

# Transport and Environment Committee

10.00am, Thursday, 12 October 2023

## Speed Limits Review: 20mph

Executive/routine  
Wards

Routine  
All

### 1. Recommendations

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- 1.1 It is recommended that Committee notes:
  - 1.1.1 The findings from the Speed Limits consultation exercise; and
  - 1.1.2 That the next steps with the findings of this review will be presented to Committee in February 2024, alongside the first review of the City Mobility Plan and the associated action plans.

**Paul Lawrence**

Executive Director of Place

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## Speed Limits Review: 20mph

### 2. Executive Summary

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- 2.1 This report presents the results of the consultation, undertaken between November 2022 and February 2023 on proposals to extend 20mph speed limits in Edinburgh.

### 3. Background

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- 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. 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 our ambition to be net zero by 2030.
- 3.2 In March 2018, Edinburgh became Scotland's first city to implement a citywide network of streets with a 20mph limit. The 20mph network was implemented to reduce the risk and severity of collisions, encourage people to walk and cycle and create more people friendly streets and neighbourhoods.
- 3.3 Since 2018, Wales became one of the first countries in the world, and the first nation in the UK, to introduce legislation to have a [default 20mph speed](#) limit on roads where cars mix with pedestrians and cyclists. These changes have affected most 30mph roads, but not all. The law has changed the default speed limit on restricted roads which are usually residential or busy pedestrian streets.
- 3.4 Findings from the 20mph roll out were reported to Committee in [October 2019](#). Public support for the limit and subsequent requests for it to be extended, indicated an appetite for wider application. Independent research, undertaken for the evaluation in 2019, revealed support for the network had risen from 58% before implementation to 65% post-implementation.
- 3.5 Further monitoring of the 20mph network, reported to Committee in [August 2022](#), showed a 30% reduction in road casualties and signs of other positive outcomes such as lower traffic speeds with better conditions for walking, wheeling and cycling creating a calmer, more pleasant environment.

- 3.6 Approximately 86% of Edinburgh's streets currently have a 20mph speed limit. Extending 20mph to all of the streets proposed in the consultation would increase 20mph coverage from 86% to 90%.
- 3.7 Transport Scotland 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 issued assessment guidance to Councils. Transport Scotland has provided assurance 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.
- 3.8 At its 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 20mph consultation.
- 3.9 The survey ran from November 2022 to February 2023 and received 4,056 responses. The public consultation and market research sought the views on the scale of the proposed extension to the 20mph network, and on the individual streets where the lower limit is proposed. Feedback was also sought on additional streets to be added.

## 4. Main report

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- 4.1 In preparation for the consultation, a review of all roads that currently retain a 30mph speed limit was undertaken and a map produced of possible streets for inclusion in the network. The criteria used to identify the possible streets was approved by Committee as:
- 4.1.1 Streets with higher density housing (for example flats, terraces);
  - 4.1.2 Retail presence – groups of shops;
  - 4.1.3 Pedestrian/cycling activity – areas which are likely to have higher numbers of people walking and cycling (for example near a hospital or university campus); and
  - 4.1.4 Width of street – narrower streets are considered to be more suitable for the lower limit.

### Review Findings

- 4.2 The findings from the survey and the market research are provided in Appendix 1. The overall conclusion is that public opinion appears to be divided on whether to further expand 20mph speed limits.
- 4.3 Respondents were also asked about their perception of the current balance of 20mph and 30mph streets, with responses to the public consultation much more likely to be strongly in favour or against the current balance of streets.

### **Changes to speed limits and additional roads**

- 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.
- 4.5 Feedback revealed the highest level of support for retaining 30mph was on sections of the following streets: London Road, Ferry Road, Corstorphine Road, Colinton Road, Lanark Road West, Queensferry Road, Dalkeith Road, Lanark Road, Glenlockhart Road, Crewe Road South and Duddingston Road West.
- 4.6 The streets with the highest levels of support to change to 20mph include sections of Lindsay Road, Minto Street and Portobello Road. Some of the streets referred to paragraph 4.5 (such as Colinton Road, Lanark Road West and Queensferry Road) also received high levels of support to change to 20mph.
- 4.7 Respondents were given the option to suggest additional roads that were not included in the proposals. The roads receiving the highest level of support were Redford Road, West Approach Road and Old Dalkeith Road. A full list is available in Appendix 1.
- 4.8 In addition, the findings highlight support for Bonnybridge Drive, part of a new housing estate, to be 20mph. In line with the Edinburgh Street Design Guidance, the default speed limit for new streets is 20mph and therefore any housing estates such as this that have recently been adopted but do not yet have a Traffic Regulation Order in place will be included in the statutory process for any future roll out of 20mph speed limits.

