

EXECUTIVE NOTE

THE A720 EDINBURGH CITY BYPASS AND M8 (HERMISTON JUNCTION) (SPEED LIMIT) REGULATIONS 2012

SSI 2012/62

The above instrument is made in exercise of powers conferred by section 17(2) and (3) of the Road Traffic Regulation Act 1984. The instrument is subject to negative resolution procedure.

Policy Objectives

The regulations specify speed limits which apply on the A720 Edinburgh City Bypass. The speed limits are not different to those presently in operation on the A720 Edinburgh City Bypass. Those existing speed limits were made by older instruments which do not describe the lengths of road in great detail and the road layout has also changed over a number of years due to improvements on the network. The intention of these regulations is to specify the speed limits by reference to the detail of the current road layout.

Background

The A720 Edinburgh City Bypass was constructed as special road scheme promoted by the local roads authority, City of Edinburgh Council, and passed to the Secretary of State for confirmation in 1981 and 1988. The original speed limit applied to the full length of the City Bypass was 70 miles per hour.

In 1995, due to the M8 motorway extension to Hermiston, additional slip roads onto the A720 Edinburgh City Bypass were built at Hermiston and Calder. These roads were constructed as trunk roads under section 5 of the Roads (Scotland) Act 1984..

After the road layout was changed with the addition of the M8 motorway extension and slip roads at Hermiston and Calder junctions certain lengths of the A720 Edinburgh City Bypass were made subject to a 50 miles per hour speed limit, including those new trunk road slip roads.

As some of the roads constructed at a later date were not special roads these regulations will not cover those lengths of road and a separate speed limit order will be made under section 84 of the Road Traffic Regulation Act 1984 which will dove-tail with these regulations.

Consultation

In accordance with section 134(2) of the Road Traffic Regulation Act 1984, the Scottish Ministers have determined it appropriate to consult with Lothian and Borders Police and City of Edinburgh Council.

Financial Effects

There are no costs associated with this instrument.

Impact

As the Regulations make no changes to present circumstances on the A720 Edinburgh City Bypass there will be no impact on businesses or road users. Therefore, no Business and Regulatory Impact Assessment (BRIA) was necessary.

Scottish Government
Transport Directorate
2012