

Transport and Environment Committee

10.00am, Tuesday, 12 December 2024

Extension of 20mph Network – TRO Promotion

Executive/routine
Wards

Executive
All

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 Notes that the list of streets proposed for a speed limit reduction from 30mph to 20mph has been further refined and analysed;
 - 1.1.2 Notes that the proposals have been scaled back to address concerns raised by public transport operators;
 - 1.1.3 Approves the commencement of the statutory processes to promote 20mph speed limit orders at the locations noted in Appendix 1;
 - 1.1.4 Notes that, dialogue with public transport operators is still ongoing in relation to the proposed 20mph speed limit reductions; and
 - 1.1.5 Notes that a further batch of speed reduction measures may follow once further analysis and dialogue has been undertaken.

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Extension of 20mph Network – TRO Promotion

2. Executive Summary

- 2.1 This report outlines the selection process and provides details of proposals to extend the 20mph road network in Edinburgh.
- 2.2 It addresses [additional points](#) raised at Committee on 12 October 2023, including a Deputation from the Friends of Prestonfield Primary School, Parents Council, and considers the impacts on journey times and the environment.
- 2.3 The report also provides details of how the Council intends to proceed with the formal consultation as part of the Traffic Regulation Order (TRO) process and the delivery programme.

3. Background

- 3.1 In March 2018, Edinburgh became Scotland's first city to implement a citywide network of streets with a 20mph limit. The 20mph network was implemented to reduce the risk and severity of collisions, encourage people to walk and cycle and create more people friendly streets and neighbourhoods
- 3.2 [Findings](#) from the 20mph roll out were reported to Committee in October 2019. Public support for the limit, and subsequent requests for it to be extended, indicated an appetite for wider application. Independent research, undertaken for the evaluation in 2019, revealed support for the network had risen from 58% before implementation to 65% post-implementation.
- 3.3 In August 2022 (reconvened on 1 September 2022), Committee [approved](#) taking forward a joint 20mph and rural speed limit consultation. The survey ran from November 2022 to February 2023 and the [findings](#) were reported to Committee in October 2023.
- 3.4 Approximately 86% of Edinburgh's streets currently have a 20mph speed limit. Extending 20mph to all of the streets proposed in the consultation would increase 20mph coverage from 86% to roughly 88%.

- 3.5 The overall conclusion indicated that public opinion is divided on further extending the 20mph speed limits. Lothian Buses expressed concerns about the impact of the proposals on bus journey times, especially along arterial and orbital routes.
- 3.6 Committee requested a report be prepared detailing costs, timescales and agreeing the formal consultation as part of the TRO process.

4. Main report

Proposed Street and Selection Process

- 4.1 The proposed list of streets for 20mph implementation (Appendix 1) is based on assessment of streets against the criteria (as approved by Committee), feedback from the consultation, and feedback from public transport operators.
- 4.2 The criteria / requirements used to assess the streets was as follows:
 - 4.2.1 Streets with higher density housing (for example flats, terraces);
 - 4.2.2 Retail presence – groups of shops;
 - 4.2.3 Pedestrian/cycling activity – areas which are likely to have higher numbers of people walking and cycling (for example near a hospital or university campus); and
 - 4.2.4 Width of street – narrower streets are considered to be more suitable for the lower limit.
- 4.3 Following the consultation, the streets identified for speed limit reductions have undergone further analysis including some additional parameters (for example nearby local paths and cycling facilities, collisions, front facing housing and existing pedestrian crossing facilities).
- 4.4 Several review meetings were held with representatives from Lothian Buses to discuss locations and consider feedback, these discussions have informed the final proposed list of streets. Proposals considered under this report have been scaled back due to suggested operational impacts on public transport services.
- 4.5 On 12 October 2023, it was suggested that frequent changes to speed limits should be minimised as such changes can cause driver frustration. Consequently, maintaining a consistent speed along a route was considered when assessing the streets.
- 4.6 The Friends of Prestonfield Primary School Parent Council submitted a written deputation requesting that speed limits near all primary and secondary schools (both public and private) be reduced to 20mph. In response to this request and to enhance road safety for school children, all streets adjacent to schools have been included for consideration for speed limit reductions.
- 4.7 The same deputation also asked for consideration to the other points raised (such as crossings, parking and Keep Clear markings). These elements will be considered as part of the School Travel Audit process.