### **Key themes and impacts**

- 4.9 Respondents were able to select multiple impacts associated with introducing a 20mph extension. An increase in journey time (58%), was perceived to be the largest impact from the public consultation while a safer street environment (54%) was identified as having the largest impact from the market research survey.
- 4.10 Increases in congestion (56%) and pollution (48%) were perceived to be key impacts associated with extending 20mph from the public consultation. While in the market research, the impact of congestion (41%) and the impact of pollution (22%) were rated lower. Lack of compliance was identified as having a much higher impact in the public consultation than in the market research.
- 4.11 Over half of the public survey respondents provided additional qualitative feedback. Many comments were similar to those expressed under impacts of the proposals with the most frequently raised in relation to enforcement and compliance, congestion and value for money.

### **Feedback from stakeholder organisations**

- 4.12 Lothian Buses expressed concerns about the impact of the proposals on bus journey times and, in particular, on arterial and orbital routes. They commented that the Bus Partnership Fund is in the process of funding proposals that reduce bus journey times and the proposed speed limit change will reverse any improvements that are achieved.

- 4.13 They also expressed concern over the impact of the current proposals on timetabling.
- 4.14 As a key stakeholder, Police Scotland provided the following statement in relation to enforcement. *‘We will continue to carry out education and enforcement to remind drivers to slow down, particularly in areas where any concerns are raised to us or there are vulnerable groups like children near schools, to ensure Edinburgh’s streets are safe for everyone’.*
- 4.15 Spokes and Living Streets indicated they are strongly supportive of the proposed expansion of 20mph as it will improve road safety and benefits those using active travel. Both organisations are in favour of effective and regular enforcement of 20mph limits to maximise the benefits.
- 4.16 Spokes highlighted a number of main roads in the proposed map where the speed limit will change several times in a relatively short space, for example, Gilmerton Road, A70, A8 and Hailesland Road which may reduce compliance.
- 4.17 Living Streets commented that they see the extension of 20mph limits as a step towards having a default speed limit of 20mph throughout Edinburgh.

## 5. Next Steps

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### **Driver behaviour**

- 5.1 The 20mph speed limit relies on a shift in driver behaviour. The Council continues to work with Police Scotland and the public to raise awareness of 20mph and encourage compliance through road safety education activities and communications.
- 5.2 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.

### **Proposals for implementation**

- 5.3 It is proposed to bring back detailed proposals for 20mph alongside the first review of the City Mobility Plan.
- 5.4 This will provide details of costs and timescales and how the Council could proceed with the formal consultation as part of the Traffic Regulation Order process.
- 5.5 In the meantime, further work will be undertaken with public transport operators to refine the proposals.

## 6. Financial impact

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- 6.1 This report has no direct financial impacts. Details of the finalised plans and implementation costs will be presented to Committee in February 2024.

## 7. Equality and Poverty Impact

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- 7.1 It is expected that the proposed reduction in speed limit will advance equality of opportunity by creating a better environment for walking and cycling, making it safer and more attractive for less confident pedestrians and cyclists including children and older people. Children from areas of socio-economic disadvantage have also been shown to be more likely to be involved in road traffic collisions.
- 7.2 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. Climate and Nature Emergency Implications

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- 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 our 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

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- 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 and approved by Committee in April 2021. The recommendation to note the findings of this report carries no identified risks.

### **Approach to Consultation**

- 9.2 To capture a wide range of feedback, the consultation approach included surveys of residents and stakeholders (on the Council's Consultation Hub website) as well as market research.
- 9.3 Results of the feedback are summarised above and detailed in Appendix 1. A profile of respondents by gender, age and mobility and travel behaviours of respondents is also included in the Appendix 1.
- 9.4 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.
- 9.5 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;
- Drop-in events with large maps of the proposals held at Edinburgh College (Granton Campus), Portobello and Newington Libraries;
- An engagement session was also undertaken with primary six pupils from Prestonfield Primary School to establish what younger people think of the proposals. Findings from this session are included as Appendix 2.

