



COUNCIL EXECUTIVE

SPEED LIMIT REVIEW – PROGRESS UPDATE

REPORT BY TRANSPORTATION MANAGER

A. PURPOSE OF REPORT

This report outlines progress made in the review of speed limits, on A and B class roads in West Lothian, in accordance with Scottish Government guidance on the setting of local speed limits. The report also describes the proposed speed limit strategy for West Lothian Council.

B. RECOMMENDATION

It is recommended that the council executive:

- i) approves the West Lothian Council Speed Limit Strategy 2009 shown in Appendix 1 for use when reviewing and assessing all future speed limit requests on West Lothian roads; and
- ii) approves the programme of proposals arising from the review of speed limits on A and B class roads as shown in Appendices 2 and 3

C. SUMMARY OF IMPLICATIONS

I Council Values

Focusing on our customers' needs and working in partnership.

II Policy and Legal

The council has a statutory responsibility for road safety under the Road Traffic Act 1988.

The Scottish Government has requested local authorities to review speed limits on all class A and B roads by 2011.

Scottish Government publication Circular 1/2006 – Setting Local Speed Limits was followed in the review.

Changing the speed limit on a class A or B road requires the making of Traffic Regulation Orders.

III Resources - (Financial, Staffing and Property)

Funding of £480,000 has been allocated in the council's 10-year capital investment strategy.

Approximately £40,000 has been spent in 2008/09.

IV Consultations

Lothian and Borders Police supports the strategy and will work with officers on the detail of implementation.

The Environment PDSP considered the report at its meeting on 12 March. The PDSP recommended the adoption of the West Lothian Council Speed Limit Strategy 2009 and noted the proposed programme of proposals arising from the review.

D. TERMS OF REPORT

BACKGROUND

In August 2006 the Scottish Government published new guidance on setting local speed limits (Circular 01/2006). In addition, the Scottish Government formally requested that roads authorities review speed limits on all Class A and Class B roads by 2011 in accordance with the revised guidance. There is currently no requirement to review C class and unclassified roads.

A summary of the new guidance and the proposed methodology for the reviewing of speed limits was reported to the Environment Policy Development and Scrutiny Panel in January 2008.

The Society of Chief Officers of Transportation in Scotland (SCOTS) produced additional guidance in July 2008 and this has also been used to inform the review.

The review itself has been undertaken using the principles and criteria set out in Circular 01/2006. The key objectives of the guidance are:

- The provision of up-to-date and consistent advice.
- Improved clarity, which will aid greater consistency of speed limits nationally.
- The setting of more appropriate local speed limits.
- Local speed limits that better reflect the needs of all road users.
- Improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives.
- Improved respect for speed limits and therefore compliance.
- Continued reductions in the number of road accidents in which excessive or inappropriate speed is a contributory factor.

The guidance recommends the use of an assessment framework. This framework defines the factors to be considered in reviewing or determining a new speed limit based on the character and function of the road network.

In order to carry out the review the following key information has been gathered and considered for all the A and B class roads in West Lothian:

- Accident records.
- Traffic volumes.
- Existing mean speeds.
- Geometric layout and physical characteristics.
- Location and type of existing speed limit and town / village signing.

In an ongoing parallel exercise, all existing speed limit orders have been reviewed, indexed and plotted on a geographical information system. From this, it is intended to make several speed limit consolidation orders through the course of 2009.

Urban Roads

The national speed limit in urban areas is 30 mph. Some urban roads are suitable for a 40 mph limit but these are generally higher quality suburban roads or those on the outskirts of urban areas where there is identifiably less development. In exceptional circumstances 50 mph limits may be implemented but this is restricted to urban dual carriageways, radial routes or bypasses where the road environment and characteristics allow this to be done safely.

Some urban roads have local 20 mph speed limits in place. These are typically outside schools and in residential areas.

Following the review it is not proposed to make any significant alterations to the existing urban speed limits. The few possible alterations arising from the review, and detailed in the appendices, relate solely to the positioning of the transition between 30 and 40 mph limits in relation to the character of the road and levels of adjacent development.

Rural Roads

The national speed limit on the rural road network is 60 mph on single carriageway roads and 70 mph on dual carriageways.

