

Transport and Environment Committee

10.00am, Thursday, 12 October 2023

Speed Limits Review: Rural Roads

Executive/routine
Wards

Routine
All

1. Recommendations

- 1.1 It is recommended that Committee notes:
 - 1.1.1 The findings from the Rural Roads Speed Limits consultation; and
 - 1.1.2 That a final implementation plan will be presented to Committee alongside the first review of the City Mobility Plan and Action Plans in February 2024.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Speed Limits Review: Rural Roads

2. Executive Summary

- 2.1 This report presents a summary of the outcome of the consultation on introducing slower speed limits on rural roads. The consultation was undertaken between November 2022 and February 2023.

3. Background

- 3.1 Lower speed limits support the aims of the [City Mobility Plan](#) by improving the way residents and visitors can move about and enjoy the city.
- 3.2 The proposals included in the Speed Limit Review fit with wider Council policies around Active Travel, the Vision Zero approach to road safety and achieving the Council's ambition to be net zero by 2030.
- 3.3 In general, [rural roads present a greater risk to users](#) than urban roads, with a relatively high proportion of fatal and serious collisions occurring on them. There is a fundamental link between the speed at which crashes take place and the likelihood of injury or death.
- 3.4 High traffic speeds, particularly on rural roads with no footway, also create a very intimidating environment for walking and cycling. Most rural roads in Edinburgh still have the default 60mph national speed limit, including many narrow country lanes that are totally unsuitable for such speeds.
- 3.5 At its 18 August 2022 meeting (reconvened on 1 September 2022), Committee [approved](#) taking forward a joint 20mph and rural speed limit consultation. This report focuses on the findings from the rural speed limit consultation which ran between November 2022 and February 2023.
- 3.6 At the close of the consultation, the rural roads survey received 1,220 responses.

4. Main report

- 4.1 In preparation for the consultation, the speed limits on all non-trunk roads in Edinburgh were considered. For clarity, this included all rural roads near Currie, Balerno, Ratho, Queensferry and Kirkliston. Other roads outside the city bypass, near the airport and in the industrial area of Newbridge, with a speed limit of 40mph or more, were also reviewed.

4.2 To achieve an outcome that addressed both safety and helping people use rural roads to walk and cycle, the following structured approach to proposed speed limits was taken:

- A 40mph limit on the majority of roads with two lanes, with 50mph proposed on limited very rural stretches (e.g. A70 west of Balerno);
- A 30mph limit on narrower two-lane roads, on tight bends, and on most country lanes;
- A 20mph limit for groups of houses in rural areas, with a 30mph 'buffer' either side and 'Gateway' features (such as signs and road markings) to remind drivers to reduce their speed; and
- A 20mph limit on country lanes where there are higher levels of walking, cycling and horse riding (especially some lanes south of Currie and Balerno).

4.3 Appendix 1 provides some examples of types of road and proposed speed limits.

Rural roads speed limit review findings

4.4 As shown in Table 1 below, the most common response to the first question about current rural speed limits was that they are 'about right'. However more respondents felt they are too fast than too slow.

Table 1: In general, what do you think about the current speed limits on the rural around Edinburgh?

	Public Consultation	Market Research
Far too fast	21%	6%
Slightly too fast	11%	23%
About right	48%	61%
Slightly too slow	13%	7%
Far too slow	7%	3%

4.5 Table 2 shows that there was considerable divergence between the results from the public consultation and those from the market research, with the market research indicating far more positive attitudes to the proposals than the consultation.

Table 2: Which of the following statements best represents your view of the proposed speed limit reduction on rural roads around Edinburgh?

	Consultation	Market Research
I completely disagree, we shouldn't be reducing the limit on any roads with a speed limit above 40 mph	50%	16%
Some limits need to reduce but the proposals go too far	18%	30%
The proposal is about right	13%	41%
The proposal is good, but it should go a bit further	7%	7%
The proposal is good, but it should go a lot further	10%	4%

- 4.6 There were some notable demographic factors that may have influenced the results, with more than twice as many male than female respondents to the rural public consultation. In general, male respondents were less likely to agree with the proposals (31% vs 38% of female respondents for the consultation, and 51% of male vs 57% of female respondents for the market research).
- 4.7 Compared to market research respondents, consultation respondents were much more likely to drive (85% vs 57%), cycle (29% vs 8%) or ride a motorcycle (7% vs 1.5%) and were much less likely to use the bus (21% vs 34%).
- 4.8 Respondents who said they regularly walked or cycled were far more likely to support the proposals than those who said they regularly drove (see detailed market research report appendices J and K).
- 4.9 Consultation respondents who lived in the Rural West area were more likely to support some change to rural speed limits (55%) compared to those across the whole city (48%), whilst for market research responses there was minimal difference in support between the two areas (81% for rural west residents' vs 82% across the whole city).
- 4.10 Respondents were able to select multiple impacts associated with implementing slower speed limits on rural roads. Lack of compliance was perceived to be the largest impact in both the public (68%) and market research (58%). Respondents to the public consultation (57%) considered the impact on journey times to be greater than in the market research (32%). The impact on safer conditions for walking, wheeling and cycling was considered to be slightly higher in the market research consultation (38 %) than in the public consultation (33%).
- 4.11 Only a small number of respondents suggested additional roads that should be included in the proposals with the A90, B7031 and New Liston Road receiving the highest number of comments.

Feedback from stakeholder organisations

- 4.12 Lothian Buses expressed no current objections to the rural road proposals.
- 4.13 Spokes and Living Streets commented that they are strongly supportive of the proposal to introduce lower speed limits on rural roads as this will improve road safety and will particularly benefit those using active travel.

Gateways

- 4.14 On the introduction of Gateways to emphasise the start of lower speed limits at the edge of small rural settlements, overall, there was general support for the introduction of Gateways, but opposition was much higher (46%) in the public consultation than in the market research (19%).

5. Next Steps

- 5.1 The funding and resource requirements to support the design, engagement and implementation of any changes need to be quantified. It is therefore proposed to report to Committee in February 2024 on the proposed approach.
- 5.2 This report will include details on costs and timescales and how the Council would proceed with the formal consultation as part of the Traffic Regulation Order process.

6. Financial impact

- 6.1 This report has no direct financial impacts. Details of the finalised plans and implication costs will be presented to Committee in February 2024 for consideration and approval. The finalisation of the plans will be undertaken alongside the City Mobility Plan's first review, which will also be presented to Committee in February 2024.

7. Equality and Poverty Impact

- 7.1 Edinburgh's streets and rural roads are shared by many people and types of vehicle. The Council aims to make the city's streets and rural roads safer and more pleasant for all, especially the most vulnerable users; those on foot, on bikes or, particularly on rural lanes, on horseback. Higher traffic speeds can put people off walking and cycling, and accidents tend to be worse at higher speeds.
- 7.2 An Integrated Impact Assessment is underway and will be included in the report to Committee in February 2024.

8. Climate and Nature Emergency Implications

- 8.1 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. Reducing the number of cars on roads improves air quality and decreases congestion for those who need to travel by car, making our towns and cities healthier places for everyone.

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

- 9.1 The consultation approach complied with the Council's approved Consultation Policy and was designed in collaboration with the Council's Consultation Advisory Panel.
- 9.2 To capture a wide range of feedback, the consultation included surveys of residents and stakeholders (on the Council's Consultation Hub website) as well as market research.
- 9.3 The market research was carried out by independent consultants, CDS Insights, on behalf of the Council in accordance with market research industry standards. The purpose of the market research was to complement the consultation responses, which are self-selecting, by securing a statistically representative sample of the views of Edinburgh residents.

- 9.4 The results of the public online survey and the market research are summarised below and provided in detail in the report at Appendix 2. A profile of respondents by gender, age and mobility and travel behaviours of respondents is also included in the Appendix.
- 9.5 The public consultation was launched on the Council's Consultation Hub for 12 weeks, from 16 November 2022 to 8 February 2023. A wide range of activities to raise awareness of the consultation was undertaken including:
- Briefing note sent to Councillors and stakeholder organisations with details of the consultation and inviting them to share the survey through their networks;
 - Information about the consultation and link to survey shared on Council social media and website;
 - Press release issued to local media;
 - Lamp post wraps promoting the consultation installed on streets proposing a slower speed limit; and
 - Drop-in events with large maps of the proposals held at Edinburgh College (Granton Campus), Portobello and Newington Libraries.
- 9.6 The recommendation to note the findings carries no identified risks.

10. Background reading/external references

- 10.1 [City Mobility Plan](#)
- 10.2 [Active Travel Action Plan 2030](#)
- 10.3 [Road Safety Action Plan 2030](#)
- 10.4 Consultation [map](#) of the rural road speed limit proposals

11. Appendices

- 11.1 Appendix 1 – Illustrations of road tyles and proposed speed limits
- 11.2 Appendix 2 – Consultation and Market Research Report

Appendix 1 Illustrations of road types and proposed speed limits:

- a. Interurban road with minimal frontage and good visibility but not built to modern standards = 50mph



A70 West of Balerno
Note blind summit and 'concealed queues' sign



B9080 West of Kirkliston
Fairly wide but some accesses and not consistently designed to modern standards.

- b. Most 2 lane rural roads - 40mph



Dalmahoy Road
Mostly less than 6m wide. Only just wide enough for 2 cars to comfortably pass.



A71
Busy. Frequent cottages, entrances and side roads, this is Bridgend cottages.

a. Most 'country lanes' - 30mph



Long Dalmahoy Road
Often under 4m wide. Passing safely requires considerable slowing. Frequent accesses in places.
Part of National Cycle Network



Addison Farm Road
Mostly under 4m wide. Cars need to choose a safe place to pass

b. Country Lanes with higher levels of walking, cycling and horse riding, also roads through hamlets = 20mph (with 30mph buffer if adjoining road has a speed limit of 40mph or more)



Harlaw Road (south of Malleny Mills)
Connection from Balerno to Harlaw Reservoir and access to Pentlands



Mansfield Road
Connection from Balerno to Thriepmuir Reservoir and access to Pentlands



