

Transport and Environment Committee

10.00am, Thursday, 27 February 2020

Approach to Extension of 20mph Speed Limits

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

- 1.1 It is recommended that the Committee:
 - 1.1.1 approves the proposed approach to the extension of 20mph speed limits in Edinburgh set out in this report;
 - 1.1.2 discharges the action to provide a broader, clearer and more quantifiable set of criteria for the installation of additional physical traffic calming measures, contained within a Liberal Democrat Motion approved by this Committee on 11 October 2019; and
 - 1.1.3 notes that the Edinburgh Street Design Guidance specifies that the default design speed for new streets is 20mph.

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2. Executive Summary

- 2.1 This report presents a proposed approach to undertaking a review of the potential to extend Edinburgh's current 20mph network. It outlines a consultation process to seek views on levels of support for extending the network and for identifying further streets for inclusion.
- 2.2 The report also clarifies the criteria for the installation of additional physical traffic calming measures, previously set out in a report to this Committee on [11 October 2019](#).

3. Background

- 3.1 The initial 20mph network sought to achieve a suitable balance between delivering safer, more liveable streets and maintaining a coherent network of streets with a higher speed limit for longer distance journeys, especially those made by public transport.
- 3.2 On 11 October 2019, Committee considered a report entitled 'Evaluation of the 20mph Speed Limit Roll Out' and approved commencing the statutory process to add nine additional streets to the 20mph network. It also noted that consideration is being given to the potential for further extension of the 20mph network and that a report on this subject would be brought to the first meeting of the Transport and Environment Committee in 2020.
- 3.3 Public support for the limit, and subsequent requests for it to be extended, indicate that there is an appetite for wider application, whilst early outputs from monitoring activities are positive in relation to the project's core objectives. Research reveals that support for the network has risen from 58% before implementation to 65%.

4. Main report

- 4.1 Rather than adopting a purely reactive, street by street approach to extending the network, it is considered that there is now a case for a strategic review of all roads that currently retain a 30mph speed limit.

- 4.2 As part of this, it is proposed to undertake a consultation process to seek views on:
- 4.2.1 levels of support for extending the network; and
 - 4.2.2 possible further streets for inclusion in the 20mph network.
- 4.3 It is intended to develop a survey and seek comments from key stakeholders including Lothian Buses, the Transport and Active Travel Forums, community councils and residents' associations. Additionally, it is proposed to commission consultants to carry out household surveys, to ensure wider representation from a representative cross section of Edinburgh residents.
- 4.4 Included in the survey would be a list of streets for potential inclusion in the network taken from observations, requests and comments gathered through the implementation period. There would also be scope in the survey to identify other streets for potential inclusion in the network and provide reasons for this.
- 4.5 It is intended to start the consultation in May 2020, with a view to reporting back to Committee on findings from the consultation in the Autumn.
- 4.6 Key criteria to be considered when assessing further streets for inclusion in the network are:
- 4.6.1 potential impact on bus services;
 - 4.6.2 existing function and character of the street, taking account of factors such as housing density, width of road/footways and road users; and
 - 4.6.3 planned developments or proposals to change the nature or use of the street.
- 4.7 Any proposed changes to speed limits would be subject to a further statutory consultation process before implementation.

Additional Physical Traffic Calming Measures

- 4.8 On [11 October 2019](#) this Committee considered a report entitled 'Evaluation of the 20mph Speed Limit Roll Out'. Appendix 4 of the report contained details of potential additional speed reduction measures that could be implemented at locations where a significant level of non-compliance with the new speed limit is identified. The measures identified were signage and road markings, vehicle activated speed signs and speed indication devices, safety cameras and physical traffic calming measures. Committee approved a Liberal Democrat Motion, which called for this report to "provide a broader, clearer and more quantifiable set of criteria for the installation of physical traffic calming measures".
- 4.9 At locations where concerns have been raised about non-compliance with the new 20mph speed limits, a seven day traffic speed and volume survey will be undertaken. Where the survey records an average speed outwith normal tolerance, this will trigger an investigation into the possible use of additional speed reduction measures. In a 20mph street, average recorded speeds higher than 24.0mph are considered to be outwith normal tolerance.

- 4.10 The use of physical traffic calming measures would generally only be considered where there is either a significant history of speed related collisions or where average vehicle speeds remain excessively high following the use of other speed reduction measures.
- 4.11 Consideration of a location's collision history would be undertaken in line with the Council's existing Accident Investigation and Prevention process, which follows established national best practice in road safety engineering. Physical traffic calming measures would be considered at a location where three personal injury collisions, in which excessive speed is determined to be a contributory factor, have occurred within a three year period.
- 4.12 Physical traffic calming measures would also be considered at locations where local education and behaviour change/promotion activities and soft engineering measures have already been tried but where average vehicle speeds of higher than 28.0mph are recorded.
- 4.13 Due to the widely varying nature of streets within the city's road network, there may occasionally be exceptional circumstances under which it might be appropriate to consider the use of physical traffic calming measures even though the above criteria are not met. In these cases, officers will consider all available evidence and use their experience and professional expertise to decide on the most effective solution.

Edinburgh Street Design Guidance

- 4.14 The Edinburgh Street Design Guidance sets out the Council's requirements for street design, seeking to provide Edinburgh with world-class sustainable network of streets and places. The Guidance introduces an Edinburgh Street Framework which is to be used to determine the place and movement function of a street.
- 4.15 Advice on how to apply the Street Framework, on page 122 of the Guidance, states "Edinburgh is the first 20mph city in Scotland with 30mph and 40mph speed limits only maintained for a limited arterial network. Therefore the default design speed for new streets is 20mph. Exceptions will be considered for new rural streets with no-frontage, for those serving and fronting low-medium density industrial land uses and for those strategic and secondary streets with a frequent bus service".

5. Next Steps

- 5.1 Subject to Committee approval, it is intended to procure consultants to carry out a household survey and to report to Committee on the outcomes of the consultation in Autumn 2020.

6. Financial impact

- 6.1 The cost of the consultation and household surveys is estimated at £10,000 and can be met from the Smarter Choices Smarter Places budget.

7. Stakeholder/Community Impact

- 7.1 The input of stakeholders, including residents' and other community groups, businesses, interest groups, people with protected characteristics and the general public has been gathered at each stage of the development of the 20mph roll out. 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 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.
- 7.3 An Integrated Impact Assessment (IIA) has been carried out and reviewed throughout the project. The IIA identifies a majority of positive impacts for people with protected characteristics.

8. Background reading/external references

- 8.1 [Transport 2030 Vision](#)
- 8.2 [Edinburgh's City Centre Transformation Project](#)
- 8.3 DfT Circular 01/2006 Setting Local Speed Limits
<http://www.dft.gov.uk/pgr/roadsafety/speedmanagement/dftcircular106/dftcircular106.pdf>

9. Appendices

- 9.1 None.