

Transport and Environment Committee

10.00 am, Tuesday, 17 March 2015

20 for Edinburgh: 20mph Network Implementation

Item number	7.6
Report number	
Executive	
Wards	All

Executive summary

This report presents an outline implementation plan for the roll-out of the citywide 20mph network as approved by Committee on 13 January 2015. The implementation plan involves four key parts:

- 1 Project Delivery and Infrastructure;
- 2 Awareness Raising and Education;
- 3 Enforcement; and
- 4 Monitoring.

The purpose of this report is to seek approval for the proposed implementation plan and for commencement of the necessary Speed Limit Order.

Links

Coalition pledges	P46
Council outcomes	CO19
Single Outcome Agreement	SO1 , SO2 , SO3 , SO4

20 for Edinburgh: 20mph Network Implementation

Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 approves the commencement of statutory procedures to introduce a 20mph speed limit for the proposed network;
 - 1.1.2 approves the proposals for phased implementation of a 20mph network as outlined in this report, subject to approval of the necessary Speed Limit Order; and
 - 1.1.3 approves the funding framework set out within the report, including the application for external match funding.

Background

- 2.1 Responses from the public and stakeholder consultation were analysed and used to inform the revised 20mph network approved at Committee on 13 January 2015.
- 2.2 Key features of the network are:
 - 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.
- 2.3 During the Committee meeting, there was a request that amendments to the network be considered. Following the Committee meeting, representations were received regarding a number of streets. These streets were reassessed against the criteria approved by Committee in June 2014. This showed that the speed limits set out in the proposed network in January 2015 were appropriate, and in keeping with the city wide network. By doing this a consistent approach to speed limits across the City is maintained.

Main report

Outline Implementation Plan

- 3.1 Subject to approval of the necessary Speed Limit Order (SLO), implementation is scheduled to commence in February 2016 through to late 2017. The implementation plan has been developed in partnership with key internal and external stakeholders including Police Scotland, Lothian Buses and NHS Lothian.

- 3.2 Engagement with the neighbourhoods will be central to the design and delivery of the scheme. Initial discussions have taken place with Area Road Managers in each of the neighbourhoods to develop the implementation programme and post implementation strategy, to ensure a consistent approach across the city. Further input will be required at the design stage.

Project Delivery and Infrastructure

Outline of Speed Limit Order Process

- 3.3 It is proposed that the 20mph network will be implemented under one citywide Speed Limit Order. This is based on the fact that the project could be delivered within a two year period from the making of the order. Delivering the project using multiple orders would mean repeating the process several times which would be resource intensive and inefficient.
- 3.4 The statutory procedures for the order will include a formal consultation period that will involve advertising the proposals in the press and on the Council's website, as well as erecting notices on every affected street. It is anticipated that the order process will commence in April 2015 and be reported back to Committee in January 2016. Should the Speed Limit Order be approved, the Council is legally required to implement the proposed measures within a two year period.

Design Approach

- 3.5 With a relaxation of traffic calming legislation in 2011, it is now possible to create 20mph zones without relying on the use of physical traffic calming features at set intervals. The design will rely primarily on signage and road markings. A careful balance is required between adequate signage and minimising street clutter. Extra care will be taken in sensitive locations such as conservation areas and around historic buildings.
- 3.6 It is proposed that some side streets, such as short culs-de-sac off 30mph roads, where vehicles are unlikely to exceed 20mph are not included in the 20mph Speed Limit Order. This will significantly reduce the amount of signage required, resulting in significant cost savings.
- 3.7 The design of the 20mph network will be undertaken by the Council's in house Roads (New Works) design team. As existing staff resources are committed to delivery of the Roads and Transport capital programmes, the intention is to recruit two temporary posts for the duration of the project that will be entirely funded from the capital budget. These two posts consist of a professional officer to oversee and progress the design, procurement and construction phases and transport officer to undertake support tasks inclusive of survey and design work.

