

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Evaluation of the 20mph Speed Limit Roll Out – Three Years Post-Implementation

Executive/routine	Executive
Wards	All
Council Commitments	16

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 notes the positive outcomes of the Council’s monitoring programme for the 20mph network, as detailed in this report;
 - 1.1.2 notes that Council officers will continue to monitor the 20mph network to establish speed and casualty trends over a longer period of time; and
 - 1.1.3 approves the proposed consultation on extending the 20mph network, as outlined in 5.3 to 5.8, and the consultation network extension shown in the map in Appendix 2.

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Evaluation of the 20mph Speed Limit Roll Out – Three Years Post-Implementation

2. Executive Summary

- 2.1 This report presents an evaluation of the roll out of 20mph speed limits in Edinburgh, three years after completion of the final phase of the 20mph network. The evaluation examines changes to traffic speeds, road traffic collisions, walking and cycling and air quality.

3. Background

- 3.1 This report provides an analysis of road casualties and traffic speeds three years after completion of the final phase of the 20mph network. This report has been delayed by approximately 12 months due to the impact of the Covid-19 pandemic.
- 3.2 The 20mph 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 The implementation of 20mph limits offers an opportunity to make streets safer and more liveable and fits with wider Council policies around Active Travel, the Vision Zero approach to Road Safety and the Climate Change agenda.
- 3.4 The Transport and Environment Committee approved the network of streets for the establishment of 20mph speed limits on [13 January 2015](#) in the context of the Local Transport Strategy 2014-2019. Subsequently, Committee approved an implementation plan on [17 March 2015](#) and a principal Traffic Regulation Order (TRO) for the phased introduction of the revised speed limit on [12 January 2016](#).
- 3.5 The roll out was undertaken in four construction phases, starting in May 2016 and completing in early March 2018.

- 3.6 On [11 October 2019](#) (approximately one year after the completion of the final phase) Committee considered a report entitled ‘Evaluation of the 20mph Speed Limit Roll Out’. The evaluation examined changes to traffic speeds and volumes, public perceptions and behaviour and initial indications in relation to changes in collisions, casualties and air quality before and after the 20mph rollout; including the outcomes of the independent evaluation of the impacts of 20mph speed limits in Edinburgh undertaken by the National Institute of Health Research (NIHR) project team.
- 3.7 The report noted that a further report on the analysis of road casualties would be presented to the Committee in 2021, three years after completion of the final phase of the 20mph network.

4. Main report

Methodology and Data Sources

- 4.1 In developing the project, a monitoring programme was established to assess various aspects of the 20mph network. To provide a baseline data framework and measure the success of the project, a variety of surveys were undertaken ‘before’ and ‘after’ implementation of the 20mph network, as outlined in Table 1 below.

Table 1: Monitoring Methods

Monitoring area	Information collection method
Traffic speeds	Traffic survey companies commissioned by the Council to record speeds on 65 sites across the 20mph network before and after implementation
Road traffic collisions resulting in personal injury	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

Main Findings - Speeds

- 4.2 The speed data used in the analysis covered 65 streets where the speed limit was reduced from 30mph to 20mph as part of the roll out:
- 4.2.1 The overall average speed in 2016 (before) was 23.77mph. The average speed in 2019 (one year after) fell to 22.69mph, with a further fall to 21.92mph in 2021 (three years after); and
- 4.2.2 The largest average speed reduction recorded in a single street was from 28.11mph in 2016 to 17.7mph in 2021 (a reduction of 10.41mph), observed in South Edinburgh. This reduction coincides with changes to the road layout that were introduced on this street as part of the Council’s Spaces for People programme.

4.3 Figure 1 below shows the average speeds on the 65 monitored streets, observed 'before' in 2016, and 'after' in 2019 and 2021.