The assessment aims to help achieve an appropriate and consistent balance between safety and mobility objectives on single carriageway rural roads. The criteria and principles used in this assessment form the basis of both the current speed limit review and the development of a new Speed Limit Strategy for West Lothian.

The detailed assessment differentiates between two tiers of rural roads based upon their general traffic function:

- *Upper tier* – those with primarily a through function, where mobility is important, typically the A and B roads; and
- *Lower tier* – those with a local access function, where quality of life benefits are important, typically the C and Unclassified roads.

This classification has been adopted with all A class and B class roads forming the 'upper tier' of West Lothian's road network. Typically, in a rural situation, these roads should have either a 60 mph or 50 mph speed limit.

The assessment uses an accident rate to determine whether the higher or lower speed limit should be considered. For upper tier roads the accident threshold is stated as 35 personal injury accidents per 100 million vehicle kilometres.

The majority of the 'upper tier' road network in West Lothian does not reach this intervention threshold, indicating that the existing speed limits should be retained.

However, there are two routes, the A70 and A704, where the intervention level is reached for the whole route length. Initial analysis of the accident data for these routes shows that small clusters of accidents combined with relatively low traffic flows have distorted the overall rate. Speed surveys show recorded mean speeds well within the existing 60mph limits.

As well as the two routes identified above, there are also discrete sections within the remaining routes where the accident rate is above the threshold. However, the guidance prohibits the use of speed limits in the treatment of specific accident problems. Therefore, these sections, along with the two routes mentioned above, will be investigated further as part of the Annual Accident Investigation and Prevention (AIP) Programme, with a view to implementing appropriate accident remedial measures. It is possible that through this process, changes to speed limits will be forthcoming.

Rural Villages

It is now government policy that, where appropriate, a 30 mph speed limit should be the norm in villages.

It is recommended that the minimum length of a village speed limit should be 600 metres, however, authorities may lower this to 400 metres, and in exceptional circumstances to 300 metres.

In order to review the speed limits through rural villages it has been necessary to define a 'village'. The Scottish Government Circular 01/2006 defines a village as being:

'20 or more houses (on one or both sides of the road); and a minimum length of road of 600m'.

This broad definition has been used during the assessment, but the guidance also allows for some degree of discretion on behalf of the roads authority, suggesting that where the housing density criteria is not quite met, that other buildings such as schools, shops, churches etc be taken into consideration.

The guidance also recommends that for areas where the 'village' definition is not strictly met, a 40mph limit may be considered as an alternative. This allows the retention of existing 40mph limits which would otherwise need to be raised to 50 or 60 mph.

To reduce the potential for ambiguity, the proposed West Lothian Speed Limit Strategy includes relaxed criteria for 30mph and 40mph limits (see Appendix 1).

Issues identified

The review has confirmed that most speed limits on Class A and Class B roads in West Lothian are appropriate and require no change.

However, a number of locations have been highlighted where there is a higher than desirable accident rate and further investigation is required before recommending a change to the speed limit. These locations are shown in Appendix 2. They have been prioritised on the basis of the accident rate and a programme has been developed to carry out the further investigations and implement any changes.

In addition, the review has identified several locations where the existing speed limit does not meet the criteria and consideration should be given to changing the limit. These locations are shown in Appendix 3.

Some of these locations involve lowering an existing speed limit and it is suggested that these be considered as priority sites for implementation in 2009/10.

Many of the recommendations in Appendix 3 would involve raising existing 30mph speed limits on the edge of towns. It is recognised that this is likely to be contentious but in some cases, it may lead to reductions in speeds as repeater signs could be provided where there are currently none permitted. However, making changes at these locations is considered to be a lower priority and it is suggested that they be considered in detail after the priority locations have been dealt with. This is likely to be in 2011/12. Full consultation with local members and communities will be carried out before proceeding with any changes.

The review work on Class C and unclassified roads will be progressed following this.

Implementation

Changes arising from the review will require consultation with local members and the police before proceeding with the statutory process. All proposals will then be referred to council executive to approve the initiation of the statutory process to implement the revised speed limit and if necessary, consider any objections.

It is suggested that further progress reports be taken to the Environment PDSP annually.

E. CONCLUSION

A proposed speed limit strategy for West Lothian has been developed and a review of all speed limits on class A and class B roads completed. The review has found that most of the speed limits on these roads are consistent with national guidance and no change is required.