Phasing

- 3.8 In the event that the Speed Limit Order is approved, it is proposed to implement the 20mph network in six phases across the city as illustrated by the phasing plan shown in Appendix 1. By taking this phased approach, resources can be efficiently managed, allowing for physical works to be undertaken earlier than if the whole network had to be designed.
- 3.9 Should the Speed Limit Order be approved, the roll-out of 20mph is proposed in six phases over a total period of 24 months. The anticipated dates for the commencement of works are contained in the table below. Based on the experience of the pilot areas, it is anticipated that each phase will take approximately 16 weeks to implement. The anticipated timescales are:

Phase	Start
1 City Centre and Rural West	Feb 2016
2 North	Jun 2016
3 South Central/East	Oct 2016
4 North West	Jan 2017
5 West	Jun 2017
6 South	Sept 2017

- 3.10 This approach allows the areas that experience the highest levels of road collisions and the highest levels of pedestrian and cycling activity to be phased in as soon as possible. The final detail of the phase boundaries may change during the detailed design process as a result of local consultation and practical design issues.

Monitoring

- 3.11 Monitoring will be undertaken a year on from implementation, with the findings presented to the Committee for their consideration.
- 3.12 In order to inform this, a variety of 'before and after' surveys will be undertaken. These will provide a baseline data framework and will allow the issues identified under the 'measures of success' section to be clearly addressed. The monitoring will also be used to establish the impacts on different road users.
- 3.13 Monitoring will be carried out to assess the following areas:
- traffic speeds;
 - road casualties;
 - public opinion – behaviours and attitudes;
 - pedestrian, cycling and vehicle levels;
 - vehicle journey times; and
 - emissions, including Air Quality Management areas.

- 3.14 With Edinburgh being the first city in Scotland to roll-out a citywide 20mph network, the Scottish Government is likely to show interest in the outcomes of the project which may inform a wider application of 20mph speed limits nationally. The Scottish Government will be approached to contribute to the monitoring of the 20mph network.
- 3.15 Speed monitoring will be a key element of the package. The roads to be monitored will be selected using a number of criteria, including casualty data, the layout of streets, existing traffic volumes and speeds, presence of schools and other community facilities as well as input from stakeholders.
- 3.16 The Council and partners including, Sustrans, Police Scotland and NHS Lothian currently monitor pedestrian and cycling levels, casualties and air quality levels on a regular basis. Data from these sources can be used to assist with the monitoring and evaluation process. It is a priority for the monitoring process to avoid duplicating existing monitoring so that resources can be used more effectively.

Awareness raising and education

- 3.17 Edinburgh will be the first city in Scotland to implement a citywide 20mph network. The new 20mph speed limit will rely on a change in driver behaviour and compliance to realise its full potential. A citywide programme of awareness raising and education is proposed to publicise and support the introduction of the 20mph network, explain the benefits of lower speeds and ensure a smooth transition process.
- 3.18 It is proposed to take forward a communications plan in collaboration with internal and external partners such as Police Scotland, Neighbourhood Partnerships, Community Councils and Schools. The programme will seek to develop innovative approaches, as well as learning from best practice from elsewhere, to achieve maximum coverage in terms of awareness and understanding to promote behaviour change and acceptance of the new speed limits.
- 3.19 The communications plan will follow four main phases. Some actions such as media and community engagement will span all phases. The four main phases are outlined below:
- Pre Implementation, March 2015–January 2016;
 - Awareness campaign, roll-out from February 2016;
 - Citywide Launch, April 2016; and
 - Targeted awareness campaign for each phase of implementation.

Enforcement and additional measures

- 3.20 The citywide 20mph network will be signs only. Experience from the South Edinburgh pilot study, that followed a similar approach, showed a reduction in speeds throughout on the majority of streets within the pilot area. However, it is accepted that there will be certain streets where speeds will remain at an inappropriate level.
- 3.21 Police Scotland are supportive of improved road safety across the city and are working with the Council to achieve this. Police Scotland recognise speed management is an important element of this and will continue to enforce 20, 30 and 40mph speed limits across the city road network.
- 3.22 Enforcement will take a staged approach. This staged approach will initially consist of a review of signage and road markings, with consideration of a possible requirement for speed activated signs. Should these measures not prove effective, physical traffic calming or other traffic management measures, such as enforcement, will be considered, particularly if there is excessive speeding and in the interests of casualty reduction.