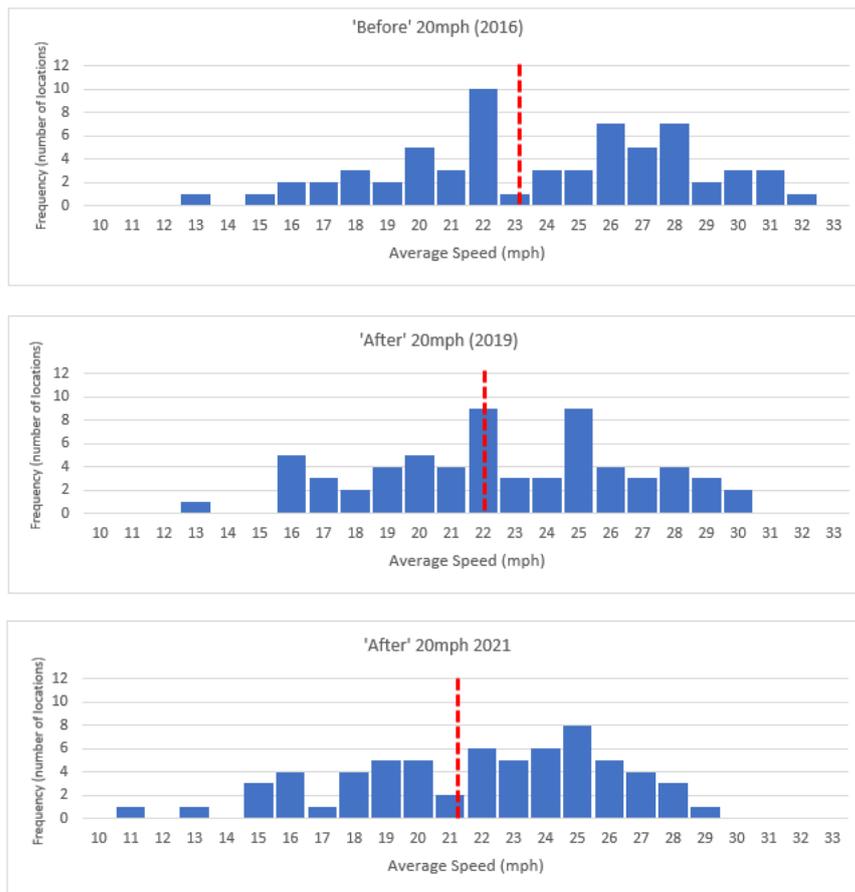


Figure 1: Histogram of average speeds on the 65 monitored streets

4.4 Figure 1 shows that, of the 65 locations surveyed:

4.4.1 The number of locations with average speeds of 20mph or less has increased from 16 (25%) to 24 (37%) since 2016; and

4.4.2 The number of locations with average speeds of 30mph or higher has reduced from seven (11%) to 0 since 2016.

4.5 'Before' and 'after' surveys were also carried out at a selection of locations where the 30mph speed limit was retained. At these locations, average 'after' speeds in 2021 fell by 2.32mph compared with average 'before' speeds in 2016. This is a further decrease of 1.83mph since average 'after' speeds were recorded in 2019. Although many factors may have influenced this speed reduction, it could in part be attributed to the effect of speed reductions on surrounding streets, with drivers slowing their driving behaviour throughout Edinburgh.

4.6 Reducing speed on our roads helps to create a safer, more pleasant, environment, encouraging people to walk, wheel and cycle and enjoy spending time in their neighbourhoods. In addition, it is expected that environmental and air quality benefits will be realised if safer road conditions result in increased levels of walking and cycling.

- 4.7 Although the reductions in speeds observed across the road network may appear relatively small, every collision avoided is a positive achievement. Research suggests that if average speeds reduce by 1mph, the collision rate should fall by approximately 5%. Collisions occurring at lower speeds are also likely to result in less severe injuries.
- 4.8 These speed reductions should also be seen in the context of the potential cost of collision injury. At 2020 prices, the Department for Transport (DfT) estimates of the monetary value than can be attached to road traffic collisions involving personal injury are as follows, per collision: Fatal - £2,120,669; Serious - £246,109; Slight - £24,960. The human cost covers an amount to reflect the pain, grief and suffering to the casualty, relatives and friends, and, for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services. The economic cost covers loss of output due to injury and medical costs.

Road Traffic Collisions

- 4.9 Road Traffic Collision data was collected and analysed for a 36 month period before the scheme was implemented, as well as for 36 months after. The after data indicated a substantial reduction in annual numbers of road traffic collisions and casualties compared to the 36 months before.
- 4.10 Overall, the 36 months after data showed that there has been a 30% decrease in collisions (a reduction of 1,015, from 3,384 to 2,369) compared to the 36 months before, resulting in a 31% decrease in casualties (a reduction of 1,227, from 3,969 to 2,742). Similarly, a reduction has been observed for collision rates in the following collision severity levels, as shown in Table 2.