However, the review has identified several locations where further investigation is required or where the existing speed limit does not meet the relevant criteria and the speed limit should be changed.

The priority is to investigate those routes with the highest accident rates before moving on to detailed consideration of locations where the existing limit does not meet the criteria.

Further detailed consultation will be carried out before implementing any changes to limits.

F. BACKGROUND REFERENCES

ETLLD Circular 1/2006 – Setting Local Speed Limits. Scottish Executive.
(Available at: <http://www.scotland.gov.uk/Publications/2006/08/14134225/0>)

SCOTS Additional Guidance on Setting Local Speed Limits, 2008

Appendices/Attachments: APPENDIX 1 – West Lothian Speed Limit Strategy 2009

APPENDIX 2 – Road sections requiring further investigation

APPENDIX 3 – Road sections requiring speed limit changes

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7 April 2009

APPENDIX 1

WEST LOTHIAN COUNCIL SPEED LIMIT STRATEGY 2009

Background

The setting of national speed limits for different road types, and the identification of which exceptions to the general limits can be applied, is the responsibility of the UK Government. The three national speed limits are:

- The 30 mph speed limit on restricted roads (in Scotland Class C or unclassified roads with street lighting).
- The speed limit of 60 mph on single carriageway roads.
- The 70 mph limit on dual carriageways and motorways.

These national limits are not, however, appropriate to all roads. The responsibility for determining local speed limits lies with Traffic Authorities having regard to guidance issued by the Scottish Government together with relevant advice from the Department for Transport.

In August 2006 the Scottish Government published new guidance on setting local speed limits (Circular 1/2006). The production of this guidance followed a four year period of development and consultation and it replaces the previous guidance (SOID Circular 1/93), which has now been withdrawn.

Contained within Circular 1/2006 is a requirement to review formally the speed limits on all Class A and B roads in West Lothian by 2011, in accordance with the revised guidance. In order to ensure that all future speed limits are assessed consistently, in line with the review of A and B class roads, it was decided to produce a Speed Limit Strategy for West Lothian.

The current guidance, to which this strategy makes reference, is as follows:

- ETLCD Circular No 1/2006 – *“Setting Local Speed Limits”*
- SEDD Circular No 6/2001 – *“20 mph Speed Limits”*
- ETLCD Circular No 1/2004 – *“20 mph Speed Limits Around Schools on Roads with Speed Limits Higher Than 30 mph”*
- DfT Traffic Advisory Leaflet 1/04 – *“Village Speed Limits”*
- SCOTS Additional Guidance – *“Speed Limit Review, 2008”*

Legislation and Regulations

Speed limits are covered by legislation set out in Part VI of the Road Traffic Regulation Act 1984. Local speed limits are made by Traffic Authorities, by order, under section 84 of this Act. Speed limits must be signed in accordance with section 85 of the Act and all signs must comply with The Traffic Signs Regulations and General Directions 2002, as amended.

Strategy Objectives

Effective speed management on the road network involves many components designed to encourage, help and require road users to adopt appropriate and safe speeds. Speed limits are a key source of information to road users and play a fundamental role in indicating the nature of, and risks posed by, a road to both motorised and non-motorised road users. Therefore, speed limits should be evidence led, self explaining and seek to reinforce peoples' assessment of what is a safe speed at which to travel. They should also encourage self-compliance and not be seen by drivers as being a target speed at which to drive in all circumstances.

Responsibility and Underlying Principles

The Scottish Government is responsible for determining speed limits on the trunk road and motorway network. West Lothian Council, as Traffic Authority for West Lothian, is responsible for determining local speed limits on the local road network. The underlying principles of this speed limit strategy are as follows:

- West Lothian Council and Lothian and Borders Police will work closely together in determining, or considering, any changes to speed limits.
- The underlying aim is to achieve a 'safe' distribution of speeds which reflects the function of the road and the impacts on the local community. The needs of vulnerable road users will be fully taken into account.
- What the road looks like to road users will be a key factor when setting a speed limit.
- Alternative speed management options will be considered before a speed limit is lowered.
- Mean (average) speeds will be used to determine local speed limits.
- The minimum length of a speed limit will generally be not less than 600 metres to avoid too many changes of speed limit along the route.
- Speed limits will not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility such as a bend.