Harlaw Road at Malleny Mills



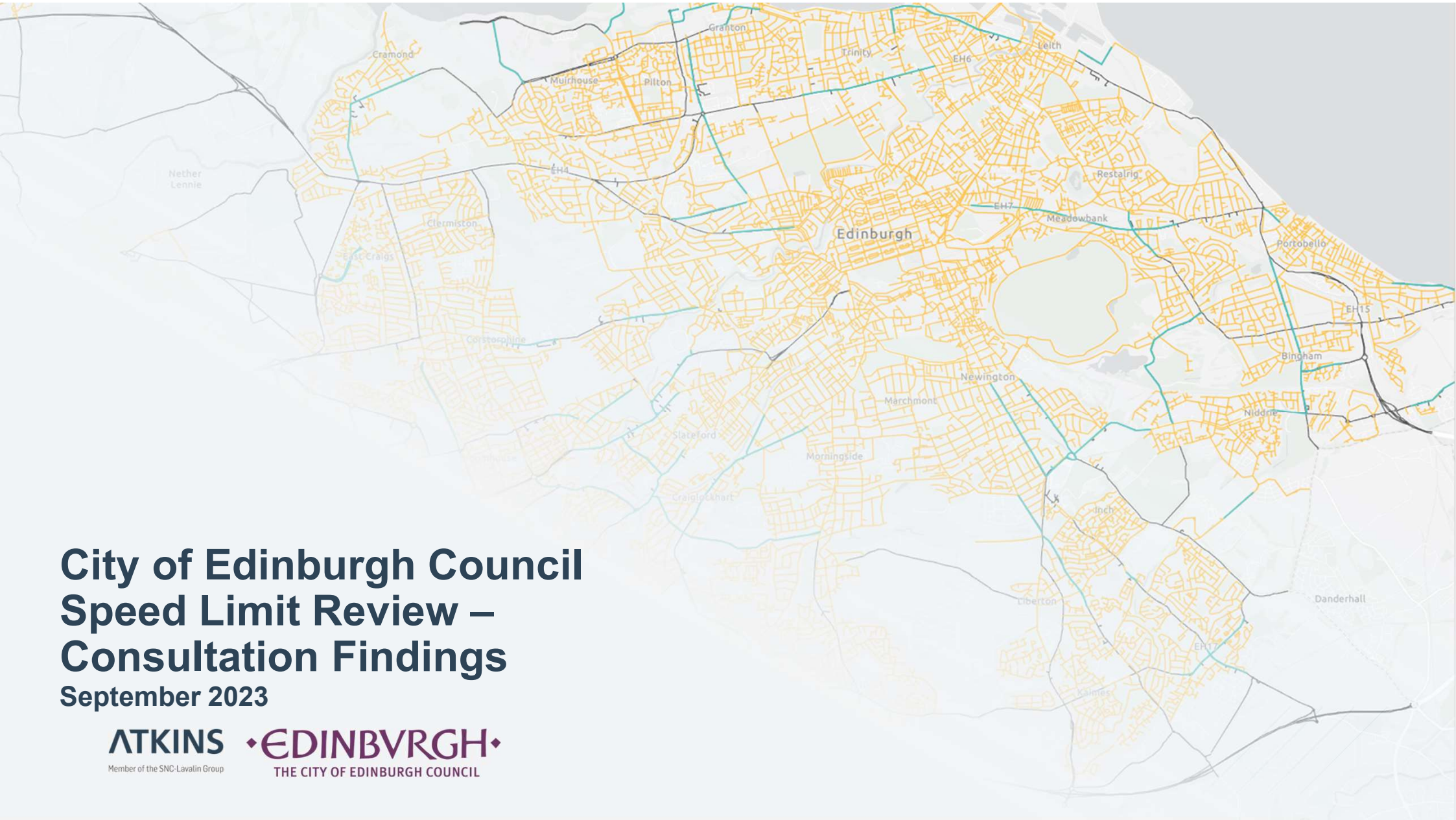
Burnshot Road - cottages 200m E of Standingstane Road

Appendix 2: Consultation and Market Research report

The report covers both 20mph and rural speed limits speed limits. The table below shows which pages cover which issues

Issue	Page(s)
Summary information on Consultation and Market Research including numbers of respondents	2
Note on representative sampling for Market Research	3
Consultation and Market Research findings - 20mph Urban Roads	5 - 15
Consultation and Market Research findings - Rural Roads 16 25	16 - 25
Rural speed proposals: Views of Rural West residents compared to all Edinburgh residents	26 - 28
Profile of respondents	29 - 33
Travel Behaviours of Respondents	34 - 36
References	37 - 38
Appendix – more detailed analysis by gender, age etc	39 - 58

The report is attached as a separate document.



City of Edinburgh Council Speed Limit Review – Consultation Findings September 2023

ATKINS **EDINBURGH**
Member of the SNC-Lavalin Group THE CITY OF EDINBURGH COUNCIL

Technical Note – Public Consultation and Market Research Surveys

Between 16 November 2022 and 8 February 2023, the City of Edinburgh Council (CEC) launched two public consultation surveys to gain feedback on their proposals to extend the 20mph network in the built-up area and review speed limits on most rural roads around Edinburgh. The survey was open to adults aged 16+ living, working and travelling in and around Edinburgh and hosted via the CEC [Public Consultation Hub](#).

A market research survey was also commissioned to ensure that a range of groups responded to the survey. Market research agency CDS Insights, hosted an online survey between Friday 3rd February and Wednesday 1st March 2023 using the SurveyMonkey platform. This survey combined the questions asked in the rural roads and urban roads survey. Eligible candidates were preselected from CDS' existing database and were invited to complete the survey. Measures were implemented during this selection process to ensure the respondents represent Edinburgh's population and all complete data survey data was checked against postcodes to ensure responses were within the proposed quota.

Results in this survey findings report are based on all responses provided in the survey unless otherwise stated. Many questions did not include a mandatory response field, as such the total number of responses varies by question.

The public consultation attracted:

- 1220 respondents to the Rural Roads Survey
- 4056 respondents to the Urban Roads Survey

The market research survey obtained a sample¹ of 472 respondents:

- 118 Responses from the rural west
- 354 responses from the non-rural west
- 84 responses from 16-25 year olds



A Note on Representative Sampling

Representative sampling relies on securing a reasonably random selection of people across a given population, in this case the city of Edinburgh or its rural west area. There is a relationship between the size of a sample, the size of the population being sampled, and the accuracy of results. Essentially, the larger the sample, the more accurate the results. The usual way for expressing accuracy statistically is through 'confidence intervals'. For a given result from a sample survey, a confidence interval is expressed as a range. There is a specified probability (often 95%) that the relevant value for the population of interest lies within this range. In lay terms, at '95% confidence' it's very likely indeed that the true value lies within this range.

The sample sizes achieved for the market research (472 for the whole city, 118 for the rural west area) are such that the following 95% approximate confidence intervals will apply.

Whole city results

For results between 40% to 60% of responses: confidence interval of +/- approx. 4.5%
For results 20% to 40% or 60% to 80% of responses: confidence interval of +/- 3.6% to 4.5% (4.5% at 40% and 60%, 3.5% at 20% and 80%)
For results of 10% to 20% or 80% to 90% of responses: confidence interval of +/- 2.7% to 3.6% (3.6% at 20% and 80%, 2.7% at 10% and 90%)

So, for example, for a survey result saying that 40% of 'whole city' sample respondents hold a particular view, we can be 95% confident that the actual percentage of Edinburgh residents holding this view lies between 35.5% and 44.5%. In lay terms, it's very likely that the actual percentage lies in this range.

Rural west only results

For results between 40% to 60% of responses: confidence interval of +/- approx. 8.8%
For results 20% to 40% or 60% to 80% of responses: confidence interval of +/- 7.2% to 8.8% (8.8% at 40% and 60%, 7.2% at 20% and 80%)
For results of 10% to 20% or 80% to 90% of responses: confidence interval of +/- 5.4% to 7.2% (7.2% at 20% and 80%, 5.4% at 10% and 90%)

Results from the consultation cannot be seen as representative in the same way. This is because the people responding are self-selecting, rather than essentially randomly selected as is the case for the market research. The tendency is for consultations to attract responses from those who hold stronger views on a topic, rather than from a cross section of the population.



Table of Contents

Item	Page
Results – 20mph Urban Roads	<u>5-15</u>
Results – Rural Roads	<u>16-25</u>
Rural speed proposals: Views of Rural West residents compared to all Edinburgh residents	<u>26-28</u>
Profile of Respondents	<u>29-33</u>
Travel Behaviours of Respondents	<u>34-36</u>
References	<u>37-38</u>
Appendix - more detailed analysis by gender, age etc	<u>39-58</u>

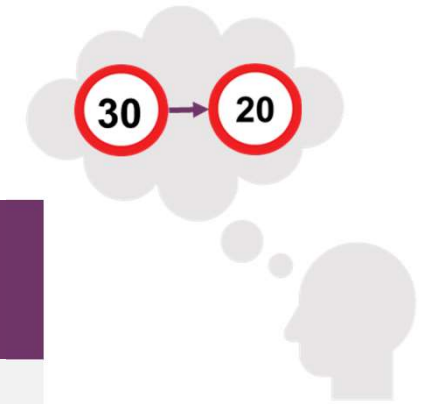


Results

- 20mph Urban Roads



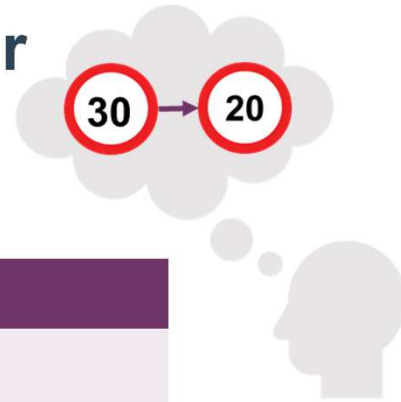
Perception of current balance between streets with 20mph and 30mph



Statement	Public Consultation	Market Research
Far too many roads with 20mph	47.54%	23.94%
Slightly too many roads with 20mph	15.70%	19.92%
The balance is about right	7.38%	37.71%
There should be more roads with 20mph	7.51	10.59%
There should be a lot more roads with 20mph	21.87%	7.84%



Which of the following statements, best represents your overall view of the proposed extension to the 20mph network?

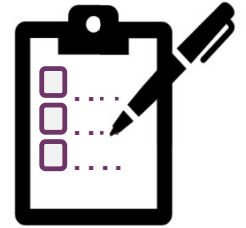


Statement	Public Consultation	Market Research
We shouldn't be increasing the number of streets with a 20mph limit at all	57.70%	31.36%
There should be some new 20mph streets added but not this many.	8.35%	26.91%
The proposal is about right.	6.47%	25.64%
The proposal should go a bit further with a 20mph limit for some more streets.	4.49%	4.45%
The proposal needs to go much further, a lot more of the road network within the built-up area should have a 20mph limit.	5.48%	2.75%
We should extend 20mph to all roads within the whole built-up area.	14.02%	6.14%
None of these statements represent my view	3.48%	2.75%



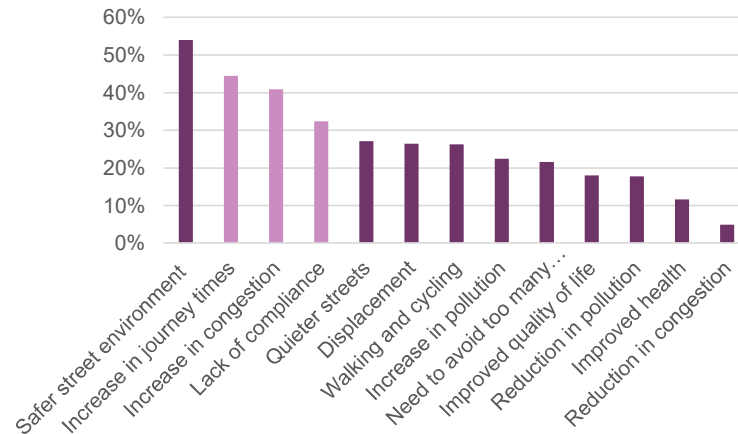
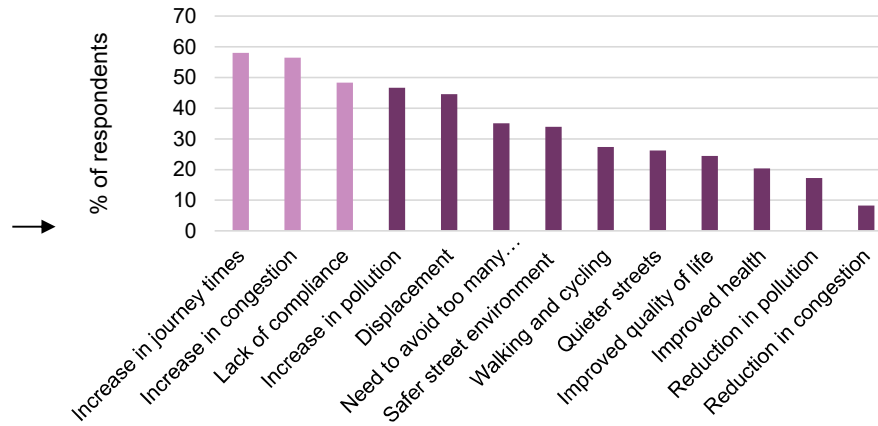
Views on impacts of urban speed limit proposal

Respondents were able to select multiple impacts associated with introducing a 20mph extension.



