

Transport and Environment Committee

10.00 am, Thursday, 22 April 2021

Consultation on Further Extension of 20mph Network

Executive/routine Wards Council Commitments	Executive All 16,17,18,19
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1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 Approves the revised consultation approach to the extension of 20mph speed limits as set out in this report; and
 - 1.1.2 Approves the proposed criteria for assessing further streets for inclusion in the 20mph network.

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Consultation on Further Extension of 20mph Network

2. Executive Summary

- 2.1 This report presents a revised approach to undertaking a review of the potential to extend Edinburgh's current 20mph network. It outlines a consultation process to seek views on levels of support for extending the network and for identifying further streets for inclusion. Due to the Covid-19 pandemic and the restrictions in place for physical distancing, it has not been possible to deliver the original consultation programme, as approved by Committee on [27 February 2020](#), as planned.

3. Background

- 3.1 Transport and Environment Committee approved a citywide 20mph network for Edinburgh in [January 2015](#), following extensive public consultation and research. 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 The network supports the aims of [Edinburgh's City Centre Transformation](#) (ECCT) Strategy and the [City Mobility Plan](#) (CMP) by improving the way the city's residents and visitors can move about and enjoy its spaces and places. In March 2018, Edinburgh became Scotland's first city to implement a citywide network of streets with a 20mph limit.
- 3.3 Findings from the evaluation of the 20mph rollout were reported to Committee in [October 2019](#). Public support for the limit, and subsequent requests for it to be extended, indicate that there is an appetite for wider application, whilst early outputs from monitoring activities are positive in relation to the project's core objectives. Independent research undertaken for the evaluation report revealed that support for the network had risen from 58% before implementation to 65%.
- 3.4 The latest research on 20mph from the Scottish Collaboration for Public Health Research and Policy (SCPHRP) shows accidents have reduced by about a third in Edinburgh in the two years after the speed limit was lowered to 20mph across many parts of the city

- 3.5 On 27 February 2020, Committee approved a consultation process to seek views on levels of support for extending the network and for identifying further streets for inclusion. It was originally intended to start the consultation in May 2020, with a view to reporting back to Committee on its findings in Autumn 2020. However, due to the Covid-19 pandemic and the restrictions in place for physical distancing, it has not been possible to adhere to this timescale. An update was provided to the Committee on [28 January 2021](#) as part of a report on the Objections to TRO/20/07.

4. Main report

- 4.1 Rather than adopting a purely reactive, street by street approach to extending the network, it is instead proposed to undertake a strategic review of all roads that currently retain a 30mph speed limit.
- 4.2 Key criteria to be considered when assessing further streets for inclusion in the network are set out in Appendix 1 and briefly summarised below:
- 4.2.1 Existing function and character of the street, taking account of factors such as housing density, road/footway widths and road user types and numbers;
- 4.2.2 Planned developments or other proposals that would change the nature of the street; and
- 4.2.3 Potential impact on bus services.
- 4.3 The criteria for assessing rural roads or those with a predominantly rural character will be considered as part of the upcoming review of roads with 40mph or higher speed limits.
- 4.4 One of the key components of the previously approved consultation process was to commission consultants to carry out household surveys to provide a representative sample of views from across the city. However, under the current Covid-19 restrictions and the need for physical distancing, it is not possible to safely carry out these surveys and it may be some time before it will be safe to do so.
- 4.5 The following table shows the consultation that was originally planned and what is now being proposed.

Consultation originally planned	Consultation proposed
<p>Develop a survey and seek comments from key stakeholders including Lothian Buses, Police Scotland the Transport and Active Travel Forums, Community Councils and residents' associations.</p> <p>Included in the survey would be a list of streets for potential inclusion in the network. There would also be scope in the survey to identify other streets for</p>	<p>It is proposed to widen the reach of the survey and include key stakeholders as part of a public online consultation.</p> <p>The public online consultation would be promoted widely in the Press, on the Council website and on social media to encourage a wide range of organisations and individuals to take part. A briefing note would be sent to Councillors and stakeholder</p>

potential inclusion in the network and provide reasons for this.	organisations with details of the consultation and inviting them to share the survey through their networks. A paper version of the survey would also be made available.
Commission consultants to carry out household surveys to ensure wider representation from a representative cross section of Edinburgh residents	Commission consultants to carry out market research to ensure a representative sample of Edinburgh's population.

- 4.6 It is planned to start the consultation in June 2021, with a view to reporting back to Committee on its findings in late 2021.
- 4.7 Any proposed changes to speed limits would be subject to a further statutory consultation process before implementation.