Speed Limits in Urban Areas

The national speed limit in urban areas is 30 mph. A 40 mph limit may be used where appropriate and, in exceptional circumstances, a 50 mph limit may be considered.

Roads suitable for 40 mph are generally higher quality suburban roads or those on the outskirts of urban areas where there is little frontage development. These roads should have good width and layout and wherever possible cater for the needs of non-motorised road users through segregation of road space or the provision of adequate footways and crossing points. Where such higher quality suburban roads, with little or no frontage development, pass through predominantly residential areas and there is significant vulnerable road user activity then a 30mph limit should be considered.

In exceptional circumstances a 50 mph limit may be used on dual carriageways and higher quality roads where there is little or no roadside development and where there is also segregation of both junctions and vulnerable road user facilities.

20 mph limits can be applied in residential areas and in other situations where there is a particular risk to vulnerable road users subject to the criteria of SEDD Circular No 6/2001 – “20 mph Speed Limits” being met.

Village Speed Limits

In order to implement the government policy that, where appropriate, 30 mph speed limit should be the norm in villages it is necessary to define a ‘village’. For the purpose of this speed limit strategy, West Lothian Council will adopt the general definition from Scottish Government Circular 01/2006. This definition is based on simple criteria relating to frontage development and distance. Both upper and lower tier roads, will therefore be subject to a 30 mph speed limit through a village if the following criteria are met:

- 20 or more houses (on one or both sides of the road);
- a minimum density of 3 houses every 100m; and
- a minimum length of 600m.

The minimum length of 600m is recommended so as to avoid too many changes of speed limit along a given road and because many drivers are unlikely to reduce their speed to a new 30 mph limit if it is over a very short stretch of road, particularly if the end of the limit can be seen from the entry point. Where the development density criteria are met over a much shorter distance the 30 mph limit will be imposed over the length of the development (minimum length 300m), and in this case an intermediate (buffer) speed limit of 40 mph may be implemented prior to the 30 mph terminal signs at the entrance to a village to ensure a minimum ‘speed restricted’ length of 600m if considered appropriate. Intermediate 40mph limits may also be considered where there are outlying houses beyond the village boundary, or roads with high approach speeds.

In situations where the above criteria for a village are not strictly met, and there are just fewer than 20 houses, extra allowances can be made for buildings such as schools or churches. In order to avoid ambiguity of this definition, a minimum of 80% of the required housing (16 houses) plus significant other building(s) is necessary for a 30 mph limit. Housing density in the 50% to 80% range will be considered for a 40 mph speed limit.

Ideally village speed limits will be signed to a standard layout to ensure consistency across West Lothian. This signing is discussed in a separate section of this strategy.

The majority of 30 mph limits on Class C and unclassified roads are by virtue of the presence of street lighting. Any changes to existing limits, where required, will be made by Traffic Regulation Order.

Rural Speed Limits

In accordance with the guidance set out in Circular 1/2006, the rural road network in West Lothian has been divided into upper and lower tier roads. Upper tier roads are those with a primarily through function where mobility is important, typically Class A and B roads, whilst, lower tier roads are those with a primarily local or access function, typically Class C and Unclassified roads.

In West Lothian the national speed limits will be the norm on rural roads. However, where accident rates exceed the thresholds specified in Circular 1/2006 lower speed limits will be considered. The accident rates for upper and lower tier roads are as follows:

- Upper Tier – threshold of 35 injury accidents per 100 million vehicle kilometres.
- Lower Tier – threshold of 60 injury accidents per 100 million vehicle kilometres.

The accident rate is a trigger for intervention, indicating that speed management measures may be required on a particular section of road. In accordance with the guidelines, accident remedial measures and alternative speed management options will always be considered in detail before the introduction of a lower speed limit. Circular 1/2006 states quite clearly:

“speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced visibility such as a bend”.

For both Upper and Lower tier roads, 30 mph will be the norm in villages.

20 mph Speed Limits

There has been no change to the Scottish Government Guidance on 20 mph speed limits (Scottish Executive Circular No. 6/2001). For completeness relevant sections from that circular are summarised below.

20mph Zones - These require traffic calming features to bring down vehicle speeds in order that the legal limit in these zones is effectively self enforcing. Such schemes can be very expensive and this level of expenditure can normally only be justified where a significant number of accidents have occurred.