4.8 It was also noted that priority should be given to the views of residents over commuters and non-residents. The consultation feedback, which includes feedback from residents, has been used to inform proposals (for example, some additional streets have been proposed for speed limit reductions based on findings of the consultation).

4.9 The consultation revealed support for implementing a speed limit of 20mph on Bonnington Drive, which is part of a new housing estate. In line with the Edinburgh Street Design Guidance, the default speed limit for new streets is 20mph. Consequently, any recently adopted housing estates that do not yet have a TRO will be included in a future statutory process for a 20mph speed limit.

Impact on Journey Times and the Environment

4.10 In October 2023, Committee noted that a key concern raised by residents was the perceived effect reducing the speed limit on roads to 20mph would have on journey times and emissions. Therefore, it was agreed that this report would detail any impact for vehicles travelling along selected key routes.

4.11 Journey time surveys were recently carried out in Edinburgh on four routes, and the findings are summarised in the table below:

Route	Average journey time 30mph Mins:Secs	Average journey time 20mph Mins:Secs	Difference Mins:Secs
Piershill to Leith Walk	09:25	10:40	+ 01:15
Murrayfield Avenue to Clermiston Road	08:07	08:44	+ 00:37
Newcraighall to Commonwealth Pool	13:04	13:56	+ 00:52
Lanark Road West to Foulis Crescent – Peak	08:32	07:37	Considered similar
Lanark Road West to Foulis Crescent - Off Peak*	06:26	07:59	+ 01:33
(* Following discussions with LB, most 30mph sections retained)			

4.12 The analysis indicates that the increase in travel time when driving at 20mph compared with 30mph is minimal. This is supported by research from other cities, which also suggests that journey times will not significantly increase. A study of six corridors in Bristol revealed that journey times increased by less than a minute over the whole journey.

- 4.13 A key public transport operator has provided additional information on timetable and night bus operational impacts. Concerns have also been raised relating to additional service costs and anticipated delays particularly on early morning and overnight services. The proposed routes in this report seek to strike a balance between credible urban speed limits, improved road safety outcomes, operational costs and quality of life for all road users. An efficiently operating bus network is vital to the city to encourage modal shift, where possible and appropriate, from private car use to public transport and active travel.
- 4.14 A study conducted by Edinburgh Napier University found that, even in a 30mph speed limit, buses only spend a small proportion of their time above 20mph. Public transport operators, however, have emphasised that the main negative impacts would occur off peak and on night bus services when they are currently able to travel above 20mph.
- 4.15 Research has indicated that 20mph is the most efficient speed if you can maintain a steady speed. Smoother driving to a lower limit will always require less energy, less fuel and produce fewer emissions than repeatedly accelerating to a higher limit. Further information can be found at [20's Plenty](#).
- 4.16 Future Transport have carried out analysis, demonstrating a 30% reduction in fuel consumption when driving at 20mph compared to 30mph on urban routes. More details are available in the briefing note prepared by Future Transport on the [20's Plenty](#) website.

5. Next Steps

- 5.1 Subject to approval, officers will progress the appropriate statutory process to promote a traffic regulation order or orders to implement new 20mph speed limits on the streets described in Appendix 1.

Statutory Process and Delivery

- 5.2 The statutory procedures for a TRO include preparing detailed plans, consultation with statutory bodies and a public advertising period. If approved, it is anticipated the formal process will commence in spring 2025 and is expected to take in the region of 18-months.