Table 2 Reduction in Collisions

Collision severity level	Reduction following implementation	Dft monetary value (per collision)	Monetary Saving
Fatality	4	£2,120,669	£ 8,482,676
Serious injury	22	£ 246,109	£ 5,414,398
Slight injury	989	£ 24,960	£24,685,440
Total	1,015	n/a	£38,582,514

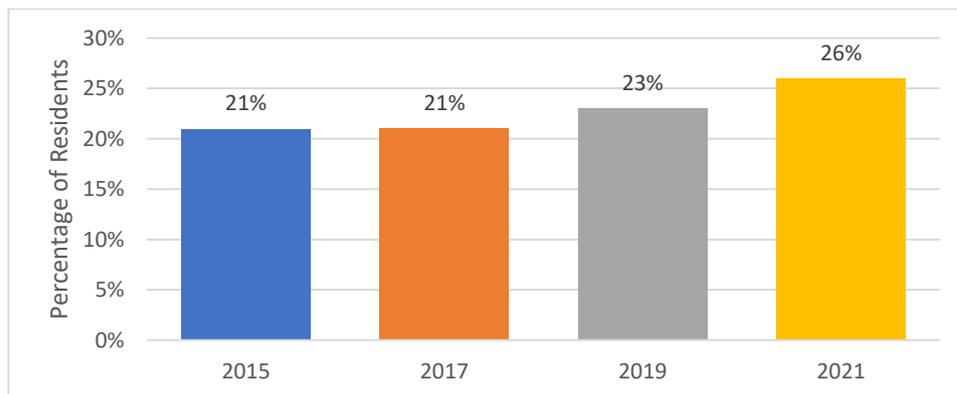
- 4.11 When applying the DfT estimates of the monetary value than can be attached to each road traffic collision involving personal injury (at 2020 prices), the total monetary saving as a result of the reduction in collisions in Edinburgh since implementation equates to £38,582,514.

- 4.12 The Council undertakes bi-annual batches of traffic surveys at locations where speeding concerns have been raised. This traffic data allows resources to be directed towards the locations where there is significant speed limit non-compliance.
- 4.13 As set out in the report ‘Evaluation of the 20mph Speed Limit Roll Out’ on [11 October 2019](#), site investigations will be undertaken at locations where an average speed above the normal tolerance of 24mph in a posted 20mph speed limit is recorded. A further report was presented to the Committee on [27 February 2020](#), entitled ‘Approach to Extension of 20mph Speed Limits’, which included details of the approach to be used in determining the suitability of additional speed reduction measures.
- 4.14 As a result of this process, additional speed reduction measures will have been introduced in 32 streets with a 20mph speed limit by the end of October 2022.

Walking and Cycling

- 4.15 Sustrans has been carrying out assessments of cycling in Edinburgh every two years since 2015 and the results are reported via the publication ‘Bike Life’ (replaced by the Walking and Cycling Index in 2021). Since Bike Life 2017, the citywide rollout of 20mph streets has been completed.
- 4.16 The Bike Life 2019 report found that since speeds have fallen residents who were already walking and cycling were choosing to do so more frequently, because they felt safer.
- 4.17 Results reported in Bike Life and the Walking and Cycling Index 2021 showed that the percentage of residents cycling at least once a week in Edinburgh has gradually increased since 2015, as shown in Figure 2 below.