It may be appropriate in new developments for developers to consider the introduction of 20mph limits from the outset and this is an issue which will be considered when approving proposed layouts.

Mandatory 20 mph speed limits. Where there are no traffic calming features the guidance says that 20mph limits should only be introduced where vehicle speeds are already low. However the following quote from the guidance is of particular relevance:

“Authorities may regard mandatory 20 mph speed limits without relatively expensive speed reduction features as an attractive option, but such limits should not be introduced where there is no realistic expectation that they will achieve the required decrease in traffic speeds, or where the police are unable to give an undertaking to provide an effective level of enforcement”.

In situations where speeds are low there is little benefit in introducing a mandatory limit simply to provide a “feel good factor”. It is not considered best value to spend limited resources on providing such limits where speeds are already low (for example in town centres).

Part time mandatory 20 mph limits (i.e. implemented with a Traffic Regulation Order) have been introduced around schools where appropriate.

Advisory 20 mph limits are suitable for areas where the existing 85%ile speeds are in the range 25 to 30 mph. By their nature, advisory speed limits cannot be enforced and therefore the guidance recommends that consultation to gain the support of local residents is crucial. The SEDD guidance recommends that monitoring of the effectiveness of

advisory limits be carried out and that consideration be given to the possibility of introducing mandatory limits if speeds have been reduced below 25mph. If the advisory limits are not successful then they should be removed or traffic calming measures introduced.

West Lothian Council has already introduced advisory 20mph limits in most residential roads and will continue to introduce advisory 20mph limits in new residential developments.

In residential areas where there is an accident problem it would be more appropriate to provide traffic calming to bring down traffic speeds and in this case a 20mph zone should be created.

Data Collection and Analysis

The following is a list of data required when carrying out a speed limit assessment:

- Traffic flow data – should be Annual Average Daily Flow (AADF)
- Traffic speed data – based on typical mean journey speeds along individual sections
- Accident data – typically for a five year period (three year minimum), personal injury accidents are required when calculating the accident rate, but such non-injury accidents as are known may be also considered in any detailed investigation.

Signing

No changes are proposed to the way that speed limits are signed on the approaches to towns in West Lothian. In the late 1990s, West Lothian Council undertook a programme of providing bespoke village gateway signs. In October 2006 a report to the Community Safety Committee by the Transportation Manager recommended that at locations where the bespoke signs were regularly being damaged or vandalised that they be replaced with signs based on standard traffic sign components. It is not proposed to make wholesale changes to this signing following the review, however, as when the bespoke signs near the end of their life or are damaged they should be replaced with gateway signing based on standard traffic sign components.

Current guidance recommends a minimum length of 600m for a single speed limit, with an allowable minimum of 400m. In situations where an appropriate limit is too short (for example in villages where the development is over a short length) then buffer limits may be provided to give overall speed limit of 600m or more as appropriate to the circumstances.

Where there are concerns over the effectiveness of a proposed new limit, or monitoring of vehicle speeds indicates poor compliance, then the use of buffer limits on the approaches will also be considered. This is particularly relevant on the 'A' class roads where there can be relatively high approach speeds.

If at any time, measures are deemed necessary, to improve the effectiveness of a speed limit, consideration will be given to using additional speed management measures appropriate to each individual location.