Measures of success

- 4.1 The intended impacts and therefore measures of success for the 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 people feel about walking and cycling in their neighbourhoods, about walking in local shopping streets and about independent local travel by children; and
 - Establishment of 20mph network.

Financial impact

- 5.1 The implementation cost of the project to the Council is estimated to be £1.140m from existing budgets over three financial years. This includes £465k from the Transport Capital budget and £675k from Cycling, Walking, Safer Streets (CWSS) funding which is ring fenced funding received annually from Scottish Government. In addition, £1.080m is potentially available through existing external match funding for this type of project from Sustrans and the Scottish Government. Both Sustrans and Scottish Government have previously shown support for the project and we have a degree of confidence that they will be supportive of our funding bids. Proposed phasing and timescales have been developed on the basis that bids for this funding will be successful. All external funding would have to be bid for on a yearly basis according to the funders' timetable. The outcomes of these funding bids will be reported back to Committee at a future date.
- 5.2 The cost to the Council in the first financial year will be £215k, with an additional £250k being accessed through external funding. A full breakdown of costing for the project over three years is contained below in Table 1.
- 5.3 There are existing funds identified for speed reduction measures from developer contributions via section 75 agreements. A review of these contributions will be undertaken to see what funding can be put towards delivering 20mph limits in these areas. Any funding identified as being appropriate will be used to offset Transport Capital funding.
- 5.4 The overall cost of the project has been minimized as a result of a number of measures such as:
- excluding short streets adjoining 30mph roads; and
 - reduced number of 20mph zone gateways resulting from a city wide approach.

- 5.5 The ongoing revenue costs for maintenance of signage will be funded through the existing budgets, as it is anticipated that there will be some significant reductions in maintenance associated with the proposal. For example it will no longer be necessary to provide centre lines on residential streets with a 20mph limit.

Table 1

	2015/2016						2016/2017				2017/2018		
	Cost	Cap	CWSS	Comm Links	SG	SCSP	Cap	CWSS	Comm Links	SG	Cap	CWSS	Comm Links
Design + Construction	1900		150	150			300	250	550		100	150	250
Awareness Raising	190		30			65		60				35	
Monitoring	130	35			35		30			30			
Total	2220	35	180	150	35	65	330	310	550	30	100	185	250

Cap	Transport Capital Budget
CWSS	Cycling, Walking and Safer Streets (Scottish Gov)
Comm Links	Community Links (Sustrans)
SG	Scottish Government
SCSP	Smarter Choices, Smarter Places (Scottish Gov)

(Note: All figures are representing thousands £)

Risk, policy, compliance and governance impact

- 6.1 As highlighted in the framework for implementation put forward in this report, the delivery of the project within the stated timetable depends on funding bids from external sources being successful.
- 6.2 There are no other identified risks or impacts on policy, compliance and governance arising from this report should it be approved.

Equalities impact

- 7.1 The proposed implementation plan takes account of the road safety needs of all users, notably vulnerable users such as pedestrians, cyclists, young and older people. Due regard has been given to the protected characteristics through the development of the implementation plan. An Equalities and Rights Impact Assessment has been carried out and will be reviewed throughout the implementation process to ensure there are no infringements of rights or impacts on duties under the Act.

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 a 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 A public and stakeholder engagement programme on the selected 20mph network ran from 17 June to 17 October 2014.
- 9.2 Further public consultation will be undertaken as part of the statutory process for the SLO.
- 9.2 Discussions will take place with partners during the design stages, including when necessary local communities.

