

LABEL: PUBLIC



COUNCIL EXECUTIVE

REQUEST FOR SPEED REDUCTION MEASURES IN MAIN STREET, MID CALDER

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to inform the Council Executive of a deputation which has been remitted to the Environment PDSP from the West Lothian Council meeting on the 23rd November 2021. The deputation is seeking for the introduction of traffic calming measures on Main Street, Mid Calder.

B. RECOMMENDATION

It is recommended that the Council Executive approves that Main Street in Mid Calder continues to be monitored through the annual AIP programme and any accident trends or changes be analysed accordingly through this programme.

C. SUMMARY OF IMPLICATIONS

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|---|---|
| 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) | Policy: None.
Legal: None |
| 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 | The report was approved at the Environment PDSP meeting on the 1 February 2022. |

VIII Other consultations None.

D. TERMS OF REPORT

D1 Background

On 23rd November 2021, West Lothian Council heard a deputation from Mr Graham Campbell in relation to concerns of speeding vehicles on Main Street in Mid Calder. The deputation raised concerns about the safety of this route and is seeking the introduction of traffic calming measures.

Main Street is an urban road within Mid Calder and subject to a permanent restricted road speed limit of 30mph which has been temporarily reduced to 20mph through the council's Spaces for People programme.

The carriageway on Main Street has varying widths from the east end, at the church, eastwards through to the junction with Bank Street. The carriageway at the church is of sufficient width to accommodate on street parking for visitors to the church. The width change reduces to 5.5 metres at house number 70 whereby on street parking occurs on the more urban, narrower section east of this house.

D2 Assessment of the deputation

The deputation raised the concern of speeding vehicles on Main Street, Mid Calder from the church area into Mid Calder.

As part of the council's Spaces for People programme, traffic speed and volume data collection surveys have been carried out. Traffic data was collected for a 7 day period from a survey site that was placed on Main Street on 6 May 2021. The survey site location is shown in Appendix 1. The table below shows the data that was recorded.

	Location	Survey mean mph	% Below 20mph	% Above 20mph	% Below 30mph	% Above 30mph	Total vehicles	Speed limit mph
E/B	Main Street	22.8	21.0	79.0	97.3	2.7	7163	T20 (30)
W/B		21.3	35.9	64.1	98.5	1.5	6203	

Speed limit assessments are carried out in line with the adopted West Lothian Speed Limit Strategy and current Scottish Government guidance 'Setting Local Speed Limits: Guidance for Local Authorities: ETLCD Circular 1/2006'. Guidance states that when setting local speed limits, the mean (average) speeds reflect what the majority of drivers perceive to be an appropriate speed to be driven on a road and therefore mean speeds should be considered in determining local speed limits.

From the data collected, the mean speeds are over the temporary 20mph speed limit that is currently in force. The mean speeds are 22.8mph eastbound and 21.3mph westbound. The average number of daily vehicles are 1023 eastbound and 886 westbound.

When investigating the percentages, the information shows that there are a large percentage of vehicles (79% and 64.1%) which are not compliant with the temporary 20mph speed limit currently in force, however there is a very high compliance with a 30mph speed limit, 97.3% and 98.5% respectively. This indicates that most vehicles on Main Street are travelling between 20mph and 30mph. There is an extremely low percentage of vehicles travelling over 30mph (2.7% and 1.5% respectively). Based on this it would appear that there is very good compliance with the permanent urban 30mph speed limit but less compliance with the temporary 20mph speed limit.

It should be noted that the temporary 20mph speed limit currently in place on Main Street may be removed and the speed limit will return to the original permanent 30mph speed limit. There is currently a public engagement exercise running from 1 December 2021 to 31 January 2022 which is seeking to gain the public's views on these measures and will help inform a future decision on whether the temporary 20mph speed limits will be retained or removed.

The council's Accident Investigation and Prevention programme (AIP) is the mechanism used for casualty reduction in West Lothian. The AIP programme is based on international best practice as embodied in the RoSPA Road Safety Engineering Manual. At its core is the use of reported road injury accident data. The Road Traffic Act 1988 states that local authorities must investigate such accidents and take measures to prevent them from re-occurring.

To assess if there is an injury accident concern on Main Street, accident records have been investigated for the latest five year period (up to the 28 August 2021). The accident retrieval has confirmed that there has been one slight accident involving a motorcyclist losing control and colliding with the grass verge.

The deputation highlighted the possible introduction of speed cameras. West Lothian Council do not install or operate speed cameras, all 'safety' camera sites in Scotland are assessed, installed, managed and operated through the Scottish Safety Camera Programme and their operational partners Safety Cameras Scotland. They have strict casualty and speed criteria that must be met before a site is considered. Based on the speed data collected for Main Street and the current 5 year accident record, the criteria will not be met for the introduction of speed camera enforcement.

Police Scotland had advised that having reviewed their data there have been eight damage only accidents that they have attended on Main Street in the last five year period (1/1/17 to 31/12/21). These damage only collisions are non reportable or recordable on Police systems. Police Scotland had advised that having considered their data, Main Street, Mid Calder had not been highlighted as an area of concern in relation to road traffic offences requiring additional enforcement or attention. They also confirmed that on a daily basis they carry out mobile patrols in marked and unmarked police vehicles in West Lothian to improve driver behaviour and reduce injury on Scotland's roads, through engagement and proportionate enforcement of legislation.

Officers have carried out a review of any damaged roadside furniture over the last five year period (1/1/17 to 31/12/21) on Main Street. This review highlighted that there has been no reports of damage to any public infrastructure such as bollards, guard rails or lighting columns.

For the same period, there have been no formal complaints raised through the council's complaints procedure regarding speeding and there have been 5 enquiries of which 2 were in relation to speeding.

D3 SUMMARY

The council receives many requests for traffic calming speed reduction measures throughout West Lothian to address speeding concerns on public roads, but has a limited casualty reduction budget that must be prioritised.

Main Street in Mid Calder has never been identified as a site for concern through the AIP programme and a review of our injury accident database for the latest five year period (up to 28 August 2021) shows that there has been one slight injury accident, however this would not merit further investigation.

The information contained within this report highlights that there is no justification for the introduction of traffic calming measures on Main Street in Mid Calder at this time, however this will continue to be monitored. Police Scotland will continue to carry out any speed limit enforcement action that they may deem necessary in this area.

E. CONCLUSION

Based on the information contained within this report, there is no justification for the introduction of traffic calming measures at this time, however it is recommended that Main Street in Mid Calder continues to be monitored through the annual AIP programme and any accident trends or changes be analysed accordingly through this programme.

F. BACKGROUND REFERENCES

None.

Appendices/Attachments:

- Appendix 1 – Location of speed survey at lighting column

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APPENDIX 1



Location of speed survey at lighting column