9.6 The Council is hosting a 20's Plenty Conference on 7 December 2023, with an opportunity to hear how other local authorities are implementing 20mph speed limits and share good practice.

## **10. Background reading/external references**

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10.1 [Evaluation of the 20mph Speed Limit Roll Out – 2019](#)

10.2 [Evaluation of the 20mph Speed Limit Roll Out – 2022](#)

10.3 [Active Travel Action Plan 2030](#)

10.4 [Road Safety Action Plan 2030](#)

10.5 Consultation [map](#) of the 20mph speed limit proposals

## **11. Appendices**

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Appendix 1: Consultation and Market Research report

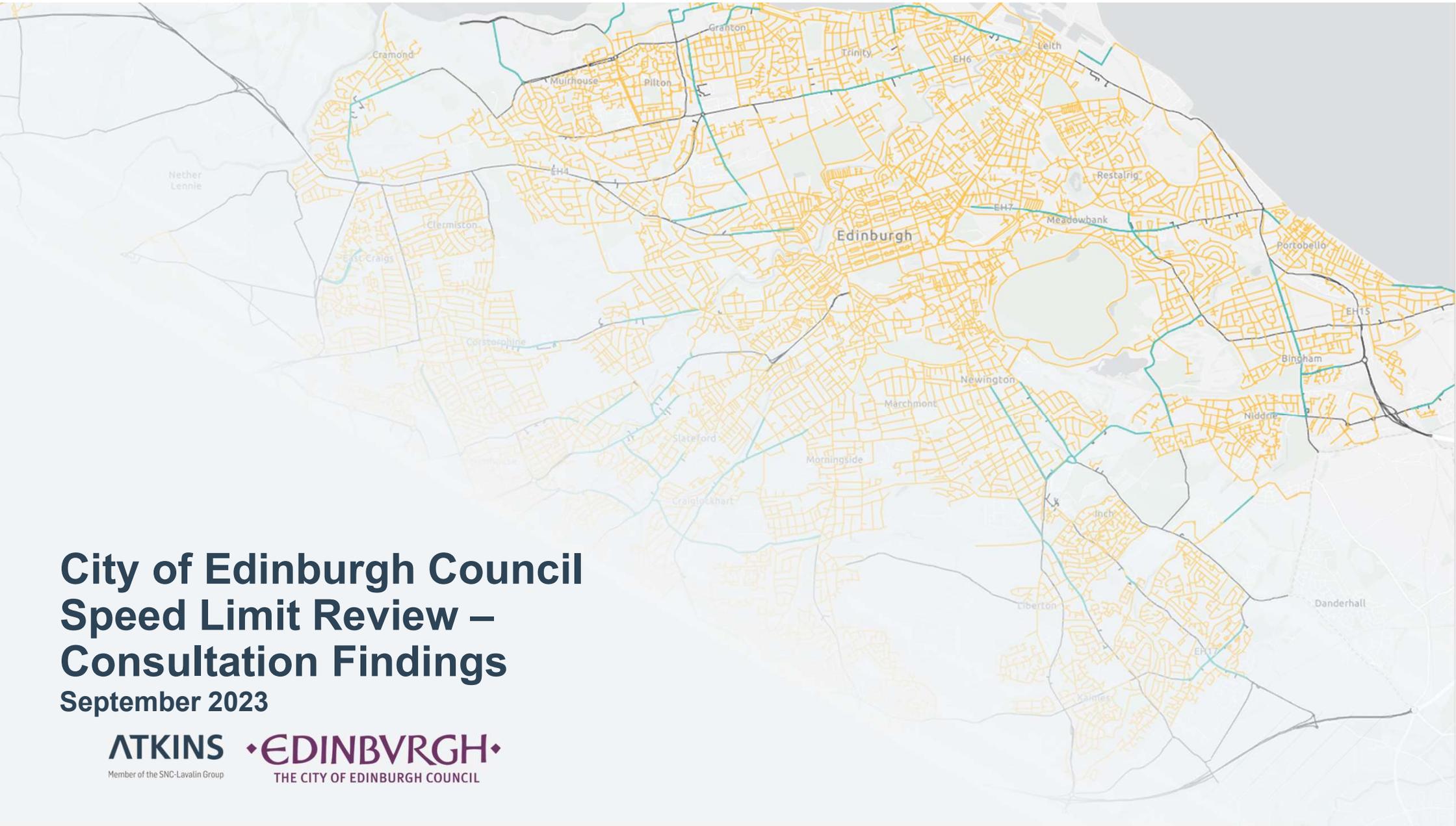
Appendix 2: Report of Primary School engagement

