

Transport and Environment Committee

10.00am, Tuesday, 13 January 2015

Delivering the Local Transport Strategy 2014-2019: 20mph Speed Limit Roll Out – Proposed Network

Item number

Report number

Executive/routine

Wards

All

Executive summary

Committee agreed a proposed network of 20mph streets for consultation at its meeting on 3 June 2014. The consultation ran to 17 October 2014 and included:

- A consultation web-page with a detailed map of the proposals.
- An online survey – 2,585 responses were received.
- Five public meetings, six drop-in sessions and two roadshows in shopping centres.
- Meetings and discussions with stakeholders including Lothian Buses.

This report presents a speed limit network for the city that has been revised on the basis of the consultation. The key proposed changes are:

- The addition of 3km of streets to the 20mph network.
- The amendment of the proposed speed limit from 20mph to 30mph on approximately 10km of main roads.

Links

Coalition pledges

[P46](#)

Council outcomes

[CO19](#)

Single Outcome Agreement

[SO1](#), [SO2](#), [SO3](#), [SO4](#)

Delivering the Local Transport Strategy 2014-2019: 20mph Speed Limit Roll Out – Proposed Network

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 approves the proposed network of 20mph roads set out in this report as a basis for the necessary legal orders;
 - 1.1.2 notes that a detailed implementation plan will be presented to Committee in March 2014; and
 - 1.1.3 discharges the action by the Transport and Environment Committee on 19 March 2013 to report back on the proposed implementation of 20mph at Charlotte Square and the wider residential area.

Background

- 2.1 On 14 January 2014, the Transport and Environment Committee approved the Council's new Local Transport Strategy 2014–2019 (LTS). The LTS included a priority action of consulting with the public and stakeholders on detailed proposals for extending 20mph speed limits. LTS Policy 'Safe 4', which sets out the Council's approach to speed limits within the urban area, is included as Appendix 1.
- 2.2 Following the approval of the LTS, a sub-group of the Transport Forum considered and agreed on a 20mph network for consultation.
- 2.3 The key features of the network were:
 - a large area of central Edinburgh has a 20mph speed limit on all roads; and
 - the retention of a coherent and connected network of 30mph and 40mph roads in the suburbs.
- 2.4 On 3 June 2014, this Committee gave authority to undertake a public and stakeholder consultation on the selected 20mph network. In addition to consulting on a proposed 20mph network, the consultation was to seek comments on the application of 30mph speed limits on existing 40mph roads, with this information to be used to inform a later phase of work.

- 2.5 On 19 March 2013, this Committee directed officers to report back on the proposed implementation of a 20mph speed limit on Charlotte Square and the wider residential area. This action was incorporated into the consultation on a proposed citywide 20mph network.

Main report

Consultation

- 3.1 The consultation period ran from 17 June to 17 October 2014. The aim of the consultation was to give residents and stakeholders an opportunity to comment on the draft proposed 20mph network for Edinburgh and how it should be implemented.
- 3.2 The consultation comprised the following elements:
- Online survey;
 - Paper survey;
 - E-flyer sent to 450 groups, individuals and stakeholders;
 - One public exhibition in Central Library 1-14 September 2014;
 - Five public meetings and six drop in events;
 - Two roadshow events held in the St James and Gyle shopping centres;
 - Staff roadshow; and
 - Meetings and discussions with stakeholders including Police Scotland and Lothian Buses.
- 3.3 Communications activities included conventional and social media, leaflets, posters and website. Information about the consultation including the on-line survey, a list of frequently asked questions and an interactive map, were available on the main Council and Neighbourhood Partnership websites.
- 3.4 A series of public meetings and drop in events were organised and held across the city. A small number of community councils also carried out surveys and hosted events to inform the consultation.
- 3.5 A total of 2,585 questionnaire responses were received from individuals and organisations. All bar 45 of these were online. Additionally, over 250 e-mails and five letters were received. Twenty-six businesses and 51 other organisations responded to the consultation and these are listed in Appendix 2. Over 45 tweets were issued during the consultation, which were re-tweeted 301 times and there were 13,436 views on the 20mph pages of the Council's website. This level of engagement is substantial in terms of citywide consultations of this nature, particularly the level of contributions received through the online survey.

- 3.6 Respondents expressed a wide variety of views with 60% indicating support or strong support for the proposals, and 36% opposed or strongly opposed.
- 3.7 The 2012 Edinburgh People's Survey (EPS) showed a different balance of views and tended to indicate a higher overall level of support than the most recent consultation. Three quarters (75%) of EPS respondents favoured 20mph in residential streets, with 23% uncertain and 2% opposed. For busy shopping streets and city centre streets, support for 20mph limits was 69% and 67% respectively, with 4% and 5% opposed.
- 3.8 The differences between the level of support/opposition indicated by the EPS and those suggested by the recent consultation are likely to be related to differences between the two ways of gauging opinion. The EPS survey methodology seeks to ensure a statistically representative sample of Edinburgh citizens. In contrast, respondents to the recent 20mph consultation, and other similar exercises, are self selecting. As such the views of respondents are more likely to be polarised.
- 3.9 Many consultation respondents expressed views on the potential impacts of 20mph limits. The topics that attracted the highest level of comment were enforcement, road safety, environmental impact, journey times, impact on business and tourism, congestion, speeding and traffic calming. A more detailed review of the findings and the views expressed through the engagement process is included in Appendix 2.

20mph Network

- 3.10 The purpose of the draft proposed 20mph network was to act as a starting point for discussion with the public and stakeholders and provide direction so that streets of interest and key issues could be addressed.
- 3.11 The consultation results suggest that the network proposals struck approximately the right balance, with roughly equal proportions of respondents thinking that too much of the city was left at 30mph or alternatively that too much was proposed for 20mph. Within this overall picture, a number of suggestions were made for changes in the speed limit of individual roads or stretches of road.
- 3.12 Changes to the network have been proposed based both on public/organisation feedback and on discussions with key stakeholders, particularly Lothian Buses.
- 3.13 Public feedback has, in some cases, prompted a proposed change from 20mph to 30mph and in other cases the opposite. Typically, a 20mph to 30mph change was prompted by a concern that the nature of a road made it difficult to keep to 20mph. In contrast, the smaller number of 30mph to 20mph changes tended to relate to the impact of traffic at the higher speed on residential properties fronting directly onto the street concerned.