Public Consultation

Reason	Proportion of Respondents (%)
Increase in journey times	58.0
Increase in congestion	56.4
Lack of compliance	48.3
Increase in pollution	46.7
Displacement	44.6
Need to avoid too many changes	35.1
Safer street environment	33.9
Walking and cycling	27.4
Quieter streets	26.2
Improved quality of life	24.4
Improved health	20.4
Reduction in pollution	17.2
Reduction in congestion	8.3



Market Research

Reason	Proportion of Respondents (%)
Safer street environment	54.0
Increase in journey times	44.5
Increase in congestion	40.9
Lack of compliance	32.4
Quieter streets	27.1
Displacement	26.5
Walking and cycling	26.3
Increase in pollution	22.5
Need to avoid too many changes	21.6
Improved quality of life	18.0
Reduction in pollution	17.8
Improved health	11.7
Reduction in congestion	4.9



Respondents were given the option to select specific streets and state whether the speed limit should change to 20mph or stay at 30mph on that street. They could also provide further feedback in comment boxes.

Street Name	Public Consultation Support Stay at 30	Public Consultation Should Change to 20	Market Research Support Stay at 30	Market Research Should Change to 20	Appeared in Survey Comments
London Road	88	27	2	1	42
Ferry Road	76	35	2	1	90
Corstorphine Road	73	26	1	1	2
Colinton Road	72	59	1		48
Lanark Road West	59	36	3	1	28
Queensferry Road	57	36	1		46
Dalkeith Road	47	17		1	24
Lanark Road	43	18	1		28
Glenlockhart Road	42	12			6
Crewe Road South	41	6			1
Duddingston Road West	40	12	2		2
Craigeith Road	37	9			9
Gorgie Road	37	4		1	4
Craigmillar Park	32	8	2	1	8
Whitehouse Road	28	5			11
Peffermill Road	25	9	1		1
Colinton Mains Drive	23	10			6
Gamekeeper's Road	23	6	1		16
Craiglockhart Avenue	19	3			4
Kirk Brae	18	5		1	6
Chesser Avenue	16	4			4



Respondents were given the option to select specific streets and state whether the speed limit should change to 20mph or stay at 30mph on that street. They could also provide further feedback in comment boxes.

Street Name	Public Consultation Support Stay at 30	Public Consultation Should Change to 20	Market Research Support Stay at 30	Market Research Should Change to 20	Appeared in Survey Comments
Lindsay Road	16	22			7
Mayfield Gardens	16	5			1
Cockburn Crescent	15	3			4
Slateford Road	15	6			4
Crewe Road North	14	4			1
Longstone Road	13	2			
Meadow Place Road	12	1			2
Minto Street	12	16	1		9
Commercial Street	11	8			1
Inglis Green Road	11	2			2
Musselburgh Road	11	8	1		
Waterfront Avenue	11	3			7
Duddingston Park	10	10			5
Greenbank Drive	10	10			3
Lady Road	10	5			4
Newtoft Street	10	2			
Stevenson Road	10	1			2
West Shore Road	10	4		1	1
Willowbrae Road	8	14			12
Polwarth Terrace	6	12			2
Portobello Road	4	25			4
Gilmerton Road	2	14		1	12

Additionally, Drum Street and The City of Edinburgh Bypass both received 1 response in favour of changing to 20mph and West Granton Road received 1 response in favour of retaining the 30mph speed limit from the market research survey.

Additional roads that are not included in the proposals received feedback

In both the Market Research and Public Consultation surveys respondents suggested **additional roads that should be included in the proposals**. These suggestions were provided on the interactive mapping tool, and by qualitative comments. These roads are listed below.

Road	Change to 20mph (Public Consultation and Market Research)
Redford Road	37
West Approach Road	28
Old Dalkeith Road	28
Glasgow Road	12
Bonnybridge Drive	11
Braid Hills Drive	11
Clermiston Road	10
Drum Brae*	6
Inchview Terrace	5

Drum Brae should become 20mph. Large footfall including children crossing to access Craigmount School.

Bonnybridge Drive has many families with young children living on the street. A reduction to a 20 mile an hour speed limit on Bonnybridge Drive would be a great help!

*Drum Brae was not separated by Drum Brae North and Drum Brae South in the feedback tool. However, 1 respondent specified that Drum Brae North should change to 20mph.



Comments Received



Over half of the public survey respondents provided detailed qualitative feedback. Some respondents also provided feedback in additional text boxes. The collection of these responses were grouped for manual thematic analysis.

Question	Total No. Comments (Public Consultation)	Total No. Comments (Market Research)
Please use the box to share any additional comments or feedback you have regarding the proposed 20mph speed limits extension to urban streets in Edinburgh.	2,244	199
What do you think the impacts of implementing 20mph proposals are likely to be? Please tick all that apply [Other].	349	40
If there are any streets not included in the proposed extension that you feel should be considered for a reduction from 30mph to 20mph, please provide the name(s) of the street below.	613	149



8 Key themes emerged from the thematic analysis. Many respondents discussed enforcement and compliance, congestion and value for money in their responses.

Theme	Number of Entries (Public Consultation)
Enforcement / Compliance	541
Congestion	451
Waste of 'time and money'	398
20mph is suitable in sensible places	208
Driver aggression / Frustration	87
Evidence of 20mph being safer	83
Too many changes / confusion	52
CEC has an Anti-Car Agenda	32



Examples of typical comments

“Please implement 20 on all streets within Edinburgh. It’s proven to be safer. I don’t believe the negative effects will be massive but even if there is some it’s worth it for the lives that’ll be saved from a city wide 20 limit.” - **Safety**

“I think some main artery roads might be better having a variable speed limit e.g. 20mph during school / commute times but 30mph at other times as it’s very difficult to drive to 20mph on very empty roads.” – **Suitable in sensible places**

“Hardly anyone drives at 20mph now - even 30mph in some places, so increasing the number of roads is pointless. Signs and signage is a waste of time and money. Money which could be better spent repairing the very dangerous potholes everywhere. I am tired of driving as near to 20mph as I can and having impatient, reckless and lawless drivers driving far too close, seemingly wondering why I am driving so slowly!” – **waste of time and money.**

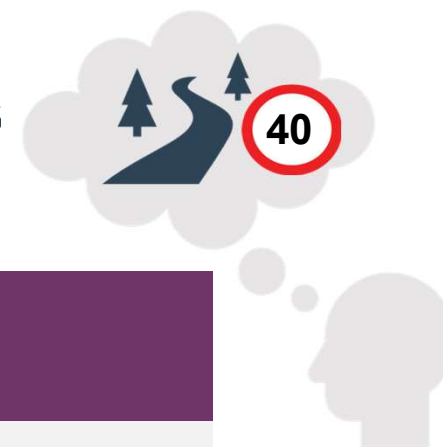
“This is a ridiculous suggestion. [...] I am specifically commenting on DALKEITH ROAD [...] 20mph zones increase congestion by slowing down the traffic - why on earth would it make sense to do so in areas reliant on ambulances moving freely and at pace?”



Results - Rural Roads



Perceptions on current speed limits on rural roads



In general, what do you think about the current speed limits on the rural roads around Edinburgh?	Public Consultation	Market Research
Far too fast	20.79%	6.13%
Slightly too fast	11.01%	23.04%
About right	48.23%	61.31%
Slightly too slow	12.57%	6.55%
Far too slow	7.40%	2.75%



How far do respondents agree with the proposal?



Statement	Public Consultation	Market Research
Strongly Agree	22.20%	9.32%
Agree	6.91%	25.64%
Neutral	2.63%	36.86%
Disagree	13.90%	16.10%
Strongly Disagree	54.36%	12.08%



Perceptions on the rural roads proposal



Which of the following statements best represents your view of the proposed speed limit reduction on rural roads around Edinburgh?	Public Consultation	Market Research
I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40 mph	49.55%	16.10%
Some limits need to reduce but the proposals go too far	18.32%	29.66%
The proposal is about right	13.06%	41.10%
The proposal is good but it should go a bit further	6.82%	7.20%
The proposal is good but it should go a lot further	10.19%	3.60%
None of these statements represent my perspective	2.05%	2.33%



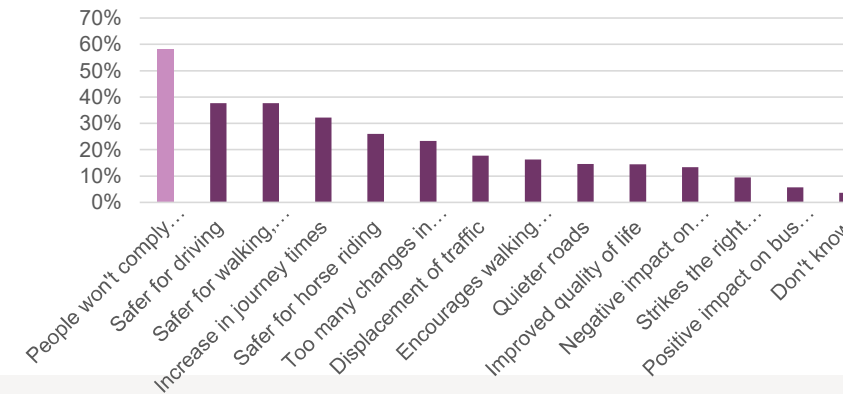
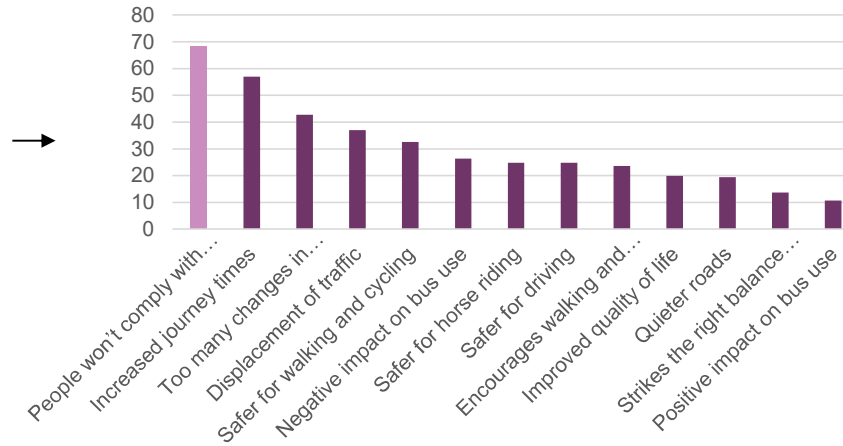
Views on impacts of the rural speed limit proposal

Respondents were able to select multiple impacts associated with the proposals to reduce rural speed limits.



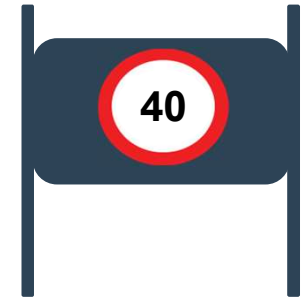
Public Consultation

Reason	Proportion of Respondents (%)
People won't comply with the speed limit	68.2
Increased journey times	57.0
Too many changes in speed limit	42.7
Displacement of traffic	37.0
Safer for walking and cycling	32.6
Negative impact on bus use	26.4
Safer for horse riding	24.8
Safer for driving	24.8
Encourages walking and cycling	23.6
Improved quality of life	19.9
Quieter roads	19.4
Strikes the right balance between different road users	13.7
Positive impact on bus use	10.7



Market Research

Reason	Proportion of Respondents (%)
People won't comply with the speed limit	58.3
Safer for driving	37.7
Safer for walking, wheeling and cycling	37.7
Increase in journey times	32.2
Safer for horse riding	26.1
Too many changes in speed limit	23.3
Displacement of traffic	17.8
Encourages walking and cycling	16.3
Quieter roads	14.6
Improved quality of life	14.4
Negative impact on bus use/service	13.4
Strikes the right balance between different road users	9.5
Positive impact on bus use/service	5.7
Don't know	3.6



Perceptions on the introduction of gateways

Response	Public Consultation	Market Research
I do not support the introduction of Gateways	46.52%	18.86%
I feel neutral	15.69%	33.05%
I support the introduction of Gateways	36.51%	43.43%
I don't know	1.08%	4.66%



Respondents were given the option to provide feedback on selected roads of their choice.

