

LABEL: PUBLIC



ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

REQUEST FOR A 30MPH SPEED LIMIT ON THE B8046 WESTFIELD ROAD, THE B792 SLACKEND AND CATHLAW LANE IN TORPHICHEN

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to inform the Panel of the outcome of the additional speed limit survey work carried out, following the interim report presented to the Environment PDSP on the 1 June 2021.

B. RECOMMENDATION

The Panel should note and consider the following recommendation which is intended to be submitted to the Council Executive for approval.

It is recommended that there is no justification for the reduction of the existing 40mph speed limits on the B8047 Westfield Road, the B792 Slackend and Cathlaw Lane in Torphichen at this time. These routes will continue to be monitored through the council's annual Accident Investigation and Prevention programme.

C. SUMMARY OF IMPLICATIONS

I	Council Values	<ul style="list-style-type: none">• Focusing on our customers' needs; and• Being honest, open and accountable;
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	<p>Policy: The council's procedures on dealing with deputations are that they require to be considered by the Council Executive. Reference is made to the adopted West Lothian Council Speed Limit Strategy.</p> <p>Legal: None.</p>
III	Implications for Scheme of Delegations to Officers	None.
IV	Impact on performance and performance Indicators	None.
V	Relevance to Single Outcome Agreement	None.

VI Resources - (Financial, Staffing and Property)	Financial: None. Staffing: None. Property: None.
VII Consideration at PDSP	N/A
VIII Other consultations	None

D. TERMS OF REPORT

D1 Background

An interim report was presented to the Environment PDSP on 1 June 2021 in relation to a deputation made regarding concerns relating to the existing 40mph speed limit on the B8047 Westfield Road, the B792 Slackend and Cathlaw Lane, Torphichen. It was concluded that a further report will be presented to the Panel with updated traffic and accident data.

Although the Covid pandemic is still ongoing, traffic has returned to more normal conditions therefore officers have undertaken a second set of speed and volume surveys on 1 December 2021 to gather further data for comparison with the data presented to the Panel on the 1 June 2021.

D2 Speed and volume data analysis survey comparison

The speed surveys were carried out at the same twelve locations as previous, six sites on the B8047 Westfield Road, four sites on the B792 Slackend and two sites on Cathlaw Lane for a seven-day period (1-7 December 2021). The twelve data collection site survey locations are shown in Appendix 1.

The speed and volume data collected at each of these twelve sites on 17 June and 1 December 2021 has been summarised for the three routes and is shown in Appendix 2. Both survey data is shown and a comparison has been made between the two sets of data and is shown on the right hand side of the table.

B8047 Westfield Road

The data collected for the B8047 Westfield Road is shown on sites 7 to 12. The route where the surveys were carried out were at the change in de-restricted speed limit (60mph) to the 40mph speed limit through to the junction with the B792 Slackend.

At site 7 westbound there was a minor reduction of 3.5% of the number of vehicles travelling under the 40mph speed limit indicating vehicle speeds have increased but are still within the 40mph speed limit. This is reflected in an increase in recorded mean speed of 2.3mph (33.3mph to 35.6mph).

The other data recorded for these sites is similar to the original data collected previously.

The B792 Slackend

The data collected for the B792 is shown on sites 3 to 6. Survey locations 3 and 4 were placed either side of the junction with the B8047 Westfield Road and Cathlaw Lane. Sites 5 and 6 were in the 30mph urban area of Torphichen.

The updated data collected shows an increase in vehicle numbers (except at site 3), however these numbers are small. There are slight decreases in mean speeds at sites 3 and 4, however the rest of the sites are similar to the previous survey data collected.

At site 3 northbound there has been a decrease in mean speed from 35.1mph to 27.8mph (-7.3%), however southbound there was an increase in mean speeds from 34.1mph to 37.8mph (+3.7%). All the recorded mean speeds on the B792 are compliant with the existing posted speed limits.