- 3.14 Input from key stakeholder organisations, particularly Lothian Buses, was also important in shaping several proposed changes. Detailed discussions with Lothian Buses and other bus operators centred on ensuring that 20mph limits could achieve their policy objectives whilst minimising impact on bus timetabling. There tended to be commonality between streets where there was some concern about impact on buses and, those where public feedback favoured reverting to 30mph. Both tended to be wider and somewhat less congested main streets. This approach will continue through to delivery to ensure that remaining uncertainties regarding impact on the bus network can be satisfied, or solutions can be developed to mitigate any impact.
- 3.15 Police Scotland have been involved from the outset of the project, providing important input to the consultation on the draft 20mph network. The Council and Police have agreed an enforcement strategy which includes police enforcement when appropriate.
- 3.16 In summary, key factors in making a proposed change have been:
- Maintaining a consistent approach to similar types of street;
 - Seeking to minimise the number of changes of limit;
 - Strength of feeling and degree of consensus around a potential change; and
 - Impact of proposed change on bus service timetabling.
- 3.17 A complete list of streets that have changed as a result of the consultation along with justifications can be found in Appendix 3.

Next Steps

Implementation plan

- 3.18 Should the proposed 20mph network be approved, the project will move into the implementation stage. An implementation plan will be presented to this Committee in March 2015. This will provide details on how the Council will roll out the 20mph network across the city. It is anticipated that the programme will be rolled out over a maximum of three financial years.
- 3.19 A priority for the project will be to maintain a clear and consistent approach to implementing the 20mph network citywide. To help ensure this, the implementation plan will be developed in partnership with key internal and external stakeholders including the Neighbourhood Teams and local communities. Below is a summary of the elements of the implementation plan.

Monitoring and review

- 3.20 A monitoring package will be developed before implementation commences. It will include speed and traffic volume surveys and recording of casualties. This will allow the issues covered in the 'measures of success' section to be clearly addressed.

- 3.21 Initial results will be reported after one year of operation. Any impact on casualties is likely to take longer to become clear. Information from the monitoring will be used to inform future actions on streets where speeds are not reducing.

Awareness raising and education

- 3.22 A key part of the Implementation Plan will be the development of a strategy to publicise the citywide implementation of the 20mph network, and to encourage drivers to comply with the new limit. The strategy will contain a communications campaign for the project, including what the project involves, why the project is being taken forward and how people can get further information on the network in their area. The strategy will combine citywide awareness raising and a programme that will focus on local areas. The citywide portion of the campaign will commence before implementation is taken forward, with local programmes timed to co-ordinate with implementation in relevant areas. This will maximise local awareness and support a change in driver behaviour.

Project Delivery and infrastructure

- 3.23 The implementation plan will present how the Council intends to proceed with the formal consultation as part of the Traffic Regulation Order process. It will also include a timetable for installation of signs, markings and any other measures. An important element of the infrastructure measures will be some additional selective bus priority at traffic signals to help maintain bus timetables.

Measures of success

- 4.1 The intended impacts and therefore measures of success for this project include:
- Reduction in speeds.
 - Reduction in numbers and severity of road casualties on relevant streets.
 - Increase in walking and cycling.
 - Changes in citizens' perception relating to 'liveability' and 'people-friendliness' of Edinburgh's streets, for example how happy people feel about walking and cycling in their neighbourhoods, about walking in local shopping streets and about independent local travel by children.

Financial impact

- 5.1 Costs of the project to date have been met from existing budgets. Details of implementation costs will be set out in the report to Committee in March 2015.

Risk, policy, compliance and governance impact

- 6.1 If the recommendations are not accepted, the impact would be to delay the implementation of Road Safety policy **Safe4**, until revised proposals are brought to Committee for approval.

Equalities impact

- 7.1 The main positive impacts on rights are Life, Health and Physical Security. There are no negative impacts on rights as a result of this report.
- 7.2 Participation, Influence and Voice: The proposed network was subject to a citywide consultation process permitting people to participate in decision-making and make decisions affecting your own life independently.
- 7.3 The main positive impacts on equality are Age and Socio Economic. There are no negative impacts on equality as a result of this report.

Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered. The proposals in the report will have positive impact on reducing carbon emissions, increasing the city's resilience to climate change and help to achieve a sustainable Edinburgh.
- 8.2 Relevant Council sustainable development policies have been taken into account and are noted as Background Reading later in this report.

Consultation and engagement

- 9.1 The consultation period ran from 17 June 2014 to 17 October 2014. The consultation and engagement programme followed the guidance as set out in the Council's consultation framework, 'Consulting Edinburgh'. Consultation and engagement around the 20mph network proposal is described in further detail within paragraphs 3.1 to 3.10.

Background reading/external references

The policy of implementing a revised speed limit network across the city delivers on the following sustainable development policies:

[Transport 2030 Vision](#)

[Local Transport Strategy](#)

[Climate Change Framework](#)

[South Central Edinburgh 20mph Limit Pilot Evaluation – Transport and Environment Committee, 27 August 2013 \(Item 7.3\).](#)

DfT Circular 01/2006 Setting Local Speed Limits

<http://www.dft.gov.uk/pgr/roadsafety/speedmanagement/dftcircular106/dftcircular106.pdf>

Map of the proposed network of 20mph roads.

Committee report authorising consultation of proposed 20mph network, June 2014.

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Links

Coalition pledges	P46 – Consult with a view to extending current 20mph zones.
Council outcomes	CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and delivery of high standards and maintenance of infrastructure and public realm.
Single Outcome Agreement	SO1 – Edinburgh’s Economy Delivers increased investment, jobs and opportunities for all. SO2 – Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health. SO3 – Edinburgh’s children and young people enjoy their childhood and fulfil their potential. SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	<ol style="list-style-type: none">1 LTS Policy Safe 42 Analysis of consultation responses and engagement3 Summary of main changes to draft 20mph network4 Proposed 20mph Network

Appendix 1: Local Transport Strategy 2014-2019, Policy Safe 4

Safe4 :

The Council's approach to the setting of speed limits within the urban area will be:

- a. That on roads with a strategic movement function:
 - *those that are main shopping streets, are in the city centre, or otherwise have relatively high levels of pedestrian and/or cyclist activity, will generally have a speed limit of 20mph;*
 - *those that do not fall into one of the above categories will generally have a speed limit of 30mph (see policy **Safe5** below);*

b. That on other roads a 20mph limit will generally be applied.