Street Name	Public Consultation				Market Research		Combined
	I agree with the proposed change	I think the limit should stay as it is now	limit should reduce but not as much as proposed	I think the limit should be lower than proposed	Market Research I agree with the proposed change	Market Research I think the limit should be lower than proposed	Appeared in Survey Comments
Cliftonhall Road		10					1
Cockburnhill Road				2			1
Eastfield Road					1		1
Gilmerton Road	2	18	4	1			4
Glenbrook Road			1	3			5
Gogarbank			2				2
Gogarmuir Road			2				-
Harlaw Road	8	12		7		1	9
Hermiston House Road				1			1
Kirkgate			2				1
Lanark Road West						2	1
Lang Loan			6				
Lochend Road			2	2			4
Long Dalmahoy Road	10	12	4	3			10
Main Street				2			4
Mansfield Road			5	1			2



Additional Roads that Received Feedback

In both the Market Research and Public Consultation surveys respondents suggested additional roads that should be included in the proposals. These are listed below. Alongside this, respondents typically commented ‘all roads should be reduced’, or ‘no’.

Roads	No. Comments
A90	10
B7031	9
Newliston road	9
B924	8
Clifton Road	6
Lasswade Road	4
A1	3
Braid Hills Drive	3
Biggar Road	2
Builyeon Road	2
Cammo Road	2
Gogar Station Road	2
Craigs Road	2
Glasgow Road	2
A702	1
Johnsburn Road	1

The review should be implemented sooner than later due to the constant near misses and accidents that are happening on the Clifton Road.

It is unsafe for us to stand on Long Dalmahoy road [...] as drivers speed past (equestrian user).



Comments received



Some respondents also provided feedback in additional text boxes.

Question	Total No. Comments (Public Consultation)	Total No. Comments (Market Research)
Please use the box below to share any additional comments or feedback you have regarding the review of rural road speed limits in Edinburgh.	493	199
What do you think the impacts of implementing the rural road proposals are likely to be? Please tick all that apply [Other].	147	16
If there are any rural roads not included in the review that you feel should have speed limit reductions, please provide the name of the road below.	74	148
Are there any further locations that you would think would benefit from the introduction of a gateway? (please describe in as much detail as possible)	141	166



8 Key themes emerged from the thematic analysis

Theme	No. Entries (Public Consultation)
Waste of 'time and money'	131
Enforcement / Compliance	88
Congestion	56
Safety Implications	24
CEC has an Anti-Car Agenda	20
Pollution	19
Evidence of lower limits being safer	18
Lack of active travel infrastructure	16



Examples of typical comments

“Rural roads are a resource for the people of Edinburgh to use for walking, cycling and access green spaces. As such they should be protected by lower speed limits for the benefit of all users.”

“I would argue that roads with multiple bends and poor visibility as a result should have lower speed limits across their full length.”

“Some of these roads are very narrow. I am a cyclist and some of the risks drivers take to overtake me are insane. Most drivers are sensible, but there are a few maniacs out there that simply need to be taken off the road.”

“some of the proposals are for roads where there are other road users. More travel time to get to work and home, actually means you reduce the down time for individuals and negatively affect family time. Edinburgh Council is clearly ANTI-CAR”

“Gateways are just more urbanisation of rural areas. Basically littering.”



Rural speed proposals: Views of Rural West residents compared to all Edinburgh residents



Views on rural speed proposal : Rural West Residents compared to all Edinburgh residents

(See also next slide re support/opposition)



Statement	Rural West (Market Research)	City Wide (Market Research)	Rural West (Public Consultation)	City Wide (Public Consultation)
I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40 mph	18.64%	16.10%	41.12%	49.55%
Some limits need to reduce but the proposals go too far	23.72%	29.66%	20.72%	18.32%
The proposal is about right	44.92%	41.10%	15.79%	13.06%
The proposal is good but it should go a bit further	7.63%	7.20%	7.89%	6.82%
The proposal is good but it should go a lot further	4.24%	3.60%	10.53%	10.19%
None of these statements represent my perspective	0.85%	2.33%	3.95%	2.05%



Support for/opposition to the rural speed limit proposal: Rural West Residents compared to all Edinburgh residents

(See also previous slide re overall views)



Statement	Rural West (Market Research)	City Wide (Market Research)	Rural West (Public Consultation)	City Wide (Public Consultation)
Strongly Agree	7.63%	9.32%	27.63%	22.20%
Agree	32.30%	25.64%	6.58%	6.91%
Neutral	32.20%	36.86%	2.63%	2.63%
Disagree	14.41%	16.10%	13.49%	13.90%
Strongly Disagree	13.56%	12.08%	49.67%	54.36%



Profile of Respondents



Gender of Respondents

A higher proportion of males responded to the public consultation surveys than females.

	Urban Roads Public Consultation	Rural Roads Public Consultation	Market Research Survey
Male	58.55%	63.49%	41.10%
Female	34.79%	29.74%	56.57%
Other gender identity	0.65%	0.58%	0.85%
Prefer not to say	6.01%	6.46%	1.48%



Age of Respondents

Urban Roads Public Consultation	Rural Roads Public Consultation	Market Research Survey
<ul style="list-style-type: none"> • 3% 16-24 • 16% 25-34 • 25% 35-44 • 23% 45-54 • 19% 55-64 • 11% 65-74 • 3% 75+ 	<ul style="list-style-type: none"> • 3.6% 16-24 • 14.9% 25-34 • 20.2% 35-44 • 21.5% 45-54 • 25.4% 55-64 • 11.5% 65-74 • 2.9% 75+ 	<ul style="list-style-type: none"> • 17.80% 16-25 • 18.64% 26-35 • 19.92% 36-45 • 14.19% 46-55 • 16.74% 56-65 • 4.45% 66-69 • 8.26% over 70



Mobility Conditions

	Urban Roads Public Consultation	Rural Roads Public Consultation	Market Research Survey
Without condition	77%	78.5%	84.11%
With condition lasting over 12 months	13%	8.4%	12.08%
With condition lasting less than 12 months	1%	1.3%	1.91%
Prefer not to say	9%	11.8%	1.91%



Respondents by wards

Ward	Consultation Respondents (Urban Survey)	Consultation Respondents (Rural Survey)	Market Research Respondents
Almond	283	152	96
City Centre	157	43	22
Colinton / Fairmilehead	280	70	53
Corstorphine / Murrayfield	176	37	16
Craigtoun / Duddingston	166	42	23
Drum Brae / Gyle	219	52	14
Forth	195	34	19
Fountainbridge / Craiglockhart	188	43	12
Inverleith	221	61	21
Leith	124	25	16
Leith Walk	192	40	19
Liberton / Gilmerton	270	73	30
Morningside	265	49	22
Pentland Hills	315	201	45
Portobello / Craigmillar	182	36	17
Sighthill / Gorgie	128	30	23
Southside / Newington	252	53	24

295 respondents living outside of the City of Edinburgh completed the urban survey.

145 respondents living outside of the City of Edinburgh completed the rural survey

CDS Insights undertook targeted outreach in the rural west to ensure the sample collected was representative of Edinburgh's rural and urban population.



Travel Behaviours of Respondents



Urban Travel Choices

Respondents were asked to **select up to 3 means of travel that they most often use.**

Public Consultation

Market Research

Mode of Travel	No. Entries (Select up to 3 Modes)	Proportion of respondents
Car / Van as driver	3139	77.4%
Walking	2835	69.9%
Bus or Tram	2194	54.1%
Bicycle	1172	28.9%
Car / Van as passenger	705	17.4%
Taxi or similar	300	7.4%
Motorcycle	119	2.9%
Other	52	1.3%
Wheelchair	21	0.5%

Mode of Travel	No. Entries (Select up to 3 Modes)	Proportion of respondents
Walking	315	66.74%
Bus / Tram	296	62.71%
Car / Van as driver	239	50.64%
Car / Van as passenger	109	23.09%
Bicycle	46	9.75%
Taxi or similar	37	7.84%
Motorcycle	10	2.12%
Wheelchair or mobility scooter	3	0.64%
Other (please specify)	2	0.42%



Rural Travel Choices

Respondents were asked to **select up to 3 means of travel that they most often use.**

Public Consultation

Mode of Travel	No. Entries (Select up to 3 Modes)	Proportion of respondents
Car / Van as driver	1035	84.8%
Walking	356	29.2%
Bicycle	353	28.9%
Car / Van as Passenger	312	25.6%
Bus / Tram	258	21.1%
Motorcycle	82	6.7%
Taxi	57	4.6%
Wheelchair	4	0.3%

Market Research

Mode of Travel	No. Entries (Select up to 3 Modes)	Proportion of respondents
Car/van (as driver)	267	56.57%
Bus / Tram	160	33.90%
Car/van (as passenger)	146	30.93%
Walking	109	23.09%
Bicycle	37	7.84%
Taxi	18	3.81%
Motorcycle	7	1.48%
Wheelchair	3	0.64%



References



References

1. National Records of Scotland (2022), *City of Edinburgh Council Area Profile*, Available at: [City of Edinburgh Council Area Profile \(nrscotland.gov.uk\)](#)
2. Edinburgh Council (2013) *2011 Census Results - Release 2A September 2013 - Health Data*





Appendix - more detailed analysis by gender, age etc

Appendix A: Attitudes towards the 20 mph proposals by gender.



Statement (% of statement respondents by gender)	Public Consultation				Market Research			
	Male	Female	Prefer not to say	Other	Male	Female	Prefer not to say	Other
GENDER:								
We shouldn't be increasing the number of streets with a 20mph limit at all	58.50%	54.14%	73.03%	50.00%	35.57%	29.21%	14.29%	0.00%
There should be some new 20mph streets added but not this many.	7.99%	9.07%	8.71%	3.85%	21.65%	30.34%	42.86%	25.00%
The proposal is about right.	6.33%	7.79%	0.83%	7.69%	23.20%	27.34%	28.57%	25.00%
The proposal should go a bit further with a 20mph limit for some more streets.	4.72%	4.64%	0.00%	15.38%	6.19%	3.37%	0.00%	0.00%
The proposal needs to go much further a lot more of the road network within the built-up area should have a 20mph limit.	5.52%	5.71%	3.32%	3.85%	2.58%	3.00%	0.00%	0.00%
We should extend 20mph to all roads within the whole built-up area.	13.64%	15.64%	7.05%	15.38%	8.25%	4.12%	0.00%	50.00%
None of these statements represent my view	3.31%	3.00%	7.05%	3.85%	2.58%	2.62%	14.29%	0.00%



Appendix B: Attitudes towards the 20 mph proposals by gender (Chi Square Output)



PUBLIC CONSULTATION	Male	Female
We shouldn't be increasing the number of streets with a 20mph limit at all	1377	758
There should be some new 20mph streets added but not this many.	188	127
The proposal is about right.	149	109
The proposal should go a bit further with a 20mph limit for some more streets.	111	65
The proposal needs to go much further, a lot more of the road network within the built-up area should have a 20mph limit.	130	80
We should extend 20mph to all roads within the whole built-up area.	321	219
None of these statements represent my view	78	42
Chi Square Test returned no statistical significance (p=0.139731) for male/female difference		
$X^2=9.659759$; $df=6$.		