Additional Speed Limit Reduction Phase

- 5.3 Officers will continue discussions with public transport operators to consider if further 20mph speed reductions are appropriate and proportionate on main arterial public transport routes not taken forward at this time.
- 5.4 A review of speed limits of all recently adopted housing estates, which do not yet have a 20mph speed limit, will also be included in a future statutory process.

Site Monitoring

- 5.5 A sample of 'before and after' speed and traffic volume surveys will be undertaken. These surveys will provide baseline data and will allow for a clear evaluation of issues identified and measures of success. Monitoring will also be used to evaluate the impacts on different road users.
- 5.6 Monitoring proposals for the 20mph network were set out in the Committee Reports in [October 2019](#) and [August 2022](#), as outlined in the table below.

Monitoring area	Information collection method
	Monitoring will be undertaken a year after implementation, with the findings presented to Committee for consideration.
Traffic speeds	Traffic surveys commissioned by the Council to record speeds across the 20mph network before and after implementation
Road traffic collisions resulting in personal injury	Using the STATS19 database - a nationally collected data set of all road traffic collisions that resulted in a personal injury and were reported to the Police within 30 days.
Air Quality	The Council's six real time air quality monitoring stations

- 5.7 Following the rollout of 20mph Programme in 2018, most of these roads affected have been monitored and evaluated using this framework. The additional recommended sites will be added into the ongoing monitoring programme.

Awareness raising and education

- 5.8 The effectiveness of 20mph speed limits relies on a shift in driver behaviour. The Council continues to work with Police Scotland and road users to raise awareness of the benefits of 20mph speed limits and encourage compliance through road safety education activities and communications.
- 5.9 The Council will continue to explore other routes and opportunities to enhance this aspect of road safety. In advance of the speed limits changing, a communication plan will be implemented. The plan will explore and develop innovative strategies to ensure maximum coverage in raising awareness and understanding, to promote behaviour change and acceptance of the new proposed speed limits.

Speed Reduction Measures

- 5.10 In October 2019, Committee agreed to conduct traffic surveys on streets where concerns have been raised or where higher average speeds are noted. These surveys will assess average speeds and vehicle flows, allowing the Council to analyse traffic conditions and reported collisions on specific streets.

- 5.11 This analysis will help determine appropriate measures for implementation on a site by basis (for example: signage; road markings; and/or short-term deployment of mobile vehicle activated signs (VASS)).
- 5.12 Physical traffic calming measures (such as road humps or chicanes) will only be considered if there is a significant collision history or where high vehicle speeds are not reduced sufficiently with soft engineering measures such as VASS and additional signage.
- 5.13 Sites of significant non-compliance will also be relayed to Police Scotland to request targeted enforcement as resources permit.
- 5.14 Transport Scotland's national Road Safety Framework includes "Safe Speeds" as one of the five pillars of road safety. Speed limits in a "Safe System are based on avoiding collisions and reducing the speed at which impacts occur. This ensures the body's limit for physical trauma is not reached or exceeded. The Safe System approach aims to establish appropriate speed limits according to the features of the road, the function it serves, and the physical tolerance of those who use it."
- 5.15 Road casualty analysis is usually undertaken over a minimum three-year period to allow statistically robust conclusions to be made. The Road Safety team will continue to monitor the network to determine speed limit compliance and casualty trends in line with accident investigation and prevention criteria (AIP).

6. Financial impact

- 6.1 It is estimated the cost of preparing the TRO documents, promoting the necessary TRO, administering the statutory process, developing the detailed design, undertaking procurement and installing the necessary signs and lines will be in the region of £300,000. This cost is expected to be spread across financial years 2024/2025/2026 and 2027.
- 6.2 A bid has been submitted for £30,000 to the Transport Scotland, Road Safety Improvement Fund (RSIF) for the 2024/25 financial year to cover staff costs associated programme development, design and commencement of the statutory process. The outcome of this bid is yet to be confirmed.
- 6.3 The Scottish Government have shown support for the extension of 20mph speed limits nationally, there is reasonable confidence that future funding will be available to contribute to the delivery of this programme.