Figure 2 Edinburgh Residents Cycling at Least once a Week



Source: Bike Life 2015, 2017, 2019 & Walking and Cycling Index 2021 (Sustrans)

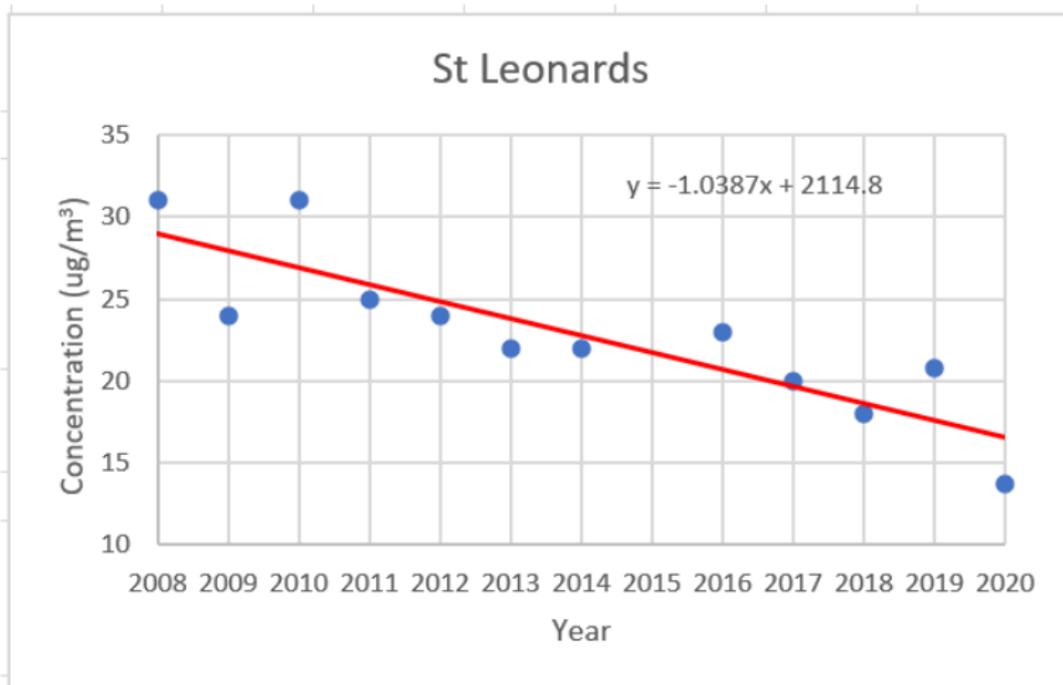
- 4.18 Additionally, perceptions of cycling safety reported in Bike Life have improved since 2019.
- 4.19 Results for walking or wheeling have only been reported since Bike Life 2019. The report found that participation in walking, wheeling (and cycling) on a regular basis (five or more days a week) has stayed about the same since 2019.

- 4.20 The report 'Evaluation of the 20mph Speed Limit Roll Out' to this Committee on [11 October 2019](#) summarised results from a study by the National Institute of Health Research (NIHR) project team into the early impacts of the 20mph limit, covering early impacts on speeds and levels of support for the limit.
- 4.21 The latest NIHR research shows restricting Edinburgh's speed limits to 20mph reduced road deaths by almost a quarter and serious injuries by a third, in the two years after the speed limit was lowered to 20mph across many parts of the city. Data on perceptions of the 20mph limit were collected at base line (sample= 1,018) and repeated at 6 (sample= 599) and 12 months (sample=636) post implementation in three implementation areas. The frequency of car or van use was reported to go down and the frequency of walking increased. Use of public transport, taxis or cycling did not change significantly in the sample.
- 4.22 NIHR respondents perceived that the 20mph speed limit would increase how pleasant the area is to live or work in (38.5%, n = 189) and make the streets safer (66.1%, n = 324). In terms of active travel, approximately 10% said that they would cycle more, walk more or let children walk more if more roads had 20-mph speed limits.

Air Quality – Pollution Trends

- 4.23 Under the Environment Act 1995 and the associated Local Air Quality Management (LAQM) framework, all local authorities have a duty to review and assess air quality in their areas against national pollution objectives. Nitrogen Dioxide (NO₂) and Particulate Matter PM₁₀, are typically the pollutants of concern in most urban areas in the UK. Edinburgh has a well-established monitoring regime for these pollutants and publishes reports annually on the monitoring data and trends.
- 4.24 Measurement is by approved automated analysers housed in air quality stations, which are located at roadside and background sites. Additional NO₂ monitoring is carried out across the city using passive diffusion samplers. Generally, samplers are located at or close to residential building facades on radial transport routes in and around the city and reflect worst case exposure.
- 4.25 Nitrogen Dioxide (NO₂) concerns in Edinburgh are predominantly related to vehicle emissions, while PM₁₀ arises from many different sources. Improvements in air quality are assessed by analysis of long term trend data. Short term results are influenced by weather and temporary events such as local traffic diversions and road works.
- 4.26 Generally, all NO₂ automatic monitoring locations in Edinburgh show a downward trend in NO₂ concentrations - see Graph 1 below for an example at the urban background monitoring site at St Leonards. [National statistics \(2019\)](#) comparing ten year and five year trends, also show similar patterns. Figures for 2020 were obviously affected by the COVID 19 pandemic.