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, 3 June 2014

Committee report approving the proposed 20mph network, 13 January 2015

John Bury

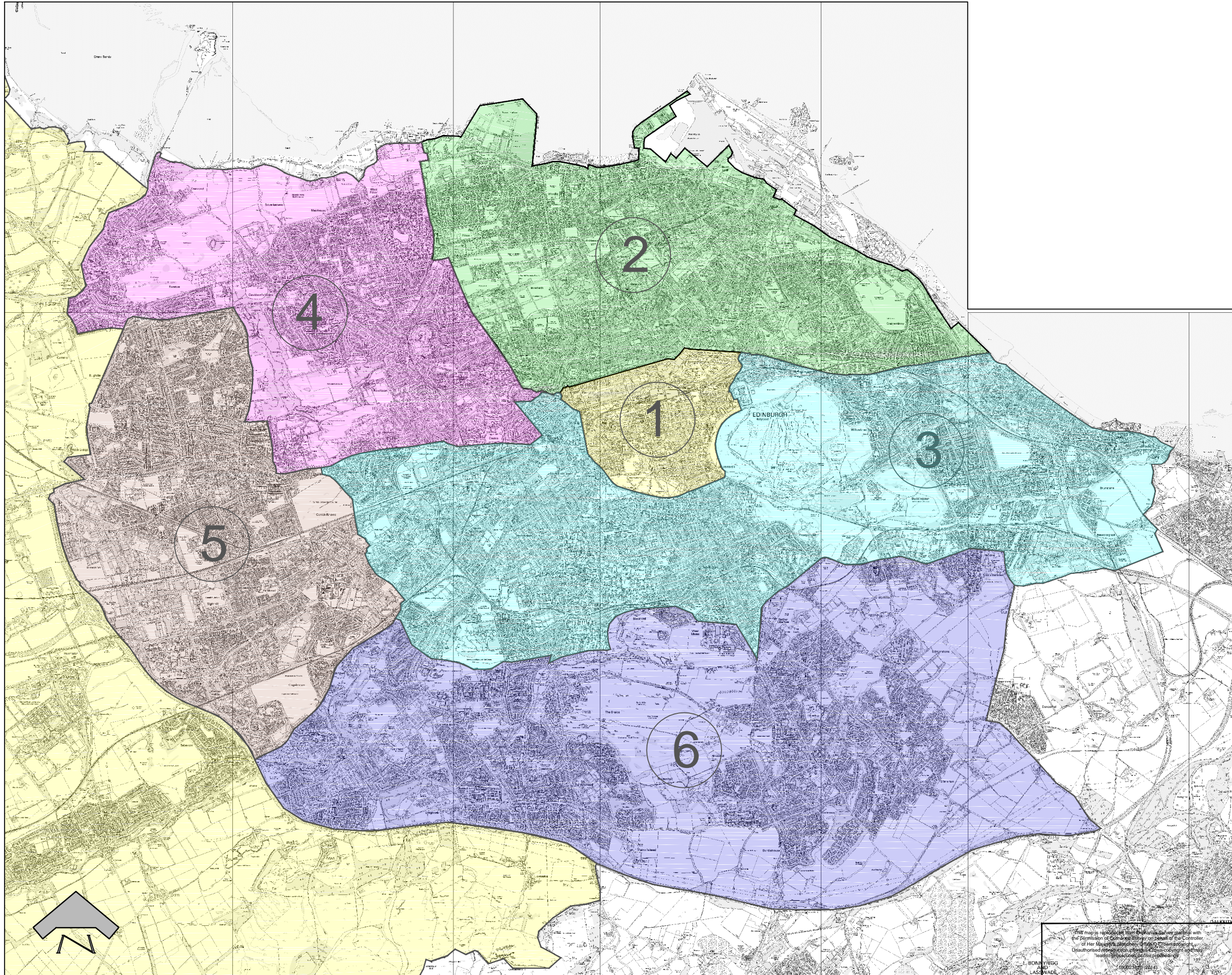
Acting Director of Services for Communities

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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	Appendix 1 - Phasing maps