MARKET RESEARCH	Male	Female
We shouldn't be increasing the number of streets with a 20mph limit at all	69	78
There should be some new 20mph streets added but not this many.	42	81
The proposal is about right.	45	73
The proposal should go a bit further with a 20mph limit for some more streets.	12	9
The proposal needs to go much further a lot more of the road network within the built-up area should have a 20mph limit.	5	8
We should extend 20mph to all roads within the whole built-up area.	16	11
None of these statements represent my view	5	7
Chi Square Test returned limited statistical significance (p=0.0999) for male/female difference		
$X^2=10.648$; $df=6$.		

A statistical test (Chi Square) looked for a significant relationship between attitudes to the 20mph proposals between genders in the public consultation survey data. A separate Chi Square looked for this in the market research data. **Neither test found clear evidence of a significant relationship between attitudes to the proposals and gender**, though the result for Market research did return limited significant (at the 10% level).



Appendix C: Attitudes towards the 20 mph proposals by age.

Statement (% of statement respondents by age)	Public Consultation							Market Research							
	AGE:	16-24	25-34	35-44	45-54	55-64	65-74	75+	16-24	25-34	35-44	45-54	55-64	65-69	70+
We shouldn't be increasing the number of streets with a 20mph limit at all		63.50%	61.51%	54.52%	56.93%	60.94%	56.79%	43.40%	32.14%	23.86%	31.91%	28.36%	34.18%	23.81%	48.72%
There should be some new 20mph streets added but not this many.		9.49%	5.71%	6.23%	8.02%	8.98%	11.52%	16.98%	25.00%	36.36%	31.91%	17.91%	30.38%	19.05%	10.26%
The proposal is about right.		5.11%	5.71%	6.58%	7.10%	5.95%	6.79%	10.69%	33.33%	22.73%	23.40%	29.85%	17.72%	33.33%	25.64%
The proposal should go a bit further with a 20mph limit for some more streets.		8.03%	3.70%	5.05%	4.58%	3.48%	4.73%	5.66%	1.19%	6.82%	4.26%	4.48%	2.53%	9.52%	7.69%
The proposal needs to go much further a lot more of the road network within the built-up area should have a 20mph limit.		2.19%	5.88%	6.58%	4.93%	4.94%	5.97%	5.66%	4.76%	3.41%	1.06%	2.99%	2.53%	0.00%	2.56%
We should extend 20mph to all roads within the whole built-up area.		10.95%	15.29%	18.21%	14.89%	11.34%	9.88%	12.58%	1.19%	3.41%	6.38%	14.93%	8.86%	4.76%	2.56%
None of these statements represent my view		0.73%	2.18%	2.82%	3.55%	4.38%	4.32%	5.03%	2.38%	3.41%	1.06%	1.49%	3.80%	9.52%	2.56%

Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Total sample size =4,050]; over 16=595; over 25=851; over 35=873; over 45=891; over 55=486; over 65=159; over 75=3.

Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Total sample size=472]; 16-25=84, 26-25 [n=88], 36-45 [n=94], 46-55 [n=67], 56-65 [n=79], 66-69 [n = 21], 70+ [n=39].



Appendix D: Attitudes towards the 20 mph proposals by mobility condition.



Statement (% of statement respondents by mobility)	Public Consultation				Market Research			
	No Mobility Condition	Mobility Condition (>1 year)	Mobility Condition (<1 year)	Prefer not to say	No Mobility Condition	Mobility Condition (>1 year)	Mobility Condition (<1 year)	Prefer not to say
MOBILITY CONDITION:								
We shouldn't be increasing the number of streets with a 20mph limit at all	55.05%	64.24%	50.00%	73.85%	31.49%	33.33%	33.33%	11.11%
There should be some new 20mph streets added but not this many.	8.18%	8.71%	8.06%	8.47%	27.96%	22.81%	11.11%	22.22%
The proposal is about right.	7.31%	4.94%	8.06%	1.94%	26.45%	19.30%	22.22%	33.33%
The proposal should go a bit further with a 20mph limit for some more streets.	4.97%	3.06%	4.84%	2.18%	3.78%	7.02%	22.22%	0.00%
The proposal needs to go much further a lot more of the road network within the built-up area should have a 20mph limit.	6.03%	3.53%	11.29%	1.69%	2.52%	3.51%	0.00%	11.11%
We should extend 20mph to all roads within the whole built-up area.	15.61%	10.35%	14.52%	5.81%	6.05%	5.26%	0.00%	22.22%
None of these statements represent my view	2.85%	5.18%	3.23%	6.05%	1.76%	8.77%	11.11%	0.00%

Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Total sample size=4,050]; No mobility condition=3,119, prefer not to say=413, mobility condition lasting or expecting to last 12 months or more=425, mobility condition lasting or expecting to last between 1-12 months=62.

Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. Total sample size=472; No mobility condition=397, prefer not to say=9, mobility condition lasting or expecting to last 12 months or more=57, mobility condition lasting or expecting to last between 1-12 months=9.



Appendix E: Attitudes towards the 20 mph proposals by means of transport.



Statement (Select up to 3 modes of transport)	Public Consultation								Market Research							
	Car/Van as Driver	Car / Van as Passenger	Bicycle	Walking	Bus / Tram	Motorcycle	Taxi	Wheelchair	Car/Van as Driver	Car / Van as Passenger	Bicycle	Walking	Bus / Tram	Motorcycle	Taxi	Wheelchair
We shouldn't be increasing the numbers of streets with a 20mph limit at all	66.87%	62.36%	31.66%	51.02%	51.16%	84.87%	68.00%	42.86%	38.49%	33.94%	36.96%	28.89%	27.03%	30.00%	10.81%	0.00%
There should be some new 20mph streets added but not this many.	9.31%	7.95%	6.40%	8.40%	9.35%	3.36%	7.00%	19.05%	28.45%	34.86%	8.70%	26.67%	29.39%	20.00%	24.32%	33.33%
The proposal is about right.	5.52%	5.40%	10.75%	7.94%	7.52%	0.84%	4.67%	0.00%	22.18%	18.35%	28.26%	26.35%	26.01%	30.00%	27.03%	0.00%
The proposal should go a bit further with a 20mph limit for some more streets.	3.22%	3.55%	7.51%	5.05%	5.43%	1.68%	2.67%	0.00%	3.35%	4.59%	8.70%	4.44%	4.39%	20.00%	10.81%	33.33%
The proposal needs to go much further a lot more of the road network within the built -up area should have a 20mph limit.	3.70%	5.68%	11.52%	6.67%	6.38%	0.00%	4.67%	4.76%	0.84%	0.92%	6.52%	2.54%	3.04%	0.00%	5.41%	33.33%
We should extend 20mph to all roads within the whole built-up area.	7.59%	11.51%	29.18%	17.54%	16.92%	2.52%	9.33%	28.57%	3.77%	5.50%	10.87%	8.25%	7.43%	0.00%	18.92%	0.00%
None of these statements represent my view	3.79%	3.55%	2.99%	3.39%	3.24%	6.72%	3.67%	4.76%	2.93%	1.83%	0.00%	2.86%	2.70%	0.00%	2.70%	0.00%

Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size=4,037]. This response shows the breakdown of statement proportionate to each mode. For example, 66.87% of people who listed car/van as driver in one of their top 3 modes of transport agree that we shouldn't be increasing the number of streets with a 20mph limit at all. Whereas 5.52% of this group agree that the proposal is about right. Please note, some respondents selected more than 3 modes of regular travel, these additional modes were not removed from the data.

Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size =472]. This response shows the breakdown of statement proportionate to each mode.



Appendix F: Attitudes towards the rural roads proposals by gender



Statement (% of statement respondents by gender)	Public Consultation			
	Male	Female	Prefer not to say	Other
I completely disagree we shouldn't be reducing the limit on any roads with a limit above 40 mph	52.09%	40.56%	61.54%	100.00%
Some limits need to reduce but the proposals go too far	16.45%	21.41%	24.36%	0.00%
The proposal is about right.	11.75%	18.87%	2.56%	0.00%
The proposal is good but it should go a bit further	7.83%	5.63%	1.28%	0.00%
The proposal is good but it should go a lot further	9.92%	11.55%	6.41%	0.00%
None of these statements represent my view	1.96%	1.97%	3.85%	0.00%

Statement (% of statement respondents by gender)	Market Research			
	Male	Female	Prefer not to say	Other
I completely disagree we shouldn't be reducing the limit on any roads with a limit above 40 mph	22.68%	11.99%	0.00%	0.00%
Some limits need to reduce but the proposals go too far	19.07%	25.09%	57.14%	25.00%
Some limits are needed to reduce speeds on some roads but proposals go too far	7.73%	5.62%	14.29%	0.00%
The proposal is about right.	31.96%	47.94%	28.57%	50.00%
The proposal is good but it should go a bit further	10.82%	4.87%	0.00%	0.00%
The proposal is good but it should go a lot further	5.67%	1.87%	0.00%	25.00%
None of these statements represent my view	2.06%	2.62%	0.00%	0.00%



Appendix G: Attitudes towards the rural roads proposals by gender (Chi Square Output)



PUBLIC CONSULTATION	Male	Female
I completely disagree we shouldn't be reducing the limit on any roads with a limit above 40 mph	399	144
Some limits need to reduce but the proposals go too far	126	76
The proposal is about right.	90	67
The proposal is good but it should go a bit further	60	20
The proposal is good but it should go a lot further	76	41
None of these statements represent my view	15	7
Chi Square Test returned statistical significance (p=0.001052), indicating a high level of statistical confidence that there is a gender difference in responses		
$X^2=20.39736$		

MARKET RESEARCH	Male	Female
I completely disagree we shouldn't be reducing the limit on any roads with a limit above 40 mph	44	32
Some limits need to reduce but the proposals go too far	37	67
Some limits are needed to reduce speeds on some roads but proposals go too far	15	15
The proposal is about right.	62	128
The proposal is good but it should go a bit further	21	13
The proposal is good but it should go a lot further	11	5
None of these statements represent my view	7	4
Chi Square Test returned statistical significance (p=0.000114) indicating a high level of statistical confidence that there is a gender difference in responses		
$X^2=27.55677$; $df=6$.		