Graph 1 Trend in Nitrogen Dioxide Concentrations ($\mu\text{g}/\text{m}^3$) at St Leonard's (Annual Mean NO_2 at an Urban Background site)



Source: CEC (2021), Annual Air Quality Progress Report

4.27 The following Table is a summary of NO_2 trends at all automatic monitoring locations in Edinburgh.

Table 3: Summary of Nitrogen Dioxide (NO_2) trends measured at Automatic (Continuous) Monitoring Sites in Edinburgh

Monitoring Location	Site Type	Trend in Annual Mean NO_2 (Years)	Concentrations of NO_2
St Leonard's	Urban background	(2008 to 2020) ↓	Decreasing
Currie	Suburban	(2010 to 2020) →	Stable
Gorgie Road	Roadside	(1999 to 2020) ↓	Decreasing
Salamander St.	Roadside	(2009 to 2020) ↓	Slightly decreasing
Queensferry Rd	Roadside	(2011 to 2020) ↓	Decreasing
St John's Road	Kerbside	(2007 to 2020) ↓	Decreasing
Glasgow Road	Roadside	(2012 to 2020) ↓	Decreasing

Source: CEC (2021), Annual Air Quality Progress Report

4.28 Trend analysis of the annual mean NO₂ concentrations continues to show that at all sites, with the exception of Currie, report a decrease. The NO₂ concentrations at the suburban site of Currie has remained relatively consistent since 2010, even with consideration of the 2020 data impacted by COVID-19. It is also important to note that the data capture at Currie was 34% in 2020, although annualization has been carried out there is an increased uncertainty in the accuracy of this concentration.

Extension to the 20mph network

4.29 In early 2022, the Council commenced work on reducing the speed limits from 30mph to 20mph on 16 additional streets, as set out in Table 4 below. It is anticipated that this work will be complete by autumn 2022.

Table 4 Streets currently being added to the 20mph speed limit network

Street	Action
Balgreen Road	Changing to 20mph from Stevenson Road roundabout to Corstorphine Road and from Balgreen Road to Whitson Terrace
Bo'ness Road	Changing to 20mph from Walker Drive to Echline Avenue
Cammo Road/Walk	Extending the 20mph limit along the residential frontages and principal access to the Cammo Estate
Cluny Gardens, West Mains Road, Charterhall Road, Blackford Avenue, Esslemont Road	Changing to 20mph
Craighall Road	Changing to 20mph from Stanley Road to Ferry Road
Granton Road	Changing to 20mph from Ferry Road to Granton Square
Greenbank Crescent/Oxgangs Avenue	Changing to 20mph
Roseburn Terrace/West Coates	Changing to 20mph from Murrayfield Gardens to Magdala Crescent
Salvesen Terrace (Marine Drive)	Changing to 20mph from West Granton Road to West Shore Road junction

4.30 These additional streets will be incorporated into the monitoring of the 20mph network that the Council will undertake on an ongoing basis.

- 4.31 The 20mph limit relies on a shift in driver behaviour. The Council continues to work with the police and the public to raise awareness of 20mph and encourage compliance through road safety education and prevention activities.
- 4.32 Where non-compliance is reported, traffic surveys are undertaken and where average speeds are recorded above the normal tolerance, this is communicated to Police Scotland for targeted enforcement when resources allow, as well as further speed reduction measures being investigated.

