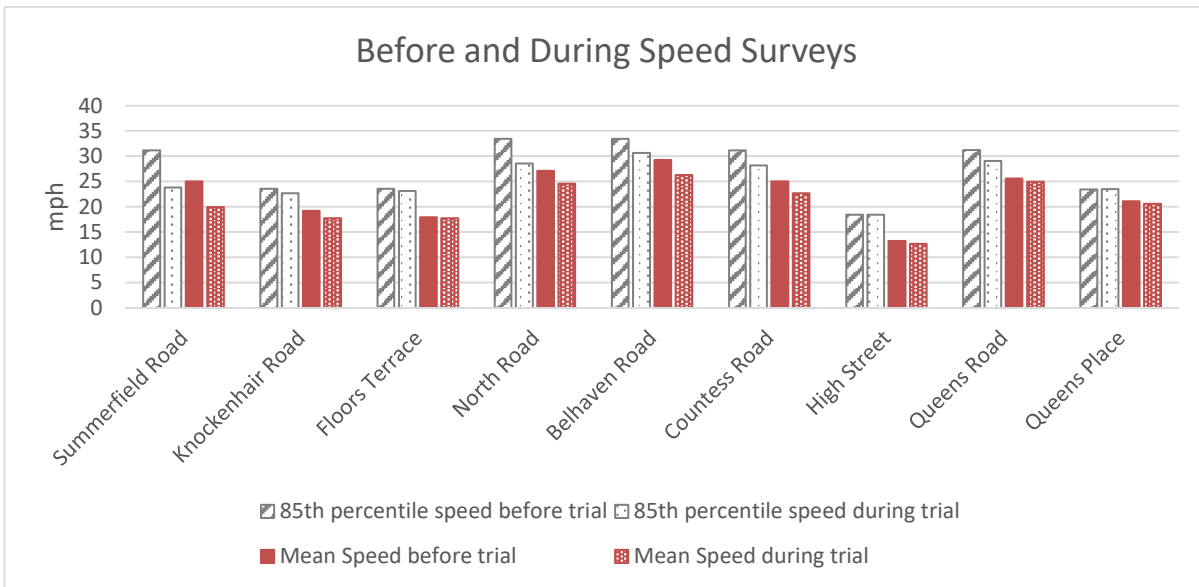
The speed counters were laid across the road at the same sites for a week in March 2017 (before trial) and September 2019 (during trial), and the Mean and 85th-Percentile¹ speeds calculated for both directions over a 24-hour period, (averaged over 7 days). Graphs are shown below.

All sites showed a decrease in both Mean Speed and 85th-Percentile Speed with the exception of Queens Place which showed a slight increase in 85th-percentile Speed. This is one of the less busy sites with fewer than 500 vehicles per day.

The number of vehicles exceeding 30mph and 45mph was also measured, and these are shown below. The biggest reduction in the number of speeding vehicles was seen on Belhaven Road which sees 4,000-5,000 vehicles per day.

Interestingly, in the early days of the trial, we received several reports of drivers on Belhaven Road not adhering to the new limit, but the data shows that excessive vehicle speeds have significantly reduced, demonstrating the effectiveness of the new speed limits.

¹ The 85th- percentile is commonly used as a measure of the maximum speed 'most' people will drive. In our surveys 85% of vehicles are travelling at less than this speed.

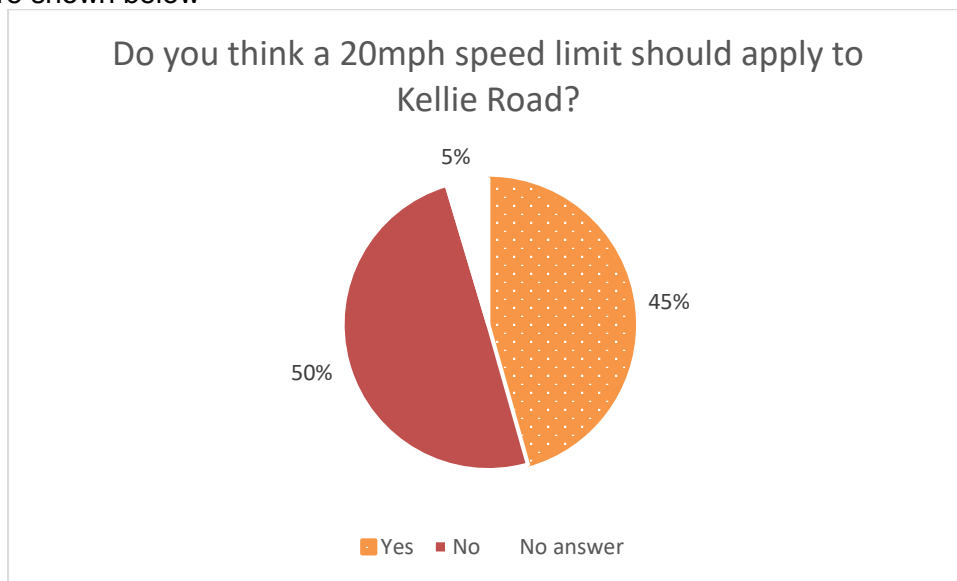


Kellie Road

On several occasions questions have been raised about why Kellie Road was not included in the 20mph speed limit area in 2015, given that it is south of the railway line and a major route for walking and cycling to school. The answer to this is that it does not comply with our current policy which requires active building frontages to support an urban feel and justify lower speed limits. However, it was felt that this survey was a suitable opportunity to consider its inclusion in a town-wide 20mph