There has also been an increase in vehicle compliance with the existing 40mph speed limit (94.4% to 97.9%) which is encouraging, however there were 45 less vehicles recorded.

The other site data is similar to the previous data collected and there are no other issues to report.

Cathlaw Lane

The data collected for Cathlaw Lane is shown on sites 1 and 2.

At these two sites there was small increases in traffic flow ranging from 28 vehicles to 61 vehicles over the 7 day period. Mean speed data was similar to the previous data collected.

The mean speed data on this route has shown a slight reduction of 0.3mph eastbound exiting Cathlaw Lane, however minor increases ranging from 0.3 to 0.4mph. The 85thile speeds have all shown small increases ranging from 0.2mph to 1.3mph, however these speeds are 37.7mph eastbound and 38.8mph westbound are still compliant with the existing posted 40mph speed limit.

General comparisons

The recently collected data is consistent with the June 2021 data and there are no significant changes to the traffic speeds or volumes which would necessitate further investigation.

There is good compliance with the existing speed limits on all three routes.

D3 Accident search

Officers have carried out an updated accident search on these three routes for the last five year period up to 28 August 2021.

From this search there have still been no reported injury accidents on the B8047 Westfield Road or Cathlaw Lane.

There were two reported injury accidents on the 40mph speed limit section of the B792 Slackend highlighted in the interim report. These two previous slight injury accidents were still within the updated reporting period and unfortunately there has been another recent slight injury accident that occurred in June 2021. This consisted of a southbound vehicle colliding with a northbound vehicle that was travelling in the centre of the road close to the junction with Westfield Road/Cathlaw Lane.

This information highlights that there are is no evidence based speeding road safety problems on these three routes, however they will continue to be monitored annually through the council's Accident Investigation and Prevention programme.

As reported in the interim report, there is no evidence to suggest that these routes are unsafe for pedestrians or other road users.

E. CONCLUSION

In response to the deputation, officers have undertaken two sets of traffic data collection surveys and further accident analysis for the three routes.

The report highlights that there are no speeding or road safety issues on these three routes.

The collected traffic data indicates that vehicles comply with the existing posted speed limits on these three routes and it is recommended that the existing speed limits are still appropriate and should remain in position. From the two sets of data recorded, there is no justification for reducing the speed limits on any of these three routes to 30mph at this time, however they will continue to be monitored annually through the councils' Accident Investigation and Prevention programme.

F. BACKGROUND REFERENCES

Environment PDSP report 1 June 2021 – Request for a 30mph speed limit on the B8046 Westfield Road, The B792 Slackend and Cathlaw Lane in Torphichen (Interim Report)

Appendices/Attachments:

Appendix 1 – Data collection site locations

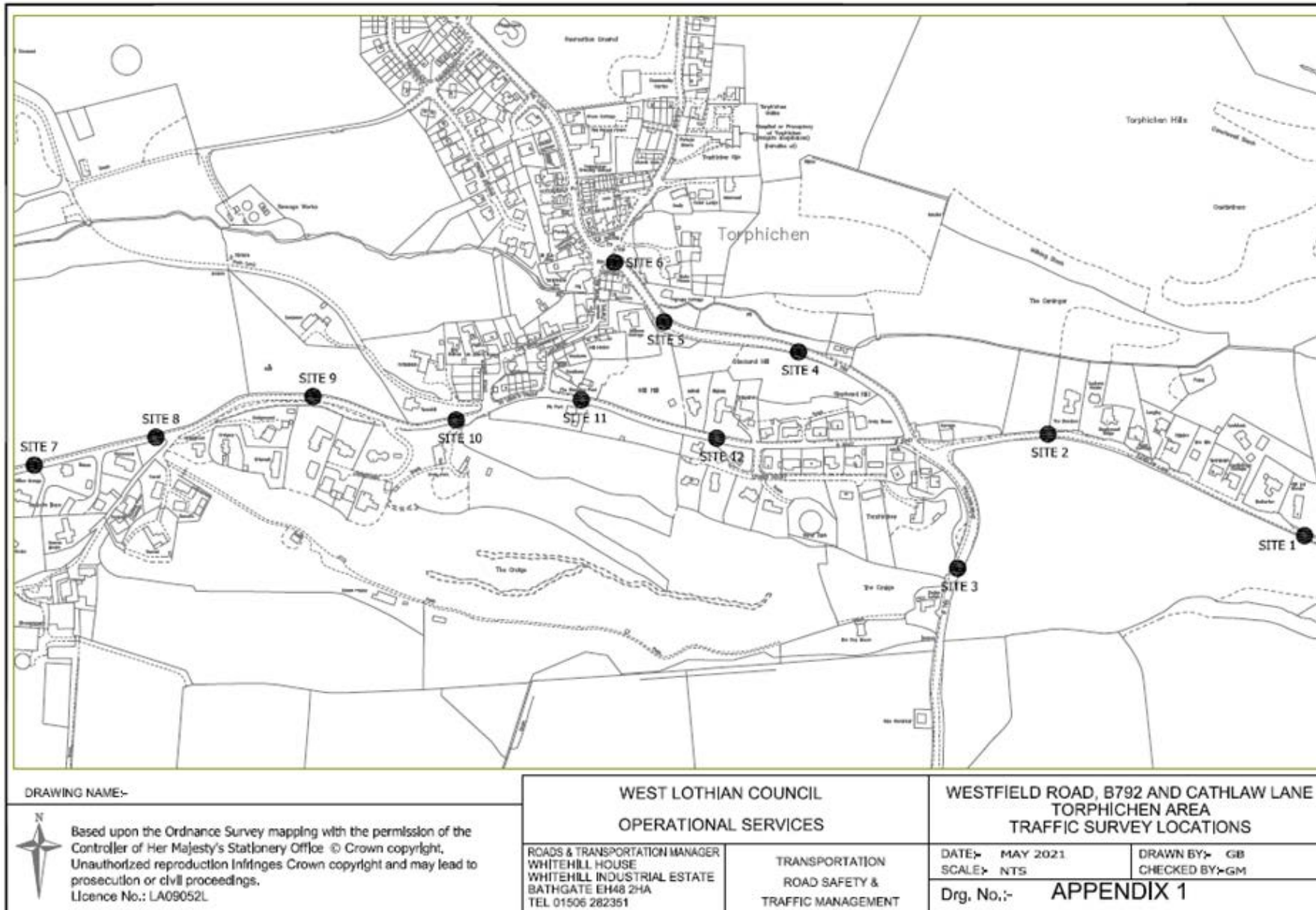
Appendix 2 – Data collection survey results

Contact Person: Gordon Brown, Roads Network Manager tel: 01506 282340, e-mail: gordon.brown@westlothian.gov.uk

Jim Jack, Head of Operational Services, Whitehill House, Whitestone Place, Bathgate, West Lothian

Date: 1 February 2022

APPENDIX 1



APPENDIX 2

		SURVEY 1 (17/6/21)					SURVEY 2 (1/12/21)					COMPARISON				
Site	Location	Mean mph	85%ile mph	% Below 40mph	% Above 40 mph	Vehicle total	Mean mph	85%ile mph	% Below 40mph	% Above 40mph	Vehicle total	Mean mph (+/-)	85%ile mph (+/-)	% Below 40mph (+/-)	% Above 40mph (+/-)	Vehicle total Increase/ decrease
1 E/B	Cathlaw Lane at the 40mph	31.0	37.5	92.4	7.6	1258	30.7	37.7	94.3	5.7	1314	-0.3	0.2	1.9	-1.9	56
1 W/B	Cathlaw Lane at the 40mph	31.5	37.5	93.0	7.0	1209	31.9	38.8	92.0	8.0	1270	0.4	1.3	-1.0	1.0	61
2 E/B	Cathlaw Lane at the first house	24.1	28.0	99.8	0.2	1456	24.5	29.0	99.9	0.1	1484	0.4	1.0	0.1	-0.1	28
2 W/B	Cathlaw Lane at the first house	24.1	27.9	99.9	0.1	1414	24.4	28.6	99.9	0.1	1454	0.3	0.7	0.0	0.0	40
3 N/B	On the B792, LC AF115	35.1	39.5	94.4	5.6	5779	27.8	33.6	97.9	2.1	5734	-7.3	-5.9	3.5	-3.5	-45
3 S/B	On the B792, LC AF115	34.1	38.8	78.3	21.7	6786	37.8	44.6	71.7	28.3	6864	3.7	5.8	-6.6	6.6	78
4 N/B	On the B792, LC AF102	31.5	35.9	96.8	3.2	6168	31.6	36.2	98.2	1.8	6295	0.1	0.3	1.4	-1.4	127