5. Next Steps

- 5.1 The introduction of the 20mph network has represented a significant change for the city. The new lower speed limits rely on a shift in driver behaviour which takes time to become the norm (similar to wearing seatbelts). It is planned to continue with measures to sustain a culture of 20mph city driving. The Council will continue to work closely with Police Scotland and other partners to encourage compliance through high profile engagement activity and social media.
- 5.2 Council officers will continue to monitor the 20mph network to determine speed and casualty trends over a longer period of time.
- 5.3 A consultation on extension of the 20mph network is programmed to take place later this year. The proposed extension is based on a review of 30mph streets, using criteria approved by the Transport and Environment Committee in April 2021. These criteria are reproduced in Appendix 1.
- 5.4 A map of the proposed extension is included in Appendix 2. The current 30mph streets/roads included in the proposed 20mph extension fall into the following broad categories:
 - 5.4.1 Streets with medium to high density housing fronting the street - these streets are likely to generate moderate levels of pedestrian activity and crossing. For example Ferry Road east of Arboretum Road, Lindsay Road, sections of Corstorphine Road/St Johns Road (Edinburgh Zoo westwards and Western Corner eastwards), London Road from Leith Walk to Jock's Lodge, Craigmillar Park, Colinton Road east of Craiglockhart Sports Centre and parts of Lanark Road West with medium density housing and/or shops (see 5.5.2 below);
 - 5.4.2 Streets through or next to shops or shopping centres. Examples include Murrayburn Road passing Wester Hailes Plaza, Lady Road passing Cameron Toll shopping centre and London Road at Abbeyhill; and
 - 5.4.3 Streets with a significant role for walking and/or cycling or which are likely to generate raised levels of walking and/or cycling for other reasons. Examples include West Shore Road (connecting Silverknowes and Granton Promenades), Seaview Terrace (Joppa), Glenlockhart Road (connection from South Morningside to Napier University's Craiglockhart Campus).

- 5.5 Streets for which it is recommended that a 30mph limit be retained are generally wider, outer suburban roads with a relatively low density housing (e.g. bungalows), likely to generate lower levels of pedestrian activity and which are important bus routes or form part of the alternative route to the A720 Edinburgh City Bypass. Examples include Old Dalkieth Road, Liberton Brae, Comiston Road south of Greenbank, Lanark Road, parts of Lanark Road West with low density housing, sections of Glasgow Road and Queensferry Road west of Queensferry Terrace. These include some roads where the speed limit was temporarily reduced from 40mph under the Spaces for People initiative and where a permanent change to 30mph is now proposed.
- 5.6 All streets where the speed limit was reduced to 20mph under the Spaces for People initiative are proposed to retain this lower limit, with the exception of Ferry Road west of Arboretum Road. The reason why this road is proposed to return to 30mph is the lack of frontages on the south side and for much of its length also on the north side, which significantly reduces the need to cross the road, coupled with its importance as a bus route.
- 5.7 Officers have briefed representatives of Police Scotland and Lothian Buses on the proposals and discussions with both organisations, and with other bus operators, will continue during the consultation period. Feedback will be taken into account in formulating final proposals, alongside the views of other stakeholders and the wider public.
- 5.8 Transport Scotland (TS) are working with COSLA to identify the most effective route to roll out 20mph speed limits for all appropriate roads and streets across Scotland. As part of this process, they have recently issued assessment guidance to Councils across Scotland. Council officials have met with TS and have been assured that the principles applied in Edinburgh to date and those used to arrive at the proposals in this report are consistent with the assessment guidance.
- 5.9 An online survey with the map of the proposed extension will be available on the Council's Consultation and Engagement Hub. Hard copies of the survey will be available on request and in other formats such as regular print, large print, braille and translation into other languages.
- 5.10 The consultation will be promoted widely in the Press, on the Council's website and on social media to encourage a wide range of organisations and individuals to take part. A briefing note will be sent to Councillors and stakeholder organisations with details of the consultation and inviting them to share the survey through their networks.
- 5.11 The consultation will seek views on the scale of the proposed extension to the 20mph network, and on the individual streets where the lower limit is proposed. The consultation is proposed to run for a period of 12 weeks, in line with the Council's Consultation Policy. The start date is expected to be October 2022.

- 5.12 In addition to the online public consultation, it is proposed to commission market research asking similar questions of a representative sample of Edinburgh residents.
- 5.13 The results of the consultation will be reported to this Committee.