5. Next Steps

- 5.1 Subject to Committee approval, it is planned to procure consultants through the Council's Professional Services Framework to undertake Geographic Information System (GIS) mapping of the 20mph network and carry out market research. It is intended to report to Committee on the outcomes of the consultation in late 2021.

6. Financial impact

- 6.1 The cost of the GIS mapping and market research for the consultation is estimated at £30,000 and can be met from funding allocated to Active Travel within the Transport programme.

7. Stakeholder/Community Impact

- 7.1 The input of stakeholders has been gathered at each stage of the development of the 20mph project. Views of stakeholders, including Lothian Buses, Police Scotland, emergency services, transport providers and interest groups, people with protected characteristics, businesses, community councils and residents' associations, will be sought.
- 7.2 The consultation will be available on an accessible online platform. The survey will be available on request in other formats such as regular print, large print, braille, translation into other languages.

- 7.3 An [Integrated Impact Assessment](#) (IIA) has been carried out and is reviewed throughout the project. The IIA identifies a majority of positive impacts for people with protected characteristics.
- 7.4 The positive impacts for sustainability relate to the principle that places are for people rather than motor traffic. Reducing speed on our roads, helps to create streets which are shared more equally between different road users. It also helps create a safer environment, encouraging people to walk, wheel and cycle and to enjoy spending time in their neighbourhoods. It is also expected that environmental and air quality benefits will be realised if safer road conditions result in increased levels of walking and cycling.

8. [Background reading/external references](#)

- 8.1 [Transport 2030 Vision](#)
- 8.2 Local Transport Strategy Climate Change Framework
- 8.3 [South Central Edinburgh 20mph Limit Pilot Evaluation – Transport and Environment Committee, 27 August 2013 \(Item 7.3\).](#)
- 8.4 [Department for Transport Circular 01/2006 Setting Local Speed Limits](#)

9. [Appendices](#)

- 9.1 Appendix 1 – Proposed criteria for assessment of streets

Proposed criteria for assessment of streets

It is proposed to assess the street/road network as follows:

1. Consider against criteria set out below for changing limit from 30mph to 20mph or retaining a 30mph limit.
2. Adjust where appropriate to deliver 20mph and 30mph networks that are as coherent as possible and avoid confusing changes in speed limit.
3. Seek to locate changes of speed limit in places where the character of the road changes noticeably (road gets narrower, type of housing alters, housing gets closer to carriageway, on street parking gets denser).

Change from 30mph to 20mph		
Factors to be considered	Details	Relationship with 30mph criteria
1.Retail presence	Groups of shops with frontage more than 100m in length (not supermarkets with large car park between building and street).	Over-rules all
2.Residential frontage density, as defined in Edinburgh Street Design Guidance	Medium or high density housing frontage for more than 200m length i.e. 2 storey or higher terraced/continuous flatted blocks or similar (e.g. closely spaced blocks). May not be appropriate if large gardens or equivalent significantly separates housing from street.	Over-rules A and B. C n/a
3.Schools	Series of part-time 20mph limits where overall length of part-time 20 exceeds length remaining at 30mph.	Consider balance of benefits. How does the street relate to other 20mph or 30mph criteria? If marginal, presume in favour of 20mph limit.
4.Pedestrian/Cycling Activity	Street forms part of the National Cycle Network or QuietRoutes networks, OR Important cycling connection and not a significant bus route OR Presence of buildings/facilities that are expected to generate significant pedestrian and/or cycle numbers on street, comparable to a shopping street e.g. large hospital, university campus, major recreational destination.	Over-rules A if the reason is cycle-related and cycling is on-carriageway. Otherwise over-ruled by A. Over-rules B. C n/a

	Judgements based on monitoring data (where available), site observations, requests, professional knowledge and infrastructure.	
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Keep at 30mph
Factors to be considered
A. Little reason to cross the road. <ul style="list-style-type: none"> • Most likely if one or both sides undeveloped. • If park, consider entrance locations and how heavily used they are likely to be.
B. 3 or more traffic lanes and mostly low density housing. <ul style="list-style-type: none"> • Bungalows, semi-detached or detached houses.
C. 2 or more traffic lanes (i.e. 1 or more each way) <u>and</u> mostly low density housing <u>and either</u> : <ul style="list-style-type: none"> i) Important bus route (6 or more per hour). ii) Alternative route to city bypass. <ul style="list-style-type: none"> • also generally enough clear width for cars to pass at 30mph (at least 11m for road with parking on both sides, 9m for road with parking on one side).