APPENDIX 2 – RECOMMENDATIONS FOR FURTHER INVESTIGATION

Road / Ref	Description	Existing Limit	Accident Rate (accidents per 100 million vehicle kilometres)	Length (km)	Programme Year
A706 / 011	St Ninians Rd, Linlithgow, from Parkhead Road north to Falkirk Boundary	60	131.57	1.28	2009/10
A706 / 008	A706 / B8047 Roundabout at Westfield to 30 limit at Mill Road, Linlithgow	60	114.12	6.21	2009/10
B8020 / 006	From the 30 limit North on Beatlie Rd, Winchburgh to A904 junction at Woodend	60	103.59	2.46	2009/10
B8046 / 013	From 30 limit North of Ecclesmachan to 40 limit South of Threemiletown	60	95.47	1.49	2009/10
A899 / 002	North of Livingston East Roundabout upto and including Dechmont Roundabout	50	82.38	0.58	2009/10
B7015 / 006	From the junction with Blackburn Rd (B792), east to Stepend Bridge	60	78.03	2.94	2009/10
A706 / 001	South Lanarkshire Boundary to Breich Crossroads	60	76.46	3.62	2009/10
B7015 / 015	50 limit from Raw Holdings to junction with A71	50	72.30	1.63	2009/10
A801 / 004	A801 / A706 (south of Torphichen Bridge) to Falkirk Boundary	60	63.35	0.35	2009/10
B7015 / 008	From 30 limit East of Stepend Bridge to 40 limit at Gavieside, Livingston	60	63.06	1.46	2009/10
A704 / 001	From the junction with A706 to the junction with A71	60	62.22	6.59	2010/11
B792 / 004	From the 30 limit West of Addiewell to the 30 limit South of Blackburn	60	61.30	2.72	2010/11
B792 / 009	From the 40 limit North of Ballencrief Toll to 40 limit South of Torphichen	60	58.30	1.82	2010/11
A70 / 001	From the South Lanarkshire Boundary (Maiden Hill) to the Edinburgh Boundary (Inveroe)	60	54.81	13.04	2010/11
A800 / 001	From A800 / A801 junction (dual c'way) to 40 limit at Millside Cottage	60	53.97	1.86	2010/11
A71 / 008	From 50 limit southwest of Glenpark Cottage to Newpark Roundabout	50	48.54	1.38	2010/11
A71 / 003	From 30 limit east of Breich to 30 limit at West Calder	60	45.30	4.53	2010/11
A706 / 002	Breich crossroads to 30 limit south of Longridge	60	45.20	1.56	2010/11
A803 / 005	40 limit at Springfield Rd (N) Falkirk Boundary (north of M9 Jctn 3)	60	43.35	0.79	2010/11
A705 / 006	From 30 limit east of Seafield to Toll Roundabout	60	40.86	1.59	2010/11

APPENDIX 3 - ROAD SECTIONS REQUIRING SPEED LIMIT CHANGES

'A' Class Roads (commencing 2011/12)

Road / Ref	Description	Existing Limit	Length (Km)	Recommendation
A706 / 009	From the 30 limit at Mill Road, Linlithgow to Westport Roundabout	30	1.05	Lack of frontage development - relocate 30 limit east to Moray Drive and replace with 'buffer' 40 limit.
A706 / 010	St Ninian's Rd Linlithgow, immediately north of Westport to 30 limit at Parkhead Road	30	0.57	Lack of frontage development - Relocate 30 limit to Mill Lade and replace with buffer 40 limit
A803 / 003	North of Highport Roundabout to 30 limit north of Bonnytoun Road	30	0.77	Lack of Frontage Development - 30 mph limit to be relocated to Springfield Rd (S) and replaced by 'buffer' 40 limit
A89 / 002	30 mph limit through Blackridge	30	2.09	Relocate 30 mph limit to extent of frontage development and provide 'buffer' 40 Limit
A89 / 005	From Armadale Cross to 30 limit West of Heatherfield Roundabout	30	1.27	Frontage development proposed - retain existing 30 limit
A89 / 007	From 40 limit at Heatherfield roundabout to 30 at Windyknowe (Bathgate)	40	0.69	No frontage development – road is rural in nature - propose 50 limit consistent with A89 as a route
A705 / 001	From Whitburn Cross junction to 30 limit east of Red Mill junction.	30	2.47	Relocate 30 limit to start of frontage development at Old Mill Grove and replace with 'buffer' 40 limit
A705 / 002	From 30 limit east of Red Mill junction to 30 limit west of St Kentigern's Academy	40	0.47	Increase length of 40 Limit approx 200m west and 100m east to provide buffer 40 limit matching changes to 30 limits.
A705 / 003	30 mph limit through Blackburn	30	2.21	West of Blackburn relocate 30 limit eastwards to start of frontage development - East of Blackburn relocate 30 limit westwards to start of frontage development
A705 / 004	From 30 limit east of Blackburn to 30 limit west of Seafield	40	0.32	Lack of frontage development - extend existing 40 limit to match changes to 30 limits
A705 / 005	30 mph limit through Seafield	30	1.11	West of Seafield relocate 30 Limit eastwards to start of frontage development and replace with 40 limit