A statistical test (Chi Square) looked for a significant relationship between attitudes to the rural proposals between genders in the public consultation survey data. A separate Chi Square looked for this in the market research data. **Both tests found a significant relationship between attitudes to the proposals and gender.**



Appendix H: Attitudes towards the rural proposals by age

Statement (% of statement respondents by age)		Public Consultation						
AGE:	16-24	25-34	35-44	45-54	55-64	65-74	75+	
I completely disagree, we shouldn't be reducing the limit on any roads with a speed above 40mph	69.77%	57.06%	47.92%	49.80%	49.17%	43.70%	23.53%	
Some limits need to reduce but the proposals go too far	16.28%	12.99%	16.67%	17.25%	21.12%	18.52%	35.29%	
The proposal is about right.	4.65%	13.56%	11.67%	13.73%	13.20%	16.30%	14.71%	
The proposal is good but it should go a bit further	2.33%	6.78%	8.75%	5.88%	5.28%	8.15%	8.82%	
The proposal is good but it should go a lot further	6.98%	7.91%	12.08%	11.37%	9.24%	11.85%	11.76%	
None of these statements represent my view	0.00%	1.69%	2.92%	1.96%	1.98%	1.48%	5.88%	

Statement (% of statement respondents by age)		Market Research						
AGE:	16-25	26-35	36-45	46-55	56-65	66-69	70+	
I completely disagree, we shouldn't be reducing the limit on any roads with a speed above 40mph	10.71%	14.77%	23.40%	16.42%	20.25%	9.52%	7.69%	
Some limits need to reduce but the proposals go too far	22.62%	26.14%	26.60%	19.40%	18.99%	9.52%	30.77%	
Some limits are needed to reduce speeds on some roads but the proposals go too far	7.14%	3.41%	5.32%	11.94%	7.59%	4.76%	5.13%	
The proposal is about right.	51.19%	42.05%	30.85%	37.31%	40.51%	52.38%	43.59%	
The proposal is good but it should go a bit further	7.14%	7.95%	7.45%	8.96%	6.33%	4.76%	5.13%	
The proposal is good but it should go a lot further	1.19%	3.41%	3.19%	5.97%	5.06%	4.76%	2.56%	
None of these statements represent my view	0.00%	2.27%	3.19%	0.00%	1.27%	14.29%	5.13%	



Appendix I: Attitudes towards the rural road proposals by mobility condition.



Statement (% of statement respondents by gender)	Public Consultation			
	MOBILITY CONDITION: No Mobility Condition	Mobility Condition (>1 year)	Mobility Condition (<1 year)	Prefer not to say
I completely disagree, we shouldn't be reducing the limit on any roads with a speed above 40mph	46.20%	57.43%	37.50%	66.43%
Some limits need to reduce but the proposals go too far	18.14%	20.79%	6.25%	19.58%
The proposal is about right.	15.40%	7.92%	6.25%	2.80%
The proposal is good but it should go a bit further	7.70%	1.98%	18.75%	2.10%
The proposal is good but it should go a lot further	11.08%	8.91%	25.00%	4.20%
None of these statements represent my view	1.48%	2.97%	6.25%	4.90%

Statement (% of statement respondents by gender)	Market Research			
	MOBILITY CONDITION: No Mobility Condition	Mobility Condition (>1 year)	Mobility Condition (<1 year)	Prefer not to say
I completely disagree, we shouldn't be reducing the limit on any roads with a speed above 40mph	16.37%	17.54%	11.11%	0.00%
Some limits need to reduce but the proposals go too far	21.66%	29.82%	33.33%	33.33%
Some limits are needed to reduce speeds on some roads but the proposals go too far	7.05%	3.51%	11.11%	0.00%
The proposal is about right.	42.82%	28.07%	33.33%	55.56%
The proposal is good but it should go a bit further	6.55%	14.04%	0.00%	0.00%
The proposal is good but it should go a lot further	3.27%	3.51%	11.11%	11.11%
None of these statements represent my view	2.27%	3.51%	0.00%	0.00%

Source: Public Consultation Survey, Rural Roads, responses to Q) Which of the following statements best represents your view of the proposed speed limit reduction on rural roads around Edinburgh? Please select one statement. Total sample size=1,217; No mobility condition [n=948], prefer not to say [n=143], mobility condition lasting or expecting to last 12 months or more [n=101], mobility condition lasting or expecting to last between 1-12 months [n=16]. Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. Total sample size=472; No mobility condition [n=397], prefer not to say [n=9], mobility condition lasting or expecting to last 12 months or more [n=57], mobility condition lasting or expecting to last between 1-12 months [n=9].



Appendix J: Attitudes towards the rural proposal by modes of transport



Statement	Consultation								Market Research								
	Car/Van as Driver	Car / Van as Passenger	Bicycle	Walking	Bus / Tram	Motorcycle	Taxi	Wheelchair	Statement	Car/van (as driver)	Car/van (as passenger)	Bicycle	Walking	Bus / Tram	Motorcycle	Taxi	Wheelchair
I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40mph	54.60%	49.04%	29.75%	34.65%	37.98%	71.95%	56.14%	75.00%	I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40mph	19.85%	16.44%	24.32%	19.27%	10.00%	28.57%	5.56%	0.00%
Some limits need to reduce but the proposals go too far	19.46%	20.19%	11.61%	17.75%	15.89%	18.29%	22.81%	0.00%	Some limits are needed to reduce speeds on some roads but the proposals go too far	8.24%	3.42%	5.41%	2.75%	4.38%	14.29%	0.00%	0.00%
The proposal is about right	12.00%	11.86%	20.96%	15.49%	14.34%	3.66%	5.26%	0.00%	Some limits need to reduce but the proposals go too far	25.84%	27.40%	13.51%	19.27%	20.00%	14.29%	27.78%	33.33%
The proposal is good but it should go a bit further	5.52%	7.05%	15.86%	10.14%	11.63%	1.22%	3.51%	0.00%	The proposal is about right	37.83%	40.41%	29.73%	38.53%	48.75%	28.57%	38.89%	0.00%
The proposal is good but it should go a lot further	6.58%	8.33%	21.25%	18.31%	16.67%	2.44%	8.77%	25.00%	The proposal is good but it should go a bit further	4.12%	6.85%	21.62%	11.93%	10.00%	14.29%	11.11%	66.67%
None of these statements represent my perspective	1.84%	3.53%	0.57%	3.66%	3.49%	2.44%	3.51%	0.00%	The proposal is good but it should go a lot further	3.00%	2.74%	2.70%	6.42%	4.38%	0.00%	11.11%	0.00%
									None of these statements represent my perspective	1.12%	2.74%	2.70%	1.83%	2.50%	0.00%	5.56%	0.00%

Public Consultation Survey, Rural Roads, responses to Q) Which of the following statements best represents your view of the proposed speed limit reduction on rural roads around Edinburgh? Please select one statement. Respondents returned 4,037 entries. This response shows the breakdown of statement proportionate to each mode. For example, 54.60% of people who listed car/van as driver in one of their top 3 modes of transport agree that we shouldn't be reducing the limit on any roads with a speed limit above 40mph.

Appendix K: Attitudes towards the rural roads proposals by modes of transport. (Chi Square Output)



The statistical Chi Square test was used to look for a significant relationship between attitudes to the 20mph and rural proposals between preferred modes of transport. This test was used for the public consultation survey data and for the market research data.

The test indicates there is a significant relationship between preferred modes of transport and attitudes towards the proposals. This finding was recorded in both the market research and public consultation data. The nature of a Chi Square test means that it does not tell us which way the relationship goes, for example, it cannot suggest that, 'people who walk are more likely to support the proposals'.

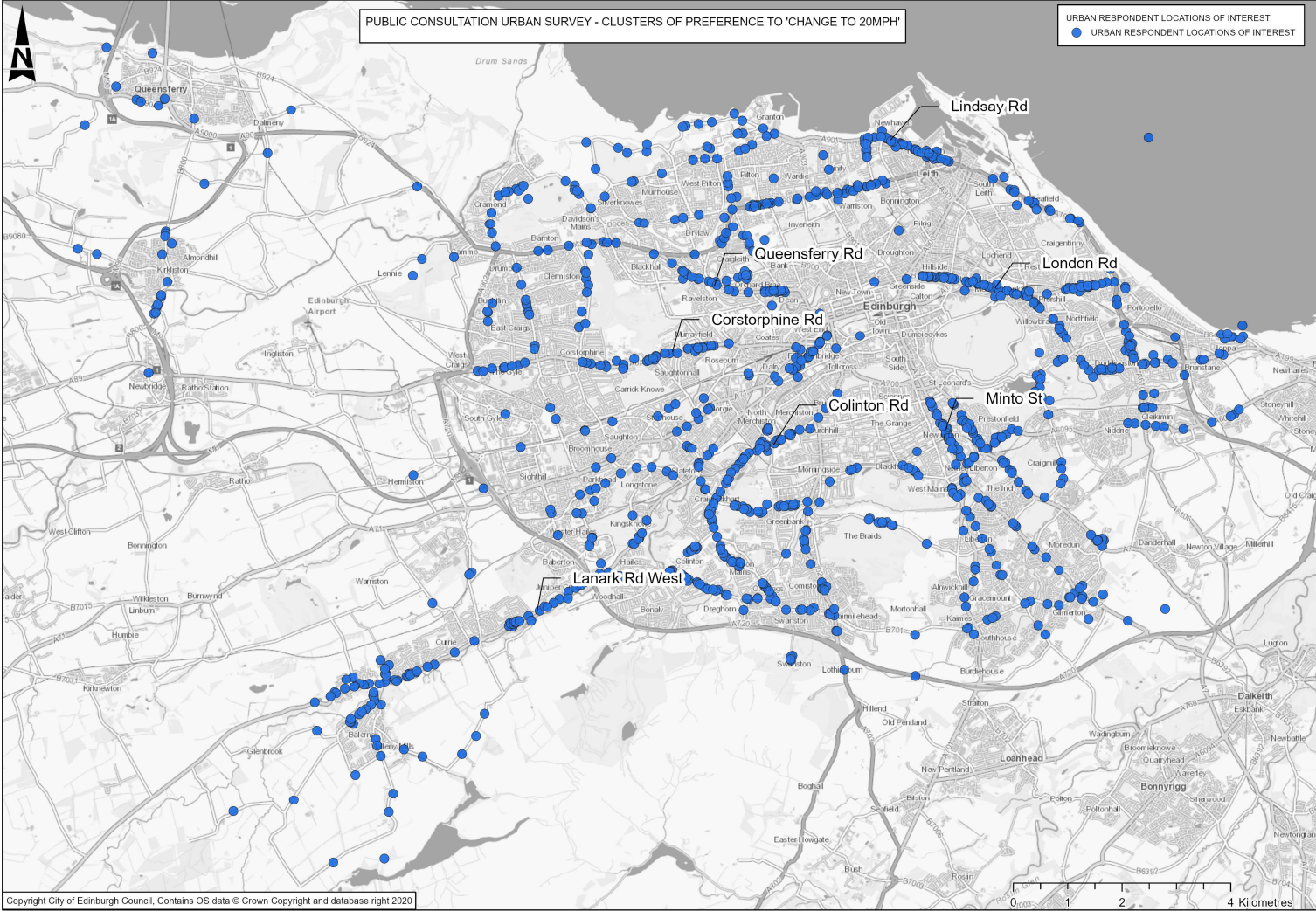
Attitudes towards the proposals by mode of transport	Public Consultation	Market Research
Urban Proposals	<p><i>So significant relationship</i></p> <p>$p < 0.005$ $\chi^2 = 779.54$ $df = 42$</p>	<p><i>Significant relationship</i></p> <p>$p = 0.000715$ $\chi^2 = 77.41758$ $df = 42$</p>
Rural Proposals	<p><i>Significant relationship</i></p> <p>$p < 0.005$ $\chi^2 = 242.298902$ $df = 35$</p>	<p><i>Significant relationship</i></p> <p>$p = 0.007467$ $\chi^2 = 67.545$ $df = 42$</p>

Source: Public Consultation Survey, Urban Roads, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size=4,037]. This response shows the breakdown of statement proportionate to each mode. For example, 66.87% of people who listed car/van as driver in one of their top 3 modes of transport agree that we shouldn't be increasing the number of streets with a 20mph limit at all. Whereas 5.52% of this group agree that the proposal is about right. Please note, some respondents selected more than 3 modes of regular travel, these additional modes were not removed from the data.