## Appendix 1: 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

<b>Issue</b>	<b>Page(s)</b>
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
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Profile of respondents	29 - 33
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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 sample<sup>1</sup> 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.



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Travel Behaviours of Respondents	<u>34-36</u>
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Appendix - more detailed analysis by gender, age etc	<u>39-58</u>

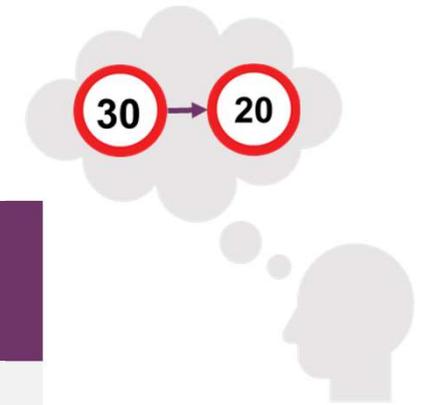


# Results

## - 20mph Urban Roads



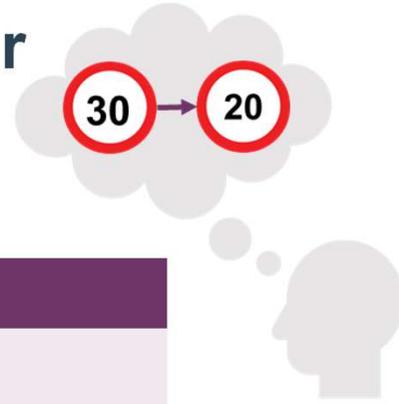
# Perception of current balance between streets with 20mph and 30mph



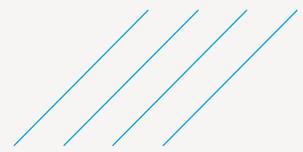
Statement	Public Consultation	Market Research
Far too many roads with 20mph	47.54%	23.94%
Slightly too many roads with 20mph	15.70%	19.92%
The balance is about right	7.38%	37.71%
There should be more roads with 20mph	7.51	10.59%
There should be a lot more roads with 20mph	21.87%	7.84%



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

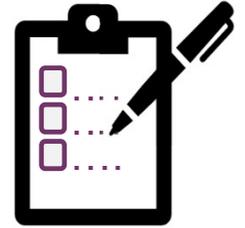


Statement	Public Consultation	Market Research
We shouldn't be increasing the number of streets with a 20mph limit at all	57.70%	31.36%
There should be some new 20mph streets added but not this many.	8.35%	26.91%
The proposal is about right.	6.47%	25.64%
The proposal should go a bit further with a 20mph 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%