'B' Class Roads

Road / Ref	Description	Existing Limit	Length (Km)	Recommendation
B8047 / 001	From Main Rd / Strathavon Terrace junction to 30 limit East of Westfield	30	0.75	Relocate 30 limit west to start of development and provide 150m of buffer 40 limit (to provide overall 600m length when measured with limit west of Westfield)
B708 / 002	From 30 limit East of Woodlands Grove (Bathville) to 30 limit West of Windyknowe	40	0.88	Insufficient Frontage Development - Rural in Nature - recommend 50 limit
B7031 / 004	From the junction with the A71 to the junction with B7015	40	0.65	Current lack of Frontage Development indicates 50 limit however future development may affect this.
B8029 / 001	Mill Road, Linlithgow from Roundabout with A706 to junction with Main Street (A803)	30	0.62	Lack of Frontage Development between R'bout and Railway Bridge - Introduce 40 limit
B8084 / 002	From 30 limit South of Armadale to Armadale Cross	30	1.74	Insufficient Frontage development south of Bathville - relocate 30 limit to south of Morgan Way and introduce intermediate 40 limit
B8028 / 002	From 40 limit West of Westfield to Main Street / Strathavon Terrace junction	40	0.30	Lack of frontage development - reduce extent of 40 eastwards to provide 150m buffer 40 limit
B8028 / 003	30 limit through Westfield South to Bridgecastle Hall	30	1.32	Reduce 30 Limit to Developed Length
B7066 / 002	From 30 limit East of Greenrigg to immediately junction with West Main Street, Whitburn	60	2.06	Planned Development Requires Reduced Limits
B7066 / 003	From Junction with West Main St to 30 limit west of Armadale Road, Whitburn	60	1.42	Planned Development Requires Reduced Limits
B7066 / 004	From 30 limit West of Armadale Road to junction with Armadale Road, Whitburn	30	0.04	Planned Development Requires Reduced Limits
B7002 / 001	From Boghead Roundabout to 30 limit at Birniehill	40	1.03	Lack of Frontage Development - Rural In Nature - Recommend 50 limit
B8020 / 001	From Junction with East Main St, Broxburn to 30 limit North of Greendykes Steadings	30	0.97	Insufficient frontage development North of GreenDykes Ind Est to justify 30 limit. Relocate 30 to North of Ind Est and replace with 40 limit to Gerson Park.

Road / Ref	Description	Existing Limit	Length (Km)	Recommendation
B8020 / 002	From 30 limit North of Greendykes Steadings to 40 limit Northeast of North Greendykes	40	0.62	Insufficient frontage development to justify 40 limit. Propose return to national speed limit.
B8020 / 004	From 30 limit West of Niddry to junction with Main Street, Winchburgh	30	0.96	Insufficient development to justify extent of 30 limit. Relocate 30 limit north to frontage development of Winchburgh and replace with buffer 40 limit.
B8046 / 007	From 30 limit under M8 overbridge to immediately to junction with the A89	40	0.56	No Frontage Development - Rural in Nature - Recommend 50 limit
B8046 / 012	30 limit through Ecclesmachan	30	0.42	Insufficient Frontage Development for 30 limit - Replace with 40 limit (supported by mean speeds)
B8046 / 014	From the 40 limit South of Threemiletown to junction with B9020.	40	0.40	Lack of Frontage Development - Should be 50 limit (investigate with B8046_013)
B7015 / 007	30 limit through Stepend Bridge	30	0.50	Lack of Frontage Development - Review with B7015_005 & 006
B7015 / 013	From Bank St / Pumpherston Rd junction, Mid Calder to 40 limit East of East Calder	30	1.89	Section of 40 to be introduced where no Frontage Development between Mid and East Calder (acting as buffer limits)
B792 / 001	From junction of Main Street and Cleuchbrae, West Calder, to 30 limit near Bumbrae	30	0.76	Insufficient Frontage Development for 30 limit - should be 40 limit (review limit on Moss End)
B792 / 003	30 limit through Addiewell	30	0.34	Insufficient Frontage Development for 30 limit - should be 40 limit.
B792 / 007	From 30 limit South of Guildehaugh R'bout through Bathgate to 30 limit North of Waverley Street	30	2.04	Extend 30 limit to North of Mavis Bank
B792 / 008	From 30 limit North of Waverley Street to 40 limit North of Ballencrief Toll	40	0.86	Reduce extent of 40 limit to match B792_007