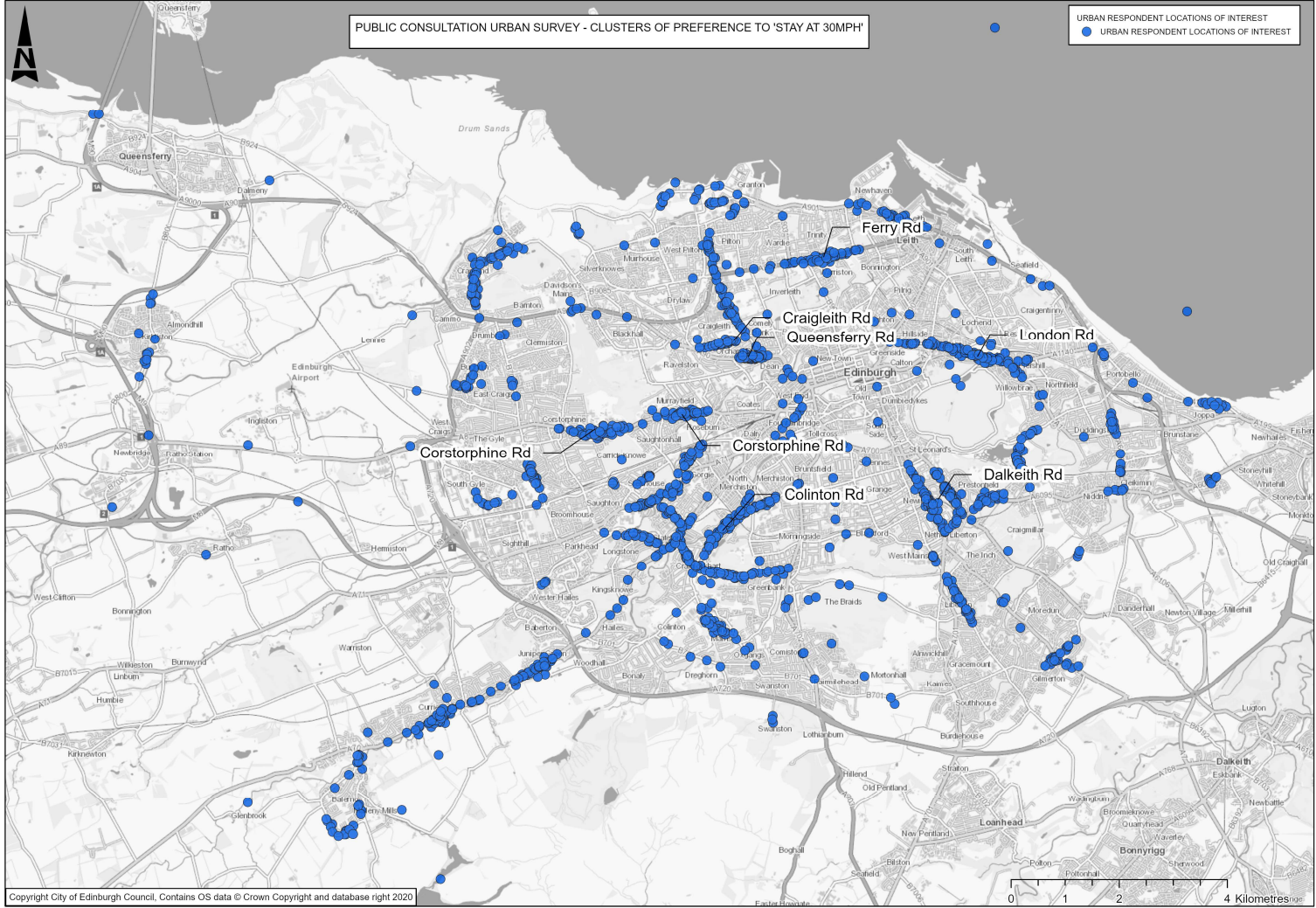
Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size =472]. This response shows the breakdown of statement proportionate to each mode.



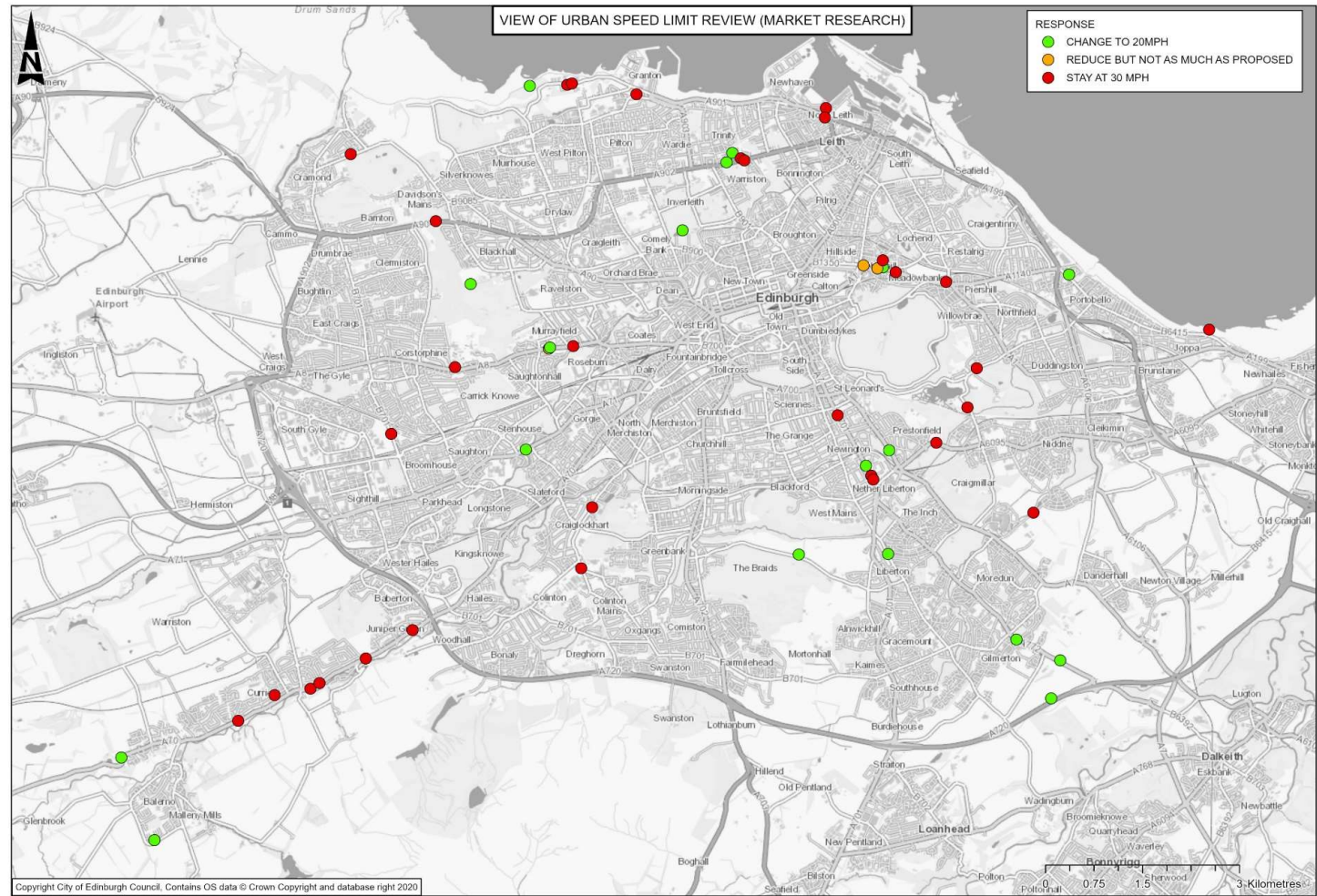
Appendix L: Map showing preference to change to 20mph (Urban Public Consultation)



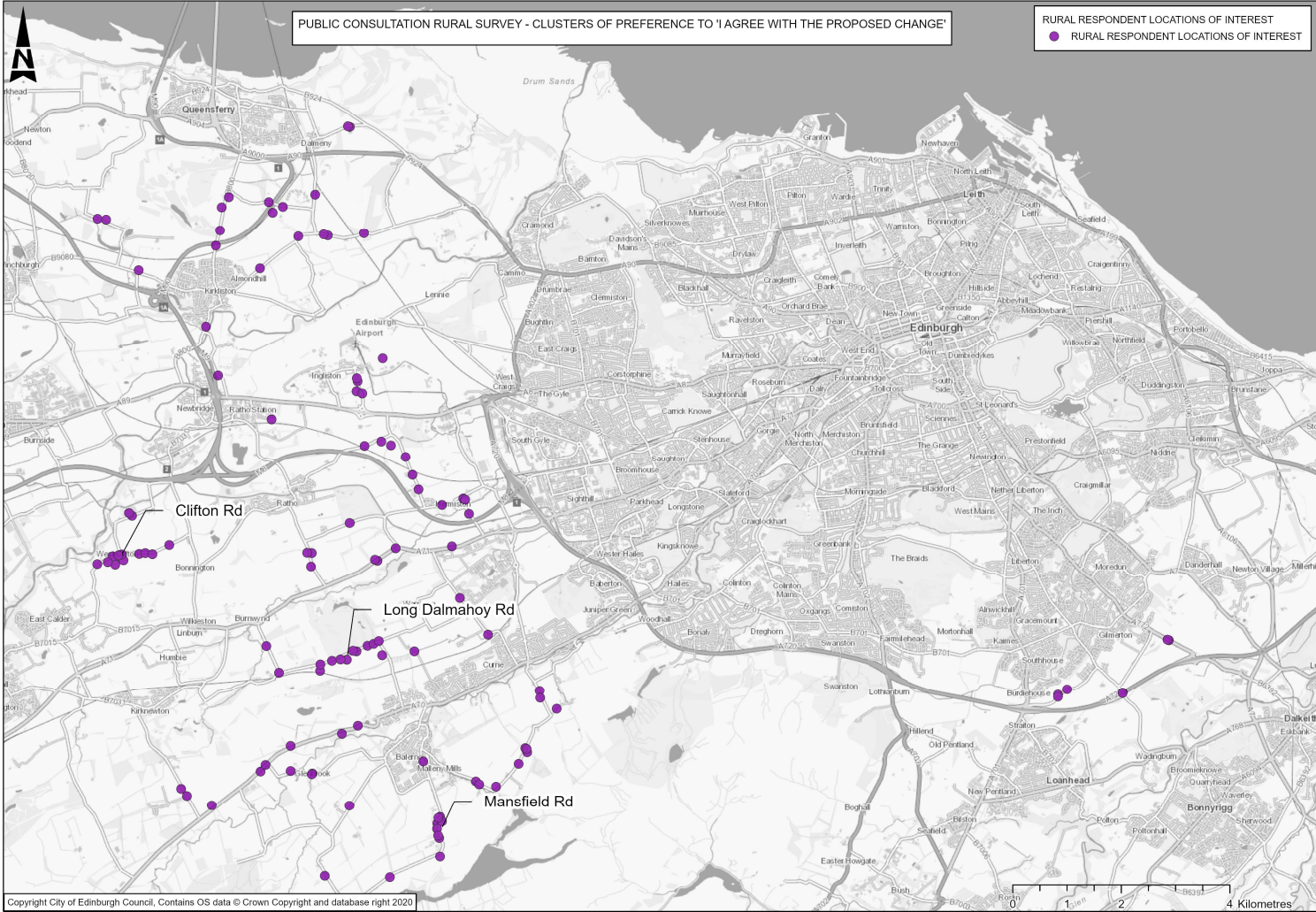
Appendix M: Map showing preference to stay at 30mph (Urban Public Consultation)