4 S/B	On the B792, LC AF102	34.7	39.8	85.6	14.4	6738	34.6	39.9	88.8	11.2	6948	-0.1	0.1	3.2	-3.2	210
5 N/B	At the start of the high friction surfacing	22.3	26.1	100.0	0.0	6602	22.8	27.1	99.9	0.1	6605	0.5	1.0	-0.1	0.1	3
5 S/B	At the start of the high friction surfacing	26.9	30.8	99.8	0.2	6466	27.7	32.4	99.6	0.4	6586	0.8	1.6	-0.2	0.2	120
6 N/B	On the B792, LC AF124	22.0	26.3	100.0	0.0	6079	22.5	27.1	100.0	0.0	6203	0.5	0.8	0.0	0.0	124
6 S/B	On the B792, LC AF124	23.5	28.6	99.9	0.1	6695	23.9	29.8	99.8	0.2	6850	0.4	1.2	-0.1	0.1	155
7 E/B	40mph speed limit B8047	33.3	39.7	79.7	20.3	1548	34.2	42.3	80.9	19.1	1465	0.9	2.6	1.2	-1.2	-83
7 W/B	40mph speed limit B8047	33.3	39.9	75.5	24.5	1557	35.6	44.4	72.0	28.0	1578	2.3	4.5	-3.5	3.5	21
8 E/B	At junction with B8047	27.1	32.1	96.9	3.1	1564	28.5	35.4	97.3	2.7	1477	1.4	3.3	0.4	-0.4	-87
8 W/B	At junction with B8047	29.9	35.4	89.7	10.3	1598	31.5	39.9	89.4	10.6	1535	1.6	4.5	-0.3	0.3	-63
9 E/B	On the B8047, LC AF83	28.3	33.1	98.9	1.1	1615	28.6	34.0	99.2	0.8	1547	0.3	0.9	0.3	-0.3	-68
9 W/B	On the B8047, LC AF83	27.2	31.1	99.5	0.5	1618	27.9	32.6	99.4	0.6	1633	0.7	1.5	-0.1	0.1	15

10 E/B	B8047, west side of private junction	25.7	29.9	99.9	0.1	1511	25.6	30.0	100.0	0.0	1687	-0.1	0.1	0.1	-0.1	176
10 W/B	B8047, west side of private junction	26.5	31.1	99.2	0.8	1566	26.7	31.6	99.5	0.5	1702	0.2	0.5	0.3	-0.3	136
11 E/B	B8047, LC AF66	30.0	35.4	95.4	4.6	1534	31.1	37.7	93.3	6.7	1502	1.1	2.3	-2.1	2.1	-32
11 W/B	B8047, LC AF66	29.2	34.5	96.2	3.8	1437	30.8	37.2	93.9	6.1	1422	1.6	2.7	-2.3	2.3	-15
12 E/B	B8047, at telegraph pole	25.9	30.7	99.4	0.6	1423	26.0	31.6	99.1	0.9	1433	0.1	0.9	-0.3	0.3	10
12 W/B	B8047, at telegraph pole	26.0	30.3	99.0	1.0	1492	26.1	31.5	98.9	1.1	1515	0.1	1.2	-0.1	0.1	23