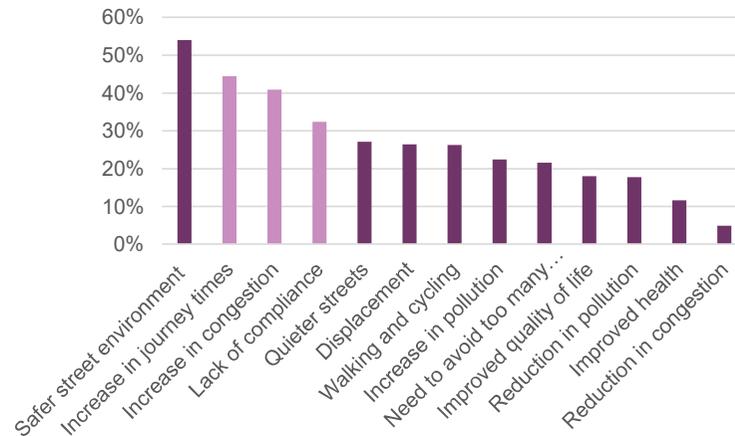
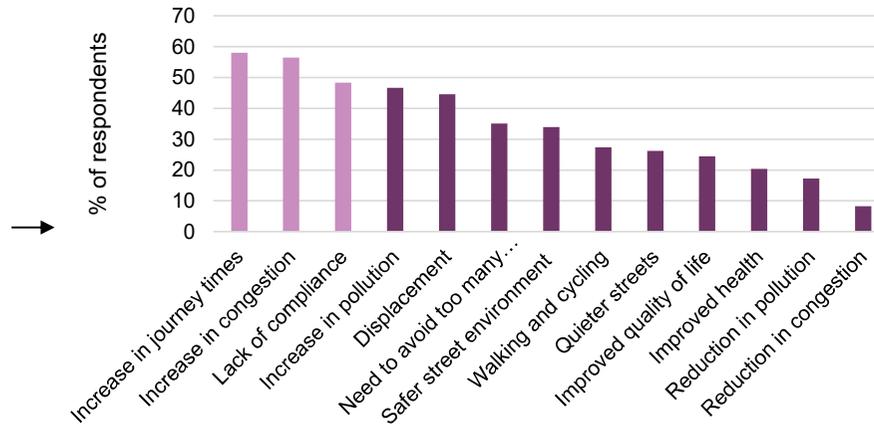
# Views on impacts of urban speed limit proposal

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.**

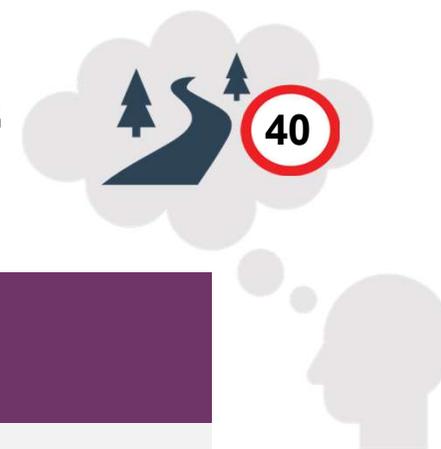
“This is a ridiculous suggestion. [...] I am specifically commenting on DALKEITH ROAD [...] 20mph zones increase congestion by slowing down the traffic - why on earth would it make sense to do so in areas reliant on ambulances moving freely and at pace?”



# 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

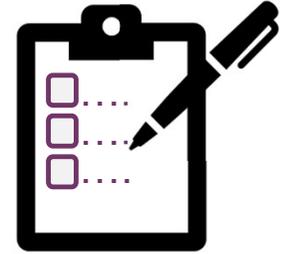


Which of the following statements best represents your view of the proposed speed limit reduction on rural roads around Edinburgh?	Public Consultation	Market Research
I completely disagree we shouldn't be reducing the limit on any roads with a speed limit above 40 mph	49.55%	16.10%
Some limits need to 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%



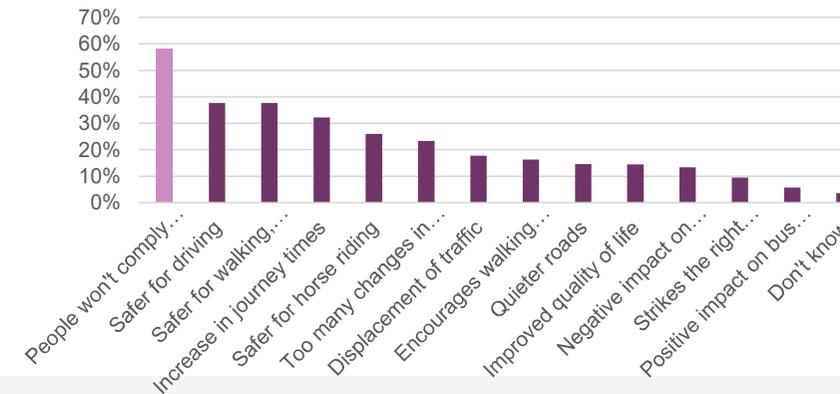