7. Equality and Poverty Impact

- 7.1 Under the context of the approved City Mobility Plan, vulnerable road users are placed at the top of the transport hierarchy. Reduced speed limits on residential streets and adjacent to schools is considered to positively impact the environment in those areas and significantly improve the outcome should a collision occur.

- 7.2 The Council has approved an approach to aim for zero road deaths by 2030. Progressive speed management, in appropriate areas, is seen as a positive step in this commitment and should make our roads safer for all road users.
- 7.3 Research by the UK Transport Research Laboratory has shown that every one mile per hour (mph) reduction in average speeds can result in a 6% reduction in the number of collisions. The Department for Transport estimates the following costs associated with road collisions: Fatal - £2,053,814; Serious - £237,527; Slight - £24,911 (Road Casualty in Great Britain, Dft2016).
- 7.4 An [Integrated Impact Assessment](#) (IIA) was carried out as part of the initial 20mph speed limit proposals. The IIA identifies a majority of positive impacts for people with protected characteristics.

8. Climate and Nature Emergency Implications

- 8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council “must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets” (Climate Change (Emissions Reductions Targets) (Scotland) Act 2019).
- 8.2 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions and embedded this as a core priority of the Council Business Plan 2023-27.
- 8.3 Slower speed limits create a safer and more pleasant environment, encouraging people to walk, wheel and cycle and enjoy spending time in the area. It is also expected that environmental and air quality benefits will be realised due to safer road conditions resulting in increased levels of walking and cycling.

9. Risk, policy, compliance, governance and community impact

- 9.1 Lower speed limits support the aims of the City Mobility Plan by improving the way residents and visitors can move around the city more safely, especially on foot or by bike. The proposals included in this report align with wider Council policies around Active Travel, the Vision Zero approach to road safety and achieving the ambition to be net zero by 2030. The Council will continue to monitor traffic speeds and introduce further speed reductions, where appropriate, to ensure our roads are safer for all road users.

10. Background reading/external references

- 10.1 [Evaluation of the 20mph Speed Limit Roll Out – 2019](#)
- 10.2 [Evaluation of the 20mph Speed Limit Roll Out – 2022](#)

10.3 [Road Safety Action Plan 2030](#)

10.4 [Speed Limit Review – 2023](#)

11. Appendices

Appendix 1 – List of Proposed Sites

Appendix 2 – Link to proposed 20mph plan ([ArcGIS - 20mph extension final](#))

Green routes – New proposed 20mph speed limits

Red routes - Not taken forward at this stage

Appendix 1 – 20mph Proposed Sites

Meets Criteria → Proposed site meets committee approved criteria
 Network continuity → 20mph link to connect or lead into adjacent limits
 PT20 = Existing Part Time 20mph limit in place (existing part time limits and infrastructure will be removed if a permanent 20mph limit is proposed)