6. Financial impact

- 6.1 The cost of setting up and analysing the survey 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, including local residents' groups, businesses, interest groups, people with protected characteristics and the general public was gathered at each stage of the development of the 20mph network. A detailed communication and engagement plan supported scheme implementation, with each phase accompanied by a targeted awareness raising campaign to familiarise different road users with the scheme and encourage compliance with the new speed limit.
- 7.2 Communication channels included media promotion, outdoor advertising, lamp post banners, bus advertising, radio, leaflets, posters, videos, information packs and community events. General updates, photos, video clips and posts were added to Council Twitter and 20mph Facebook with links to the programme website. This provided a cost effective way of empowering residents in Edinburgh to share with friends and enable wide distribution of information.
- 7.3 A partnership approach helped to ensure different target audiences were reached and that key messages were appropriately tailored. Core partners included: Police Scotland, schools, Living Streets, Spokes, Locality based teams, Sustrans and NHS Lothian.
- 7.4 The Education and Awareness Programme continues to build stakeholder support, highlight the benefits of a 20mph speed limit, involve businesses and partners, identify champions and engage schools and communities. A community toolkit has been developed to support residents and communities who want to see speeds reducing in their local area.
- 7.5 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 and cycle and 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.

- 7.6 An [Integrated Impact Assessment](#) (IIA) has been carried out and was reviewed throughout the project. The IIA identifies a majority of positive impacts for people with protected characteristics.

8. Background reading/external references

- 8.1 [Delivering the Local Transport Strategy 2014-2019: 20mph Speed Limit Roll Out – Proposed Network](#)
- 8.2 [20 for Edinburgh: 20mph Network Implementation](#)
- 8.3 [Objections to Traffic Regulation Order TRO/15/17 20mph Speed Limit – Various Roads, Edinburgh](#)
- 8.4 [Evaluation of the 20mph Speed Limit Roll Out](#)
- 8.5 [National statistics \(2019\)](#)

9. Appendices

- 9.1 Appendix 1. Criteria used to assess 30mph streets for conversion to 20mph.
- 9.2 Appendix 2. Map of proposed extension to 20mph street network.

Criteria for assessment of streets

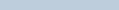
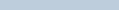
1. Consider against criteria set out below for changing limit from 30mph to 20mph or retaining a 30mph limit.
2. Adjust where appropriate to deliver 20mph and 30mph networks that are as coherent as possible and avoid confusing changes in speed limit.
3. Seek to locate changes of speed limit in places 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).