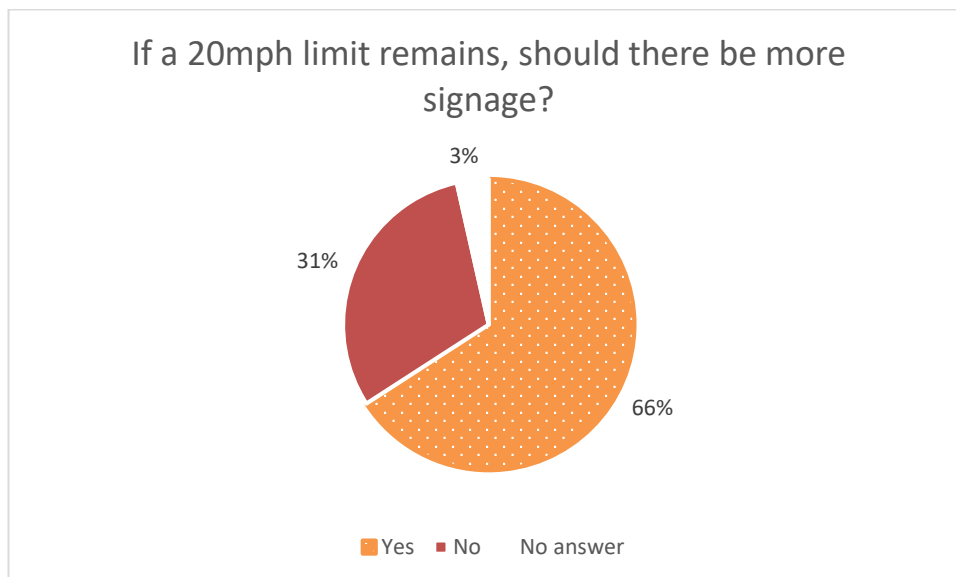
scheme.

The results are shown below



Signage

Sixty-six percent of respondents were in favour of additional signage for the new 20mph limits. This will be implemented.



Part 1 – Questionnaire

The questionnaire was delivered to every household (4,500) in Dunbar and West Barns. A reply paid insert made it easy to respond.



DUNBAR NORTH 20MPH SPEED LIMIT CONSULTATION

Following requests from community groups, and after a trial period in 2015, East Lothian Council introduced permanent 20mph speed limits on residential streets in Dunbar between the A1 and the railway line (except Kellie Road and Spott Road).

A further 20mph speed limit trial was introduced last year, covering Dunbar streets north of the railway line.

Our aim is to reduce the dominance of motorised traffic, resulting in streets which feel safer for cycling and walking while still allowing the free movement of vehicles.

We are now assessing the impact of the current trial to determine whether permanent changes should be made in the north of the town to match the south. In addition to vehicle speed surveys, we hope you will complete this survey so that the views of residents, employees and visitors can be taken into account.

Respond online at www.eastlothianconsultations.co.uk or complete, stick and post this reply-paid questionnaire.

CONSULTATION CLOSES 22 SEPTEMBER 2019

Thank you.

Business Reply Plus
Licence Number
MAT2262

East Lothian Council
Transportation
John Muir House
23 Breckley Park
HADDINGTON
EH41 3HA



- Do you think the 20mph trial has changed your driving behaviour?
YES NO
- Do you think the 20mph trial has changed the behaviour of other drivers?
YES NO
- When walking in Dunbar, and crossing the road during the trial, do you think there was any difference in safety for:

Children:	Less safe	<input type="checkbox"/>	No difference	<input type="checkbox"/>	more safe	<input type="checkbox"/>
Adults:	Less safe	<input type="checkbox"/>	No difference	<input type="checkbox"/>	more safe	<input type="checkbox"/>
Older people:	Less safe	<input type="checkbox"/>	No difference	<input type="checkbox"/>	more safe	<input type="checkbox"/>
- Do you think a 20mph limit should apply to Kellie Road?
YES NO
- If a 20mph limit remains, should there be more signage?
YES NO

6. Traffic calming
Currently no budget has been identified for additional speed calming or pedestrian and cyclist safety measures. If you feel these are necessary in certain locations in order to encourage compliance with any new speed limits, please make suggestions here:

7. Which is your preferred option? (please circle):



Option A
A permanent 20mph speed limit covering same area as the current trial.



Option B
A permanent 20mph speed limit with boundaries at Belhaven Road junction with Summerfield Road (A), and Queens Road junction with Queens Place (B).



Option C
A permanent 20mph speed limit on residential streets, and 30mph on the arterial road from Queens Road to High Street to Belhaven Road (with localised school speed limits).



Option D
No 20mph limits north of the railway line.

8. Any other comments:

Part 2 – sample comments

Comments were invited on traffic calming and generally. These have not yet been fully assessed, but a flavour of the many varied responses is given below:

Very few drivers respecting 20mph limits

It's bad for the environment because cars are not in their proper gears

More cycle paths please!

More control of boy racers

The more 20mph limits the better

Kellie Road would benefit from speed calming measures

Far too many frivolous signs in town centres

If good for Dunbar, good for all of East Lothian

No doubt you'll just do what you want

Lower speed = higher exhaust fumes

Nobody adheres to 20mph any time

Why 20mph? 25mph would equate to 40kph and be easier for EEC visitors to understand

The change to other drivers' behaviour is that there is dangerous tailgating

Zebra crossings on Brodie Road required

The Highway Code Book – Young new drivers don't read it