Ref	Location	Justification	Ward
1	Gamekeeper's Road – from the junction of Whitehouse Road to the junction of Cramond Road North	Meets criteria / Network continuity / PT20 Cargilfield Primary	Almond
2	Cottage Green – entire length	Meets criteria / Network continuity	Almond
3	Cramond Regis – entire length	Meets criteria / Network continuity	Almond
4	Regis Court – entire length	Meets criteria / Network continuity	Almond
5	Gamekeepers Park – entire length	Meets criteria / Network continuity	Almond
6	Whitehouse Road – from Barnton junction to the junction of Gamekeeper's Road	Meets criteria / Network continuity	Almond
7	Society Road, South Queensferry – from the current end of the 20mph zone West of Clufflat Brae past the fisheries	Network continuity / Acts as an Active Travel corridor	Almond
8	Ferry Road, west of Main Street (Davidsons Mains) – from the current end of the 20mph zone to the junction of Silverknowes Neuk	Network continuity	Almond
9	Lennymuir – from Turnhouse Road to the beginning of the current 20mph zone on Lennymuir	Network continuity	Almond
10	Cammo Walk – from Craigs Road, proposed new limit north to existing 20mph on Cammo Road	Network continuity / Acts as an Active Travel corridor	Almond
11	Colinton Mains Drive - from Oxgangs Ave to Clinton Road roundabout west of Firhill day centre	Meets criteria / Network continuity	Colinton / Fairmilehead
12	Bonaly Road – from the current end of the 20mph zone south of city bypass and finish west of the Bonaly tower at Bonaly Burn bridge	Acts as an Active Travel corridor	Colinton / Fairmilehead
13	Swanston Road from the current end of the 20mph zone south of	Busy Active Travel and Equine route	Colinton / Fairmilehead

	city bypass to the Swanston burn (gate to Pentlands)		
14	Meadow Place Road from the roundabout at Broomhouse Drive to the junction of Ladywell Road	Busy school pedestrian route leading to and passing two high schools. Existing 20mph signage under SfP	Corstorphine / Murrayfield
15	London Road from the current end of the 20mph zone east of Windsor Street to Abbey Lane	Meets criteria / Network continuity	Craigentinny / Duddingston
16	Restalrig Road South – from the roundabout at Restalrig Avenue to the junction of Willowbrae Road	Network continuity	Craigentinny / Duddingston
17	Willowbrae Road – from London Road junction at Jock's lodge to the existing island at Abercorn Avenue	Meets criteria / Network continuity	Craigentinny / Duddingston
18	Portobello Road - from crossroads at Willowbrae Road to the junction of Craigentinny Avenue	Meets criteria / Network continuity	Craigentinny / Duddingston
19	Duddingston Road West – from the junction of Willowbrae Road to a point 20m south of the SW access to Holyrood School	Meets criteria / High School	Craigentinny / Duddingston
20	South Gyle Crescent – entire length	Network continuity	Drum Brae / Gyle
21	Clermiston Road North – from Rannoch Road to Clerwood Park.	Meets criteria / Network continuity/ PT20 Fox Covert/St. Andrew Primary	Drum Brae / Gyle
22	Crewe Road North - from West Granton Road to the roundabout on Ferry Road	Meets criteria / Network continuity	Forth
23	West Granton Road - from Granton Square to West Granton Access junction	Meets criteria / Network continuity	Forth
24	Ferry Road - from Newhaven Road to Clark Avenue	Meets criteria / Primary School	Forth
25	Craighall Road - from Stanley Road to Pier Place roundabout	Meets criteria / Network continuity	Forth
26	Pier Place – from Starbank Road roundabout to the pedestrian crossing outside the Harbour Inn	Meets criteria / Network continuity	Forth
27	Craiglockhart Avenue – entire length	Meets criteria / Network continuity	Fountainbridge / Craiglockhart