20 mph Proposals

Edinburgh East

Key

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6

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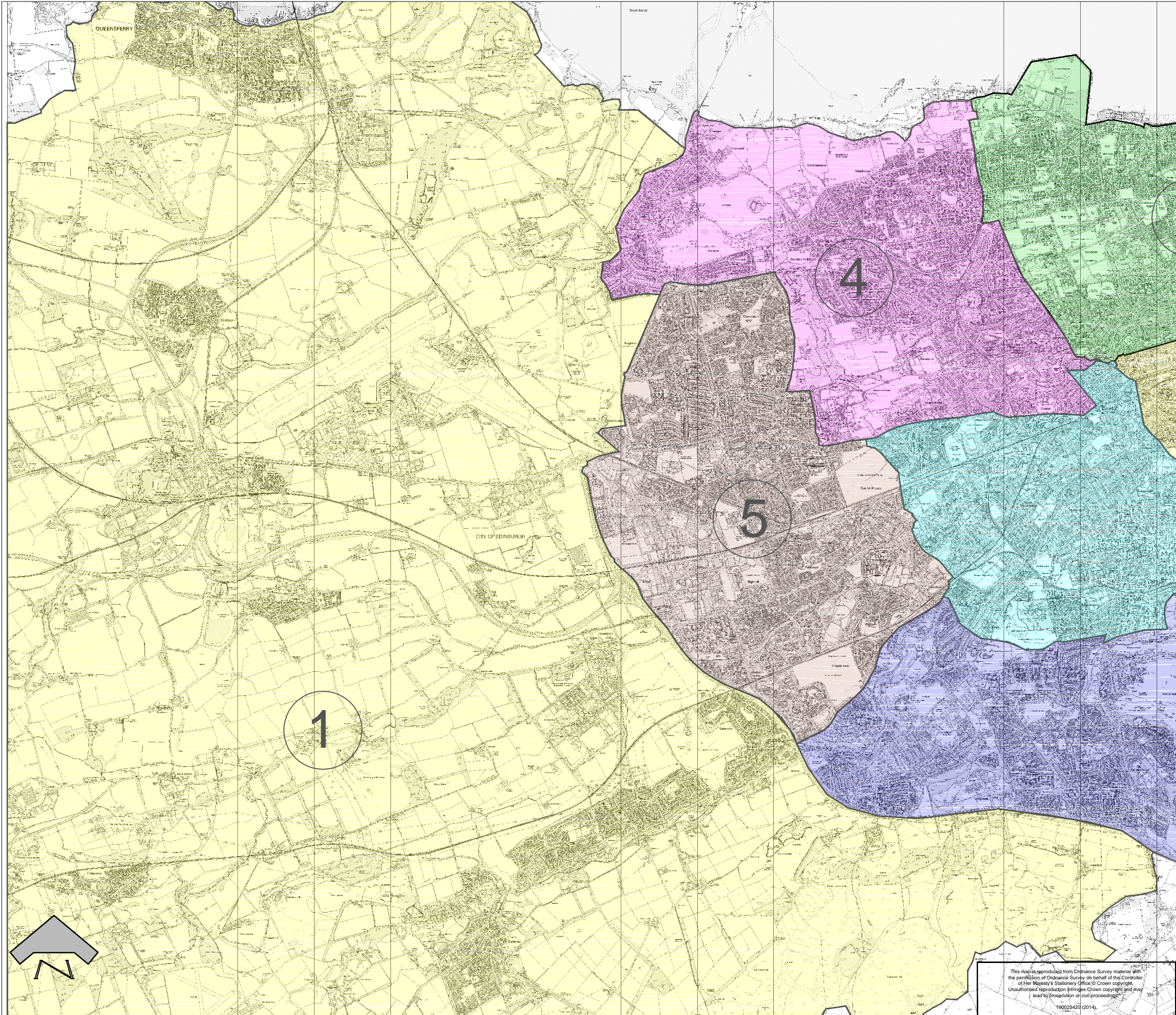
SERVICES FOR COMMUNITIES The City of Edinburgh Council Waverley Court, 4 East Market Street Edinburgh, EH8 8BG Telephone: 0131 200 2000	TRANSPORT TRAFFIC & ENGINEERING NEW WORKS Roads & Transport Design
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20mph Network Proposals

City Wide - Urban Area
Implementation Phasing Plan

Date: 12 January 2015	Job No.: 672924	Drawn by: A Tinto
Scale: Not to Scale		Checked by: C Wood

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- Key
- Phase 1
 - Phase 2
 - Phase 3
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20mph Network Definition			
City Wide - Rural Area Implementation Phasing Plan			
Date: 12 January 2015	Job No.: 672924	Drawn by: A Tinto	
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