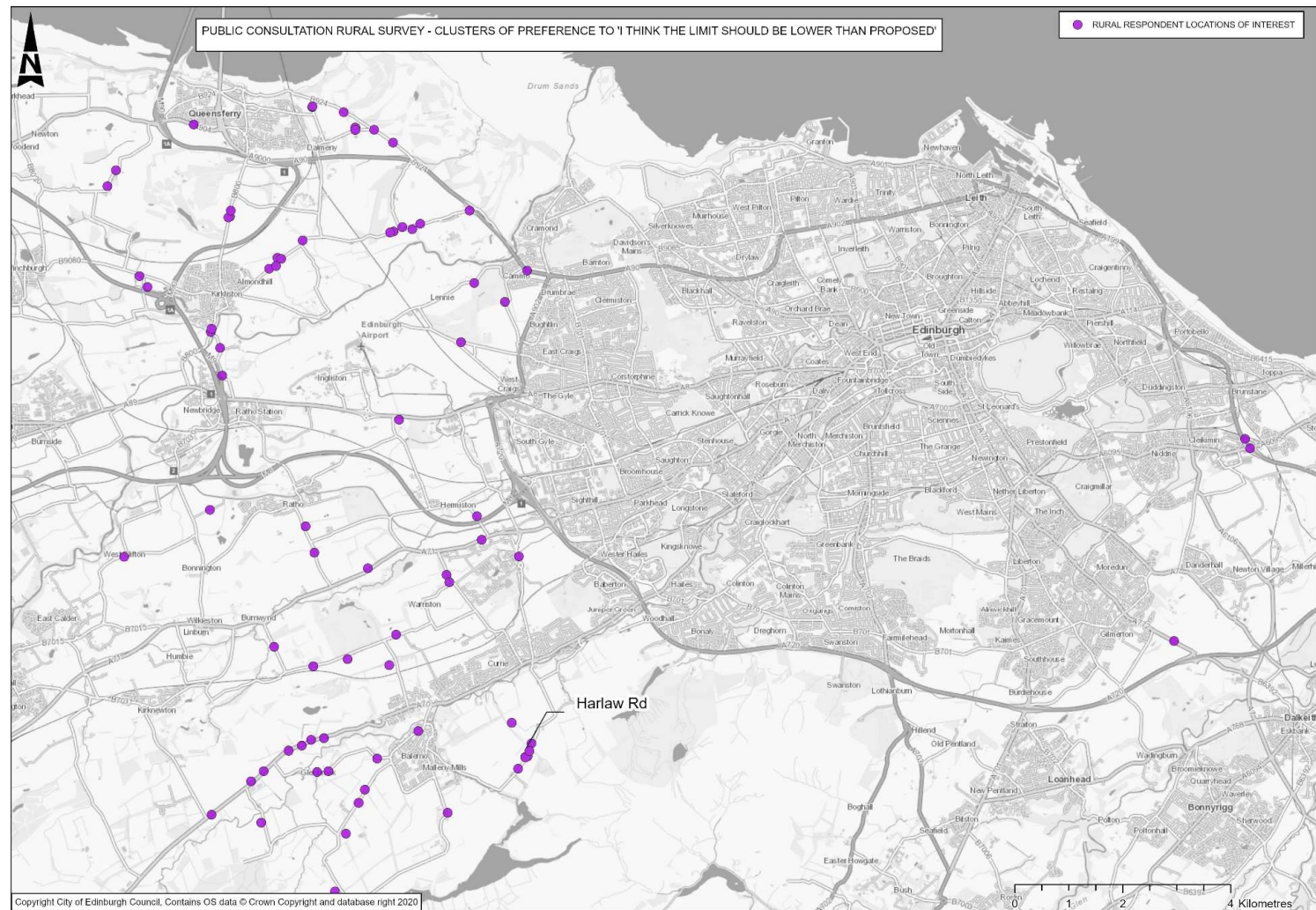
Appendix N: Map showing feedback on the 20mph proposals (Market Research Survey)



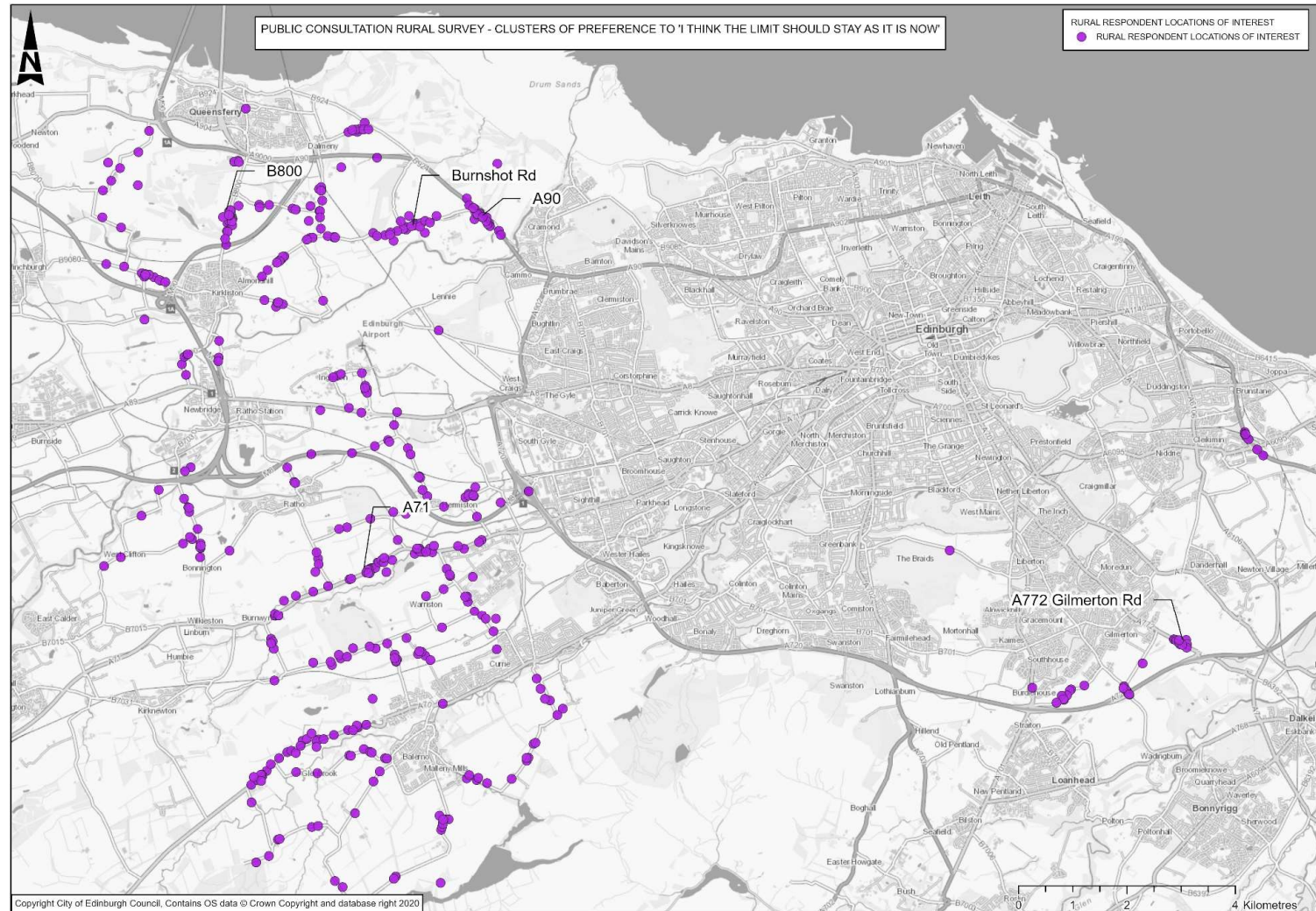
Appendix O: Map showing responses 'I agree with the proposed change' (Rural Public Consultation)



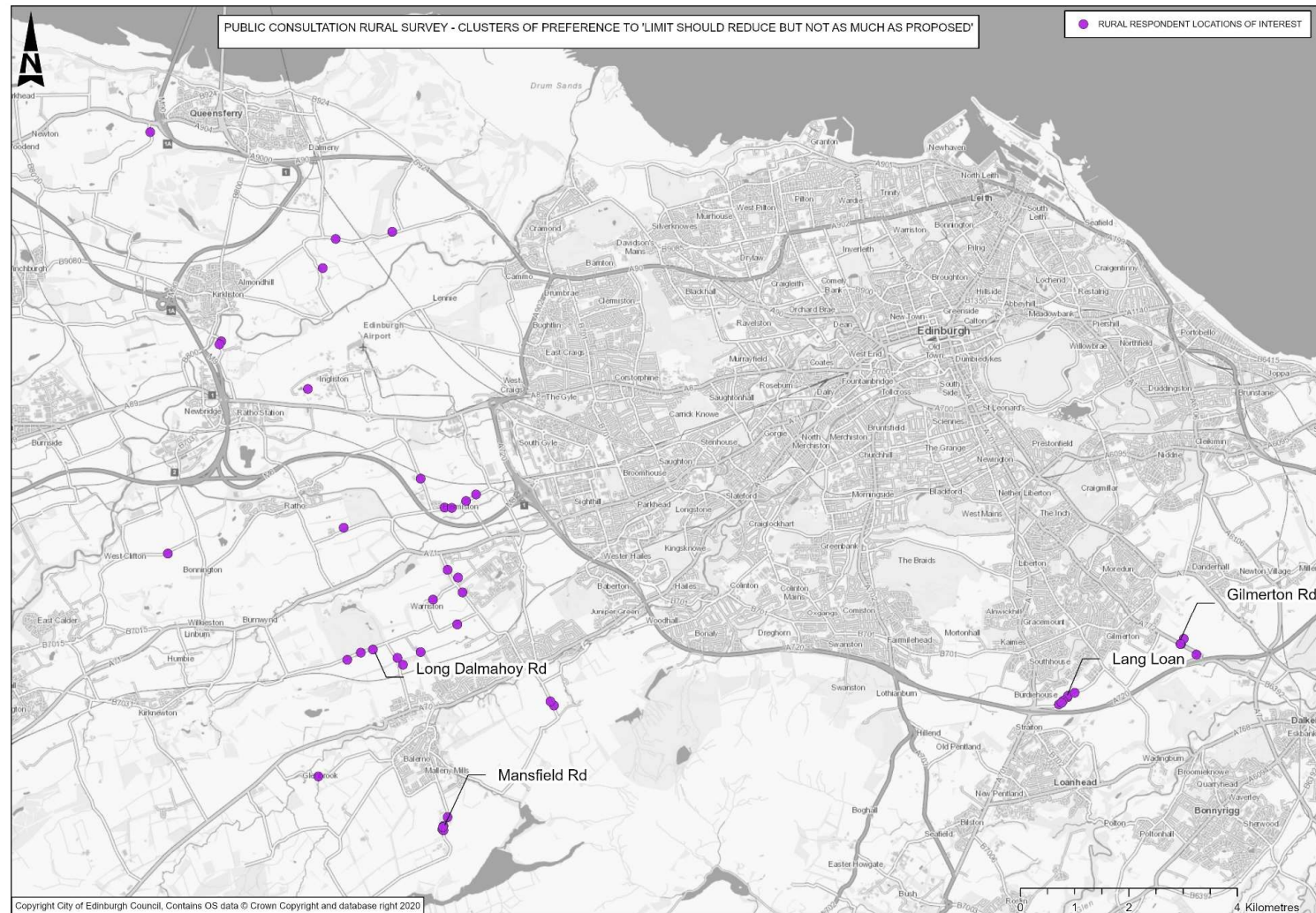
Appendix P: Map showing responses 'I think the limit should be lower than proposed' (Rural Public Consultation)



Appendix Q: Map showing responses 'I think the limit should stay as it is now' (Rural Public Consultation)



Appendix R: Map showing responses 'Limit should reduce but not as much as proposed' (Rural Public Consultation)



Appendix S: Map showing feedback on the rural roads (Market Research Survey)