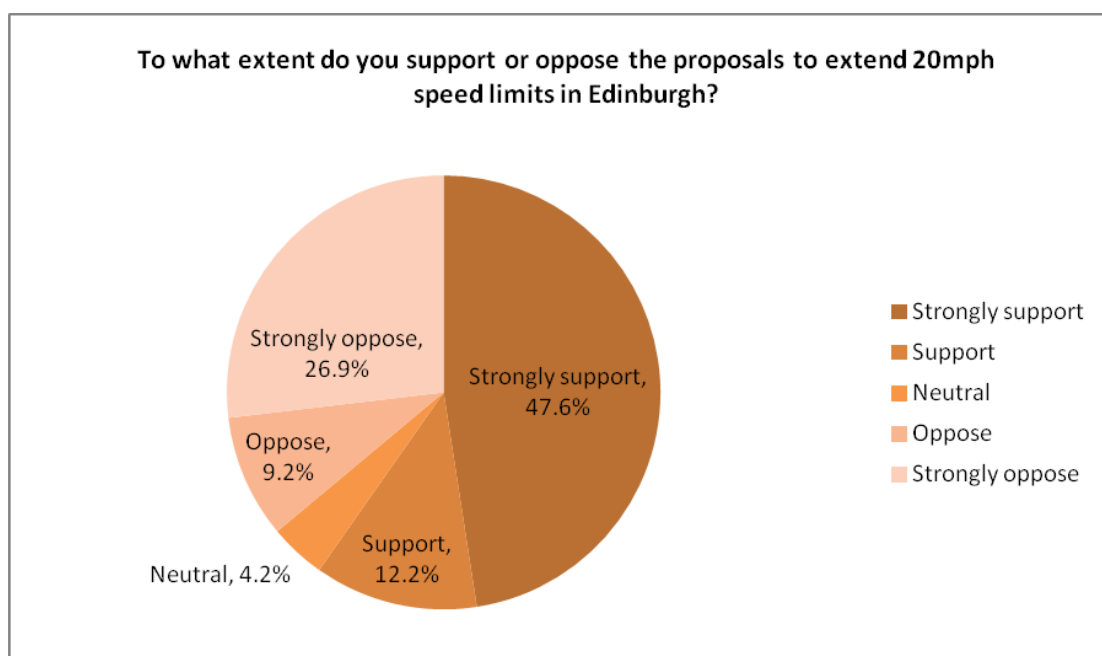
The definitions of street types involved in this process will be developed in consultation with key stakeholders, including bus companies and the police.

Appendix 2: Analysis of consultation responses and engagement

The response

The online consultation received 2,585 responses including 45 hard copies of responses which were added online. Over 250 emails about the proposals and five hard copies of letters were received. Around 200 people attended the consultation meetings and drop in events. The roadshow events held in the St James and Gyle Shopping Centres also attracted a high level of interest.

Respondents expressed a wide variety of views. These ranged from strong support to strong opposition, with a majority (60%) supporting or strongly supporting the proposals and 36% opposing or strongly opposing them. A higher proportion of women (71%) than men (55%) support the proposals. Young men in the age group 16-24 are most likely to oppose the proposals.



Strong feelings on both sides

The response shows the strength of public feeling both for and against this issue.

Why do respondents oppose them?

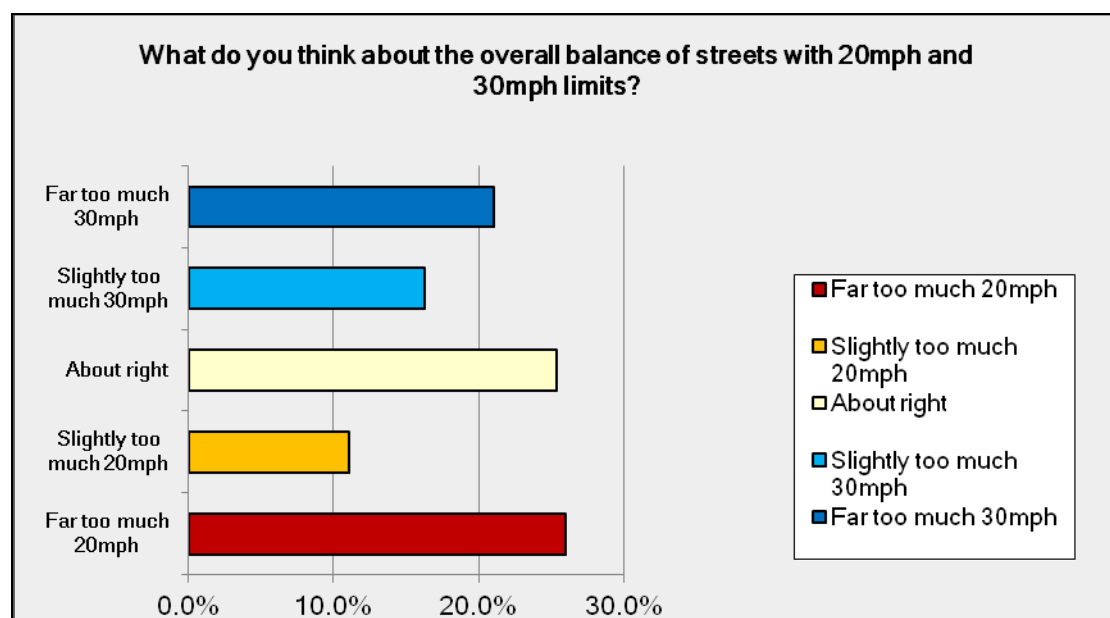
- Lack of enforcement
- Journey times will increase
- Impact on business and tourism
- Driver Frustration
- Impact on congestion and pollution
- Money could be better channelled into other transport improvements

Why do respondents support them?