28	Colinton Road - from Craiglockhart Avenue junction to Polwarth Terrace	Meets criteria / Network continuity (Sports Academy and Playing Fields)	Fountainbridge / Craiglockhart
29	Chesser Avenue – from Chesser Loan to Gorgie Road	Meets criteria	Fountainbridge / Craiglockhart
30	Queensferry Road: 1. From existing the 20mph zone west of Dean Park Crescent junction to Orchard Toll junction. 2. From the east junction of Maidencraig Crescent (182 QFR) to the junction of Columba Road.	Meets criteria / Routes to school	Inverleith
31	Craigeith Road – entire length	Meets criteria / Route to school	Inverleith
32	Lindsay Road – entire length	Meets criteria / Network continuity Routes to school / Tram stop	Leith
33	Commercial Street – entire length	Meets criteria / Network continuity	Leith
34	Albert Road – entire length	Network continuity/ Industrial Activity	Leith
35	Lasswade Road - from Ellen's Glen Road to Captains Road	Meets criteria / PT20 Gracemount High/Kaimes	Liberton / Gilmerton
36	Drum Street – from Ferniehill Road to Gilmerton Road roundabout	Meets criteria / Network continuity	Liberton / Gilmerton
37	Newtoft Street – from Drum Street to Gilmerton Dykes Drive	Meets criteria / Network continuity	Liberton / Gilmerton
38	Gilmerton Road – Ellen Glen's Road to Rutherford Drive	Meets criteria / Network continuity/ PT20 - Liberton High School / St John Vianney Primary/ Active Travel segregated cycle paths	Liberton / Gilmerton
39	Greenbank Drive – from Comiston Road to Glenlockhart Road roundabout	Network continuity	Morningside
40	Glenlockhart Road – entire length	Network continuity / Active travel route very narrow pavements	Morningside
41	Colinton Road - from Merchiston Bank Avenue to Polwarth Terrace	Meets criteria / Network continuity/ Large School campus	Morningside
42	Polwarth Terrace – from Colinton Road to Gillsland Road	Meets criteria / Network continuity	Morningside

43	Lanark Road – from Wester Hailes Road to Blinkbonny Road	Meets criteria	Pentland Hills
44	Blackadder Drive - entire length	Meets criteria / Network continuity	Pentland Hills
45	Somerville Road - entire length	Meets criteria / Network continuity	Pentland Hills
46	Craigentarrie Mews - entire length	Meets criteria / Network continuity	Pentland Hills
47	Caulderhame Road – entire length	Meets criteria / Network continuity	Pentland Hills
48	Bridge Road (Balerno) – entire length	Meets criteria / Network continuity/ PT20 Balerno High School	Pentland Hills
49	Bavelaw Green – entire length	Meets criteria / Network continuity	Pentland Hills
50	Portobello High Street – from the current 20mph zone east of Westbank Street to Sir Harry Lauder junction	Network continuity	Portobello / Craigmillar
51	Musselburgh Road – from Joppa Park to Seaview Crescent (west junction)	Network continuity / High pedestrian activity at promenade	Portobello / Craigmillar
52	Baileyfield Road – entire length	Meets criteria / Network continuity Route to school	Portobello / Craigmillar
53	Duddingston Park – entire length	Meets criteria / Network continuity/ Near Portobello High School	Portobello / Craigmillar
54	Duddingston Park South – from Milton Road West junction to the roundabout at the Jewel	Meets criteria / Network continuity Route to school	Portobello / Craigmillar
55	Newcraighall Road – from the railway bridge east of Newcraighall Fire Station to Newhailes Road	Meets criteria / Network continuity/ PT20 Regius Christian School	Portobello / Craigmillar
56	Longstone Road – from Kingsknowe Road North to Calder Road	Meets criteria / Network continuity	Sighthill / Gorgie
57	Gorgie Road – from the existing 20mph zone at Alexander Drive to Stenhouse Drive	Meets criteria / Network continuity	Sighthill / Gorgie
58	Stenhouse Road – from No.22 to Gorgie Road	Meets criteria / Network continuity	Sighthill / Gorgie
59	Stenhouse Drive – from Saughton Mains Street to existing 20mph zone at Stenhouse Grove	Meets criteria / Network continuity	Sighthill / Gorgie
60	Stevenson Road – entire length	Meets criteria / Network continuity	Sighthill / Gorgie

61	Balgreen Road – from Stevenson Road to Gorgie Road	Meets criteria / Network continuity	Sighthill / Gorgie
62	Stevenson Drive – entire length	Meets criteria / Network continuity Route to school adjacent to sports centre	Sighthill / Gorgie
63	Roseburn St from Westfield Rd to existing 20mph zone under bridge at Stadium	Meets criteria	Sighthill / Gorgie
64	Saughton Road – entire length	Meets criteria / Network continuity/ PT20 Broomhouse / St. Joseph's Primary	Sighthill / Gorgie
65	Peffermill Road – from Cameron Toll roundabout to 66 Peffermill Road	Meets criteria/ Network continuity/ PT20 Prestonfield Primary	Southside / Newington
66	Dalkeith Road – from the junction of Prestonfield Avenue to the existing 20mph zone at Blacket Place	Meets criteria/ Network continuity	Southside / Newington

Locations Not Taken Forward at this time (may be assessed again at a future date)

Ref	Location	Justification	Ward
1	Silverknowes Road – from the roundabout at Lauriston Farm Road to Marine Drive	Public transport impact	Almond
2	London Road From Windsor Street to Abbey Lane	Public transport impact	Craigentiny / Duddingston
3	A8 Corstorphine Road – from west from Murrayfield Ave to west of Ellersly Road	Our Future Streets / Public transport corridor	Drum Brae / Gyle
4	A8 – Corstorphine Road – from Pinkhill to Clermiston Road	Our Future Streets / Public transport corridor	Drum Brae / Gyle
5	Waterfront Avenue – entire length	Does not meet requirement / Public transport impact	Forth
6	West Harbour Road - from Ox Craig Street to West Shore Road	Does not meet requirement / Public transport impact	Forth
7	West Shore Road – entire length	Does not meet requirement / Public transport impact	Forth

8	Slateford Road - from Appin Place extend past Chesser Avenue and under bridge till Redhall View	Future 777 programme	Fountainbridge / Craiglockhart
9	Crewe Road South – entire length	Future Tram programme	Inverleith
10	Craigmillar Park/Minto Street – from Salisbury to Lady Road	Future Tram programme	Southside / Newington
11	Cameron Toll Roundabout – entire roundabout	Does not meet requirement	Southside / Newington
12	Lady Road – entire length both sides	Does not meet requirement	Southside / Newington
13	Mayfield Road – from junction at Esslemont Road to Braefoot Terrace	Public transport impact	Southside / Newington
14	Ferniehill Drive - from crossroads at Gilmerton Road to Drum woods	Does not meet requirement	Liberton / Gilmerton
15	Lanark Road West - from Bryce Road to Stewart Road	Future 777 programme	Pentland Hills
16	Lanark Road West - from Stewart Road to Waulkmill Loan	Future 777 programme	Pentland Hills
17	Cockburn Crescent (Balerno) – entire length	Does not meet requirement	Pentland Hills
18	Maybury Drive – entire length, both directions	Does not meet requirement / Public transport impact	Drum Brae / Gyle
19	Kirk Brae – from Braefoot Terrace junction to Lasswade Road	Public transport impact	Liberton / Gilmerton
20	Murrayburn Road – north of Murrayburn Drive to Wester Hailes Road	Public transport impact	Pentland Hills
21	Dumbryden Drive – entire length	Does not meet requirement	Pentland Hills
22	Mansfield Road – Cockburn Crescent to current 20mph zone at Harlaw Road	Does not meet requirement	Pentland Hills
23	Inglis Green Road – entire length	Public transport impact	Fountainbridge / Craiglockhart
24	The Jewel – Redman Drive to Duddingston Park South	Does not meet requirement / Public transport impact	Portobello / Craigmillar
25	Niddrie Mains Road – from Newcraighall Road junction to the existing 20mph zone at Niddrie Marischal Road	Public transport impact	Portobello / Craigmillar
26	Little France Drive – from existing 20mph zone on Pringle Drive to	Does not meet requirement / Public transport impact	Portobello / Craigmillar

	the existing 20mph zone on Little France Drive		
27	Westfield Road – from Stevenson Road to the existing 20mph zone on Roseburn Street	Public transport impact	Sighthill / Gorgie