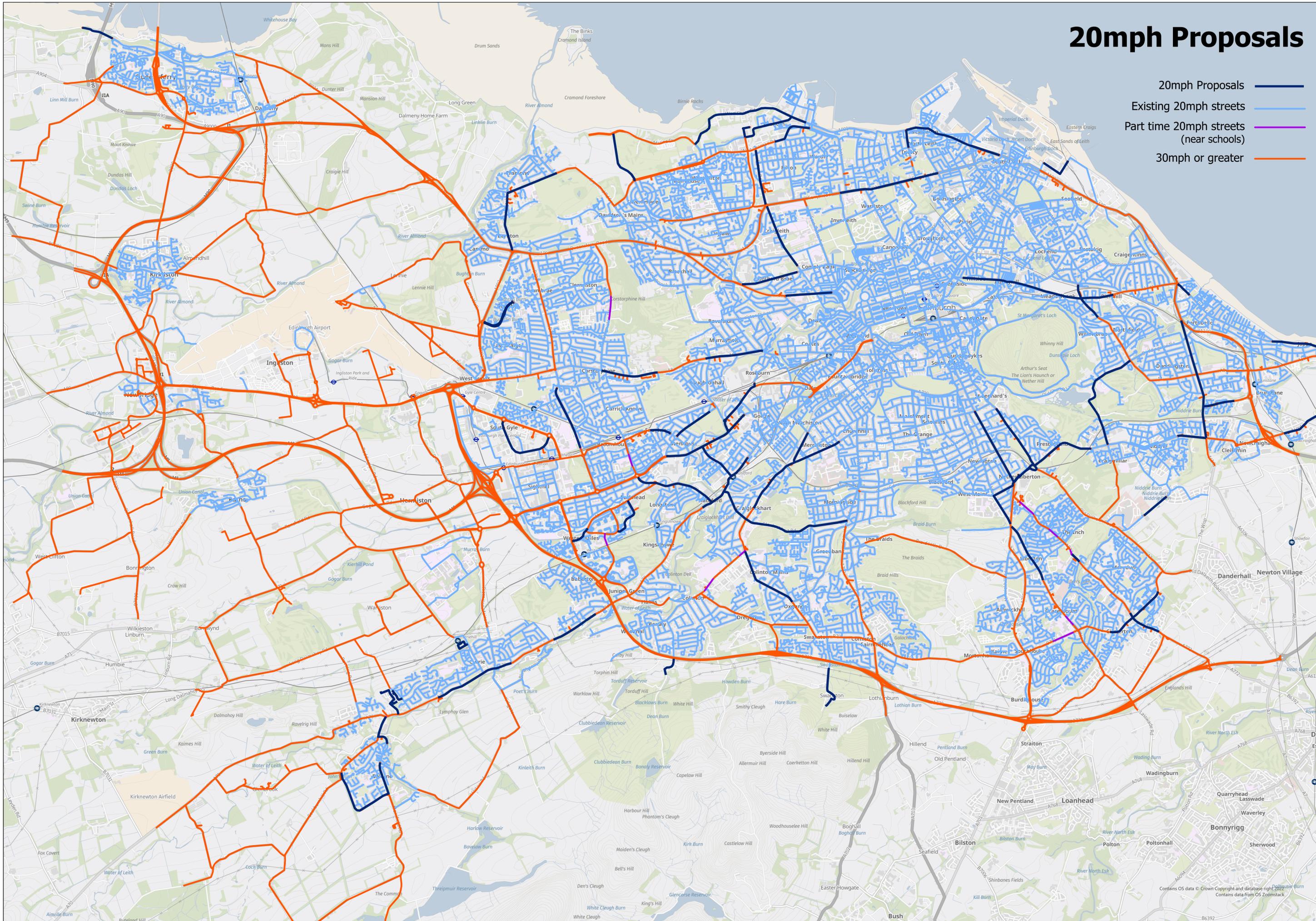
Change from 30mph to 20mph		
Factors to be considered	Details	Relationship with 30mph criteria
1.Retail presence	Groups of shops with frontage more than 100m in length (not supermarkets with large car park between building and street).	Over-rules all
2.Residential frontage density, as defined in Edinburgh 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. Judgements based on monitoring data (where available), site observations,	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

	requests, professional knowledge and infrastructure.	
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Keep at 30mph
Factors to be considered
<p>A. Little reason to cross the road.</p> <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.
<p>B. 3 or more traffic lanes and mostly low density housing.</p> <ul style="list-style-type: none"> • Bungalows, semi-detached or detached houses.
<p>C. 2 or more traffic lanes (i.e. 1 or more each way) <u>and</u> mostly low density housing <u>and either</u>:</p> <ul style="list-style-type: none"> i) Important bus route (6 or more per hour). ii) Alternative route to city bypass. • 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).

20mph Proposals

- 20mph Proposals 
- Existing 20mph streets 
- Part time 20mph streets (near schools) 
- 30mph or greater 



Appendix 2: Map of 20mph proposals

The table below gives supplementary information to the map key:

Map key item	Notes
20mph proposals	See criteria in Appendix 1
Existing 20mph streets	-
Part-time 20mph streets (near schools)	These limits operate at times when pupils are arriving at/leaving relevant nearby schools.
30mph or greater	A number of culs-de-sac are shown on the map as 30mph or greater . These will be reviewed when preparing the relevant legal orders and included in 20mph proposals wherever appropriate. To avoid unnecessary street-clutter and un-necessary spending, it can make sense to leave the speed limit in such streets at 30mph. This is the case when they open on to a main road with a 30mph limit, but are themselves so short/narrow etc that it is essentially impossible to exceed 20mph.

Note on minor adjustments to the proposed 20mph network prior to consultation.

Officers may make minor adjustments to the proposed 20mph network prior to consultation, to ensure that the map shows proposed boundary points for the 20mph as accurately as possible. Officers aim to locate boundary points in locations that will feel 'natural' to road users, for example where the nature of roadside buildings changes, or the street width changes significantly.