- Reduced speed will increase safety and responsible driving
- It will improve the environment of the city
- Safer communities for all road users (particularly vulnerable road users)
- It will get more people walking and cycling
- Positive impact on health issues
- Reduced noise levels

Males over represented in the response

Male respondents (62%) were higher than the number of female (38%) respondents. The 2011 census shows a 48/52 split of men and women in Edinburgh's population.



Methodology

A consultation approach was necessary which provided adequate opportunities to capture the opinions of residents online and offline. An engagement programme was developed with input from the Neighbourhood Teams and promoted on the Council's website, media and social media. Neighbourhood Teams and Community Councils also assisted in promoting and raising awareness of the consultation events.

A range of materials and methods were used to capture views including:

- Online and paper questionnaire
- Eflyer with details of the consultation sent to over 500 individuals and organisations including businesses, Edinburgh Transport Forum, equalities and community groups, MPs, MSPs, Councillors, Council staff, community health groups, transport road and freight operators, public service providers, schools and parent councils

- Leaflets and posters distributed to libraries, community centres, Council reception and neighbourhood offices, GP surgeries, community councils, tenants organisations, schools, youth groups, equalities and community organisations.
- Social media: extensive use of corporate and neighbourhood twitter accounts
- Articles about 20 mph speed limits in local press and community newspapers
- Article about 20 mph consultation in Council Leader’s Report
- Briefings issued to Elected Members and Community Councillors
- Publicity about consultation on plasma screens in libraries and Council Offices
- Five public meetings and 6 drop in events held in local venues and libraries
- Two road show events held in the St James and Gyle Shopping Centres
- Staff roadshow
- Exhibition of proposals in Central Library from 1 – 14 September
- Meetings with Lothian Buses, Police Scotland, NHS Lothian, Council staff and interest groups.

Level of Response

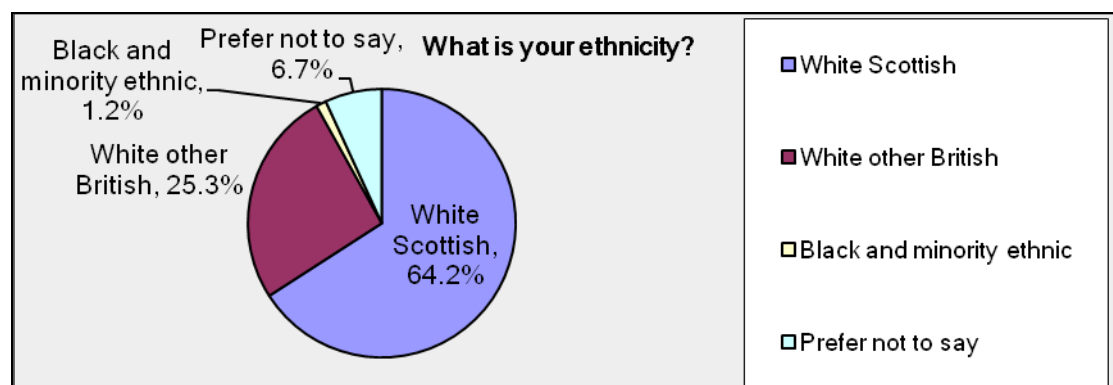
The various consultation channels received the following levels of response:

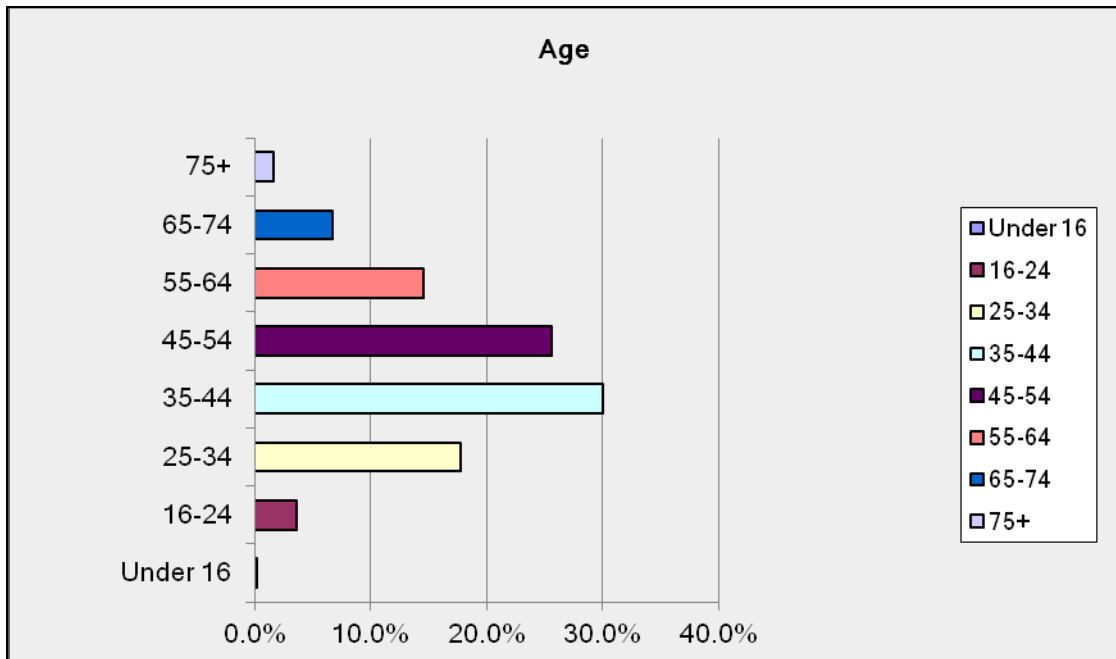
Engagement Channel	Response
Online Survey	2545
Paper Survey	40
Email Comments	250
Hard copies of letters	5
Public meetings and drop in events	200 attendees approximately
Council website	13,436 page views

Who responded?

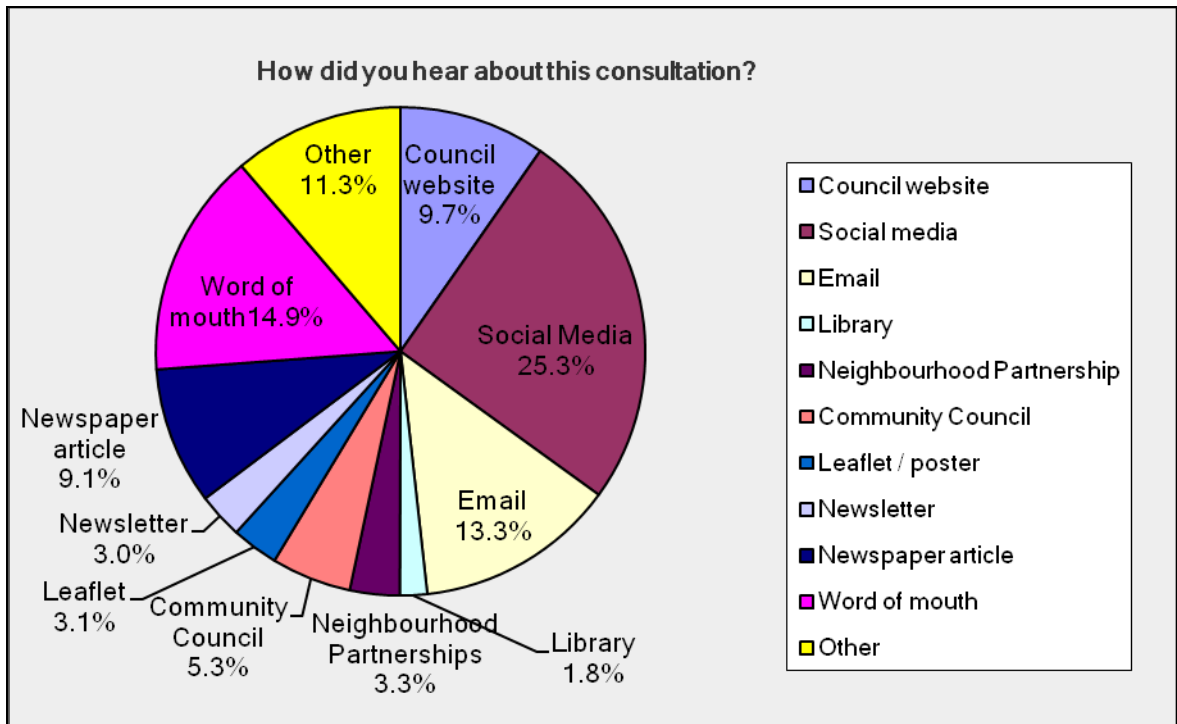
- 57% of respondents came from the 35- 54 years age group
- 89.5% of respondents identified themselves as White British or White Scottish
- 5% of respondents were disabled
- 34 businesses and 53 organisations responded to the consultation.

A list of businesses and organisations that submitted a response is included at the end of the document.





How did you hear about the consultation?

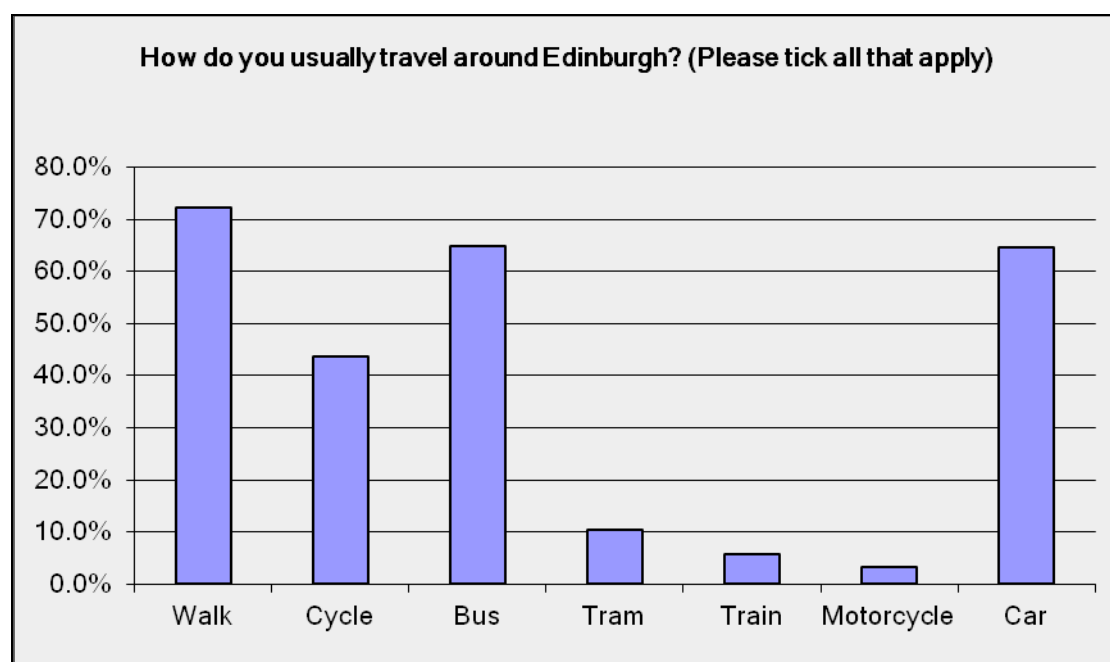


The view from different respondent groups

	Support/Strongly Support	Oppose/Strongly Oppose
Male	55%	41%
Female	71%	25%
Under 35	52%	46%
35 - 64	63%	33%
65 +	64%	28%
Disabled	47%	45%
Parents/Guardians of children under 16	72%	22%
Businesses	50%	50%
Organisations	81%	9%

The survey included a question which helped us to profile how respondents travel around the city. The following table shows their support/opposition to the 20 mph speed limit proposals.

	Support/Strongly Support	Oppose/Strongly Oppose
Regular car user	52%	43%
Regular cyclist and walker	63%	31%
Regular public transport user (bus & train)	62%	32%
Regular cyclist	74%	22%
Regular motorcyclist	27%	65%



Proposed Network

Respondents were invited to comment on roads that should keep 30 mph speed limits and streets that should have a 20 mph speed limit instead of a 30 mph limit. Roads identified by respondents have been reviewed against the criteria set out in policy Safe 4 from the Local Transport Strategy 2014 to inform the selection of roads put forward for consideration by the Transport and Environment Committee.

Suitability of roads with 40 mph speeds reduced to 30 mph

348 respondents commented that 40 mph roads should stay the same.

266 respondents commented that speeds should be reduced from 40 to 30 mph on some main roads.

102 respondents are in support of 30 mph in built up areas with pedestrians.

Streets which require extra measures

Respondents were asked if there were any streets which the Council may be required to put in extra measures such as road markings, speed responsive signs and road humps. Findings reveal a close correlation between the list of streets requiring additional measures and streets with a high level of support for 20 mph. Feedback will help to shape the next phase of the project.

Concerns, reservations and additional comments. Typical comments from each of the key themes have been selected.

Theme	Respondents in their own words
Enforcement: There is concern that many drivers will ignore the 20 mph speed limits unless enforcement measures are in place	'There would be greater benefits to all parties in Edinburgh if the current rules of the road were better enforced. What will be achieved by implementing a lower speed limit when the present one is not effectively enforced?'
Road Safety: A high level of respondents indicated road safety concerns for pedestrians and cyclists. Others commented that 20 may lull people into a false sense of safety	'The potential benefits are clear and include preventing death, particularly among children and young people, as well as preventing injuries (can hence help reducing costs on health services)' 'Folk will become more blasé, more careless and so cause more accidents.' 'As a cyclist having vehicles go at 20 mph will be pretty nasty. A lot of medium cyclists will cycle around 15 -18 mph. This means that cars will go by (normally too close) but take considerably longer to do so. Either that or more timid drivers will sit too close behind you waiting for a chance to overtake.'

<p>Environmental Benefits: Many people commented on the environmental benefits 20 mph speed limits can bring</p>	<p>‘If we want to make our city a pleasant place to live, we need to make our streets friendly, usable by the people that live shop and work here not just for those who want to drive through it’</p>
<p>Journey Times: Opinion was divided on this issue. Some people think that journey times will increase and others feel that it would have little impact.</p>	<p>‘Journey times for all will be severely lengthened, frustration of drivers may cause accident rate to increase meaning the proposals would have the opposite effect on safety.’</p> <p>‘I’m a motorist, cyclist and pedestrian. Cars would save very little time by leaving speed limits at 30/40 mph. A reduction to 20 mph would have very little impact on journey times, but would increase safety dramatically especially for pedestrians and vulnerable road users ’</p>
<p>Impact on business: There was a mixed reaction for and against</p>	<p>‘Fantastic idea’. ‘I don’t think its extensive enough’</p> <p>‘creates a better ambience in the city centre, increasing footfall and bringing economic benefits for businesses’</p> <p>‘I believe that the proposals will deter the public from shopping in central Edinburgh. Businesses are dying daily in central Edinburgh and I believe reducing motorist speeds to 20 mph will be yet another nail in the coffin.’</p> <p>‘Efficient and quick movement of people and goods on the roads is vital for economic prosperity’</p>
<p>Impact on pollution and congestion: Opinion was divided. Some people think 20 mph creates higher pollution levels and leads to congestion while other indicated traffic flows more smoothly and emissions are reduced</p>	<p>‘Emissions from cars and other vehicles will obviously rise in response to the 20 mph restrictions as drivers will be forced to use lower gears when driving- how does the Council propose to deal with poorer air quality in our city and resulting health issues?’</p> <p>‘The reality is that in urban environments with 30 mph limits, traffic speeds and slows down more whereas in 20 mph zones, traffic flows more smoothly. Vehicles which accelerate and brake more produce more emissions than those which are driven at a constant, smoother speed.</p>
<p>Speeding: Many people commented on the impact this has on pedestrians, especially children and older people.</p>	<p>‘Lower speeds are likely to lead to a safer, quieter neighbourhood.’</p>

<p>Traffic Calming: There was strong opposition to traffic calming measures</p>	<p>‘Please don't use road humps unless absolutely necessary; they cause unacceptable vibration and disturbance to nearby residences (most tenement flats are only a few feet from the road)’</p> <p>‘Road humps are a bad idea, they just encourage drivers to slow down and speed up between them which makes the problem of local air pollution worse. Speed responsive signs are more effective and encourage drivers to drive at a constant speed that is economic.’</p>
<p>Road Signage: There was support for signage to be kept to a minimum and to be clear and consistent</p>	<p>Whatever scheme is introduced, the associated signage should be kept to the absolute legal minimum. A single clearly defined zone - within which a 20mph limit applied to <i>all</i> roads - should need less signage than one requiring the usual set of twin signs mounted on thick grey poles at both ends of every single street. But even if there's variation between streets, excessive signage should be avoided. Edinburgh is already cluttered with unnecessary and poorly sited signs, and the effect is to turn a living city centre into a traffic management system - a real place has become a life-size board game. We really don't need more.</p>

Responses to the consultation from businesses and organisations	
Cranachan & Crowdie	Rumblin' Tum
D Grant window cleaners	Dain Driving School
Face and Body Ltd	Techview Limited
Whizzkids	Flaubert Gallery
b-spokes	P Johnson & Company
Dunpark (Edinburgh) Ltd	Flux
Kakao by K	Edinburgh Stump Removal
Abercromby Place Homeopathic Practice	Bonkers Original Gifts
Donald Symon	Edinburgh Orthodontics
MW Brunsdon Radio Communications	Rubric Europe Ltd.
Maccabe Ltd t/a Scott Findlay Plumbing & Heating	The Cat's Miaou
Forth Ports Limited	Kingsford Estates
Oak Team Limited	Peggy's Mill Association (representing residents of Peggy's Mill Estate, Cramond)
Royal Mile Primary School Parent Council	Balerno Community Council
Douglas Crescent Residents Association	SEStran
International Play Association Scotland	Prospect Bank School
Carnbee Owners Assoc	Greener Leith
Living Streets Scotland	Craigleith/Blackhall Community Council
University of Edinburgh x 2	Edinburgh Napier University
Kirkliston After School Club (Charity SC028153)	Historic Scotland
Westfield Court Residents Association	Castle Rock Edinvar

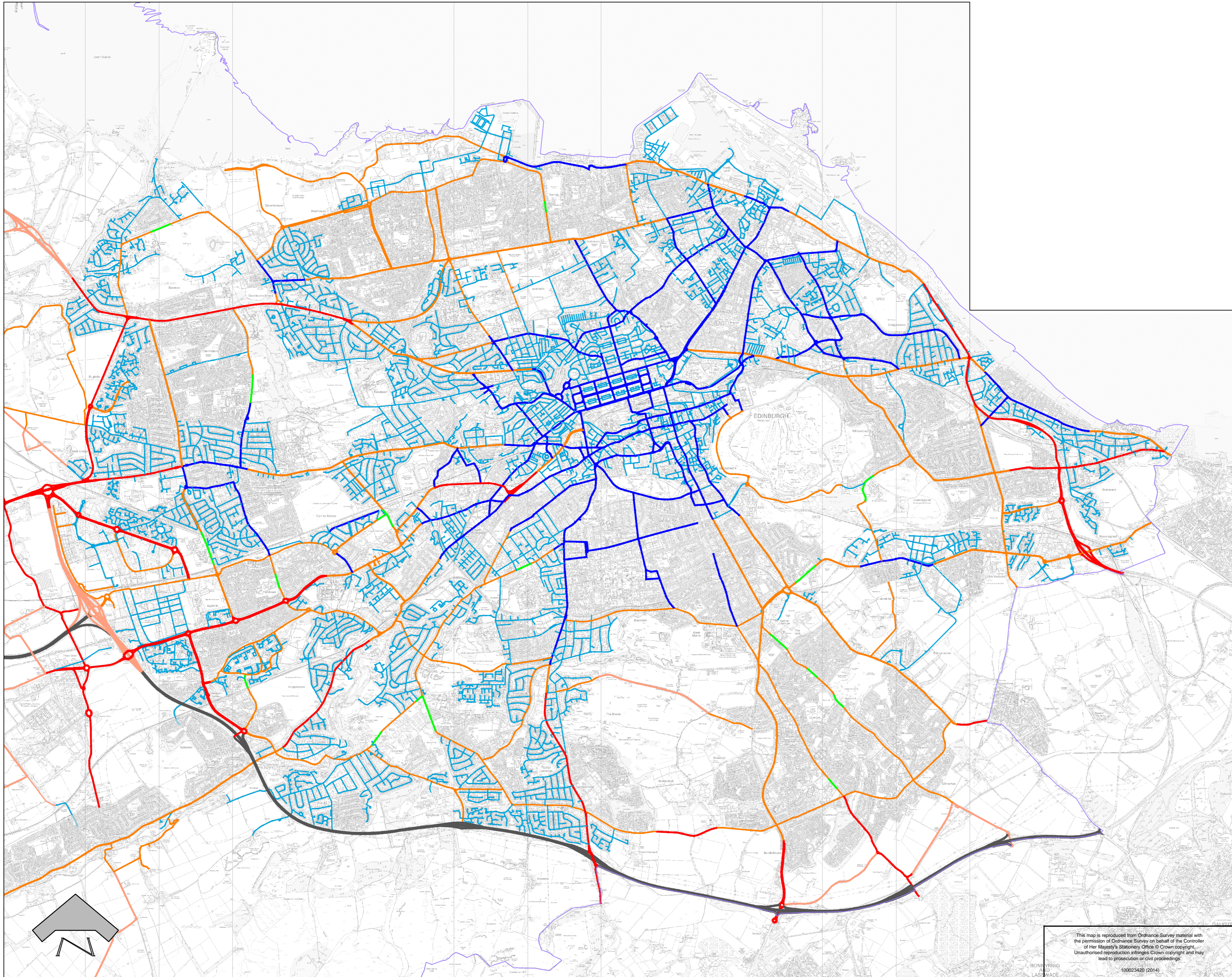
Granton and District Community Council	Sustrans Scotland
Gorgie Dalry Community Council	Drummond Civic Association
The Andrew Cyclist Charitable Trust (Scottish Registered Charity)	Concerned Parents Association
Marchmont & Sciennes Community Council	Scottish Fire and Rescue Service-City of Edinburgh
Braidwood Bikepark group	Transform Scotland
Friends of the Earth Scotland	Edinburgh and District Advanced Motorcyclists
Stockbridge Colonies Residents Association	Heriot Row East Association
Lauderdale Hotel	Neighbourhood Watch - Avon
The Andrew Cyclist Charitable Trust	Chair of Kirkliston Community Council
Grange Prestonfield Community Council	Friends of Prestonfield Primary School
Motorcycle Action Group	Davidsons Mains & Silverknowes Association (DMSA)
Morningside Ballet School	New Town & Broughton Community Council
Ratho Community Council	Freight Transport Association
Spokes	India Street Association
Parc Craigmillar	Portobello Community Council
Road Haulage Association	Lower Granton Road Residents

Appendix 3 – Summary of Main Changes to Draft 20mph Network

Street Name	Action	Reason
Boness Road	Retain 30mph	This is a fairly straight wide road with little residential frontage and is a bus route.
Queensferry Road B800 and Main Street (Kirkliston)	Change to 20mph	Both roads cross through the centre of Kirkliston where walking and cycling is to be expected.
Freelands Road	Retain 30mph	Not a residential road. Designation a mapping error.
Barnton Gardens (from Quality Street to Junction with Lauriston Farm Road)	Change to 20mph	Road has residential frontages fronting the roads closely and is in an area where walking and cycling are expected.
Clermiston Road (Southern half)	Change to 20mph	The southern section of Clermiston Road narrows as it approaches St Johns Road and enters a more built up residential area.
Pennywell Road	Retain 30mph	While the road goes through a residential area, the road is not residential in character.
Lower Granton Road to Pier Place via Starbank Road	Change to 20mph	Road runs adjacent to terraced and tenemental properties with narrow footways.
Ferry Road to junction with Newhaven Road	Retain 30mph	Junction at Newhaven Road provides a natural transition between 30mph and 20mph, due to the change in built environment and surrounding uses for pedestrians, cyclists and drivers.
East Fettes Avenue to junction with Carrington Road	Retain 30mph	This is a straight wide road with little residential frontage.
Queensferry Road to junction with Oxford Terrace	Retain 30mph	This is a fairly straight wide road with little residential frontage and is a primary bus route.

Street Name	Action	Reason
West Coates	Retain 30mph	This is a fairly straight wide road with little residential frontage and is a primary bus route.
Western Approach Road	Retain 30mph	This is not a residential road and not an area where walking or cycling would be expected.
London Road/Portobello Road	Retain 30mph	While this road runs through residential areas, it is a strategic arterial route and the immediate environments it passes through do not require 20mph. This is also a primary bus route.
Dalkeith Road (from Royal Commonwealth Pool to Cameron Toll)	Retain 30mph	While this road runs through residential areas, it is a strategic arterial route and the immediate environments it passes through do not require 20mph. This is also a primary bus route.
Niddrie Mains Road to junction with Greendykes Road	Change to 20mph	20mph section extended to take into account upcoming Town Centre regeneration.

20 mph Proposals Edinburgh East



Key

20mph Strategic & Secondary	
20mph Local	
30mph Streets	
Existing 20mph Limit	
Existing Part Time 20mph	
Existing 40mph	
Existing 50/60mph	
Existing Trunk Roads	

A	Amended Street Network	AH	29/05/14	PN
REVISION	DETAILS	BY	DATE	CHECKED

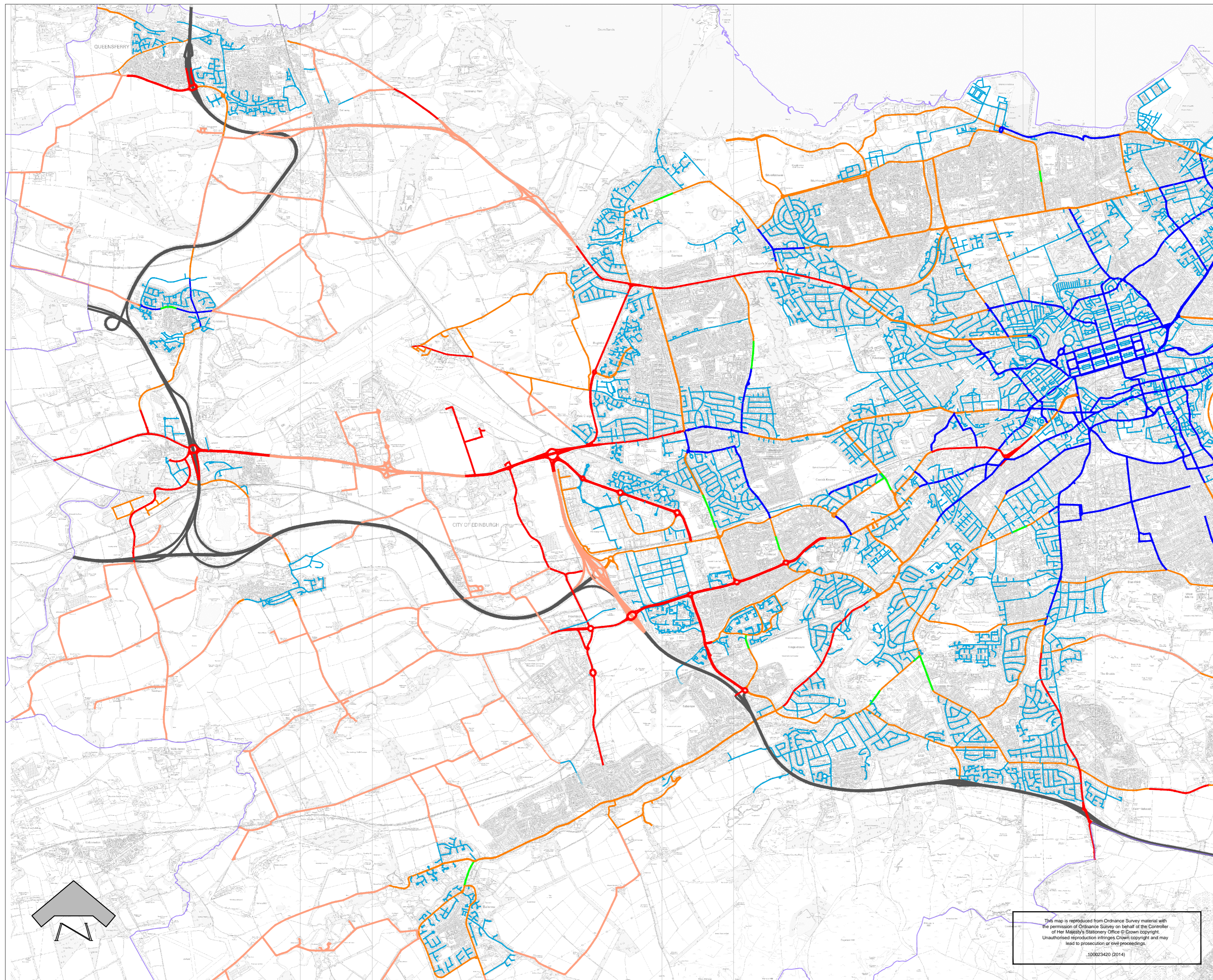
• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market Street Edinburgh, EH8 8BG Telephone: 0131 200 2000	TRANSPORT TRAFFIC & ENGINEERING NEW WORKS Roads & Transport Design
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20mph Network Proposals
City Wide - Urban Area
Proposed Network

Date: 12 December 2014	Job No.: 672924	Drawn by: A Hutcheon
Scale: Not to Scale		Checked by: C Wood

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20 mph Proposals Edinburgh West

Key

20mph Strategic & Secondary	
20mph Local	
30mph Streets	
Existing 20mph Limit	
Existing Part Time 20mph	
Existing 40mph	
Existing 50/60mph	
Existing Trunk Roads	

A	Amended Street Network	AH	29/05/14	PN
REVISION	DETAILS	BY	DATE	CHECKED

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market Street Edinburgh, EH8 8BG Telephone: 0131 200 2000	TRANSPORT TRAFFIC & ENGINEERING NEW WORKS Roads & Transport Design
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20mph Network Proposals
City of Edinburgh - West
Proposed Network

Date: 12 December 2014	Job No: 672924	Drawn by: A Hutcheon
Scale: Not to Scale		Checked by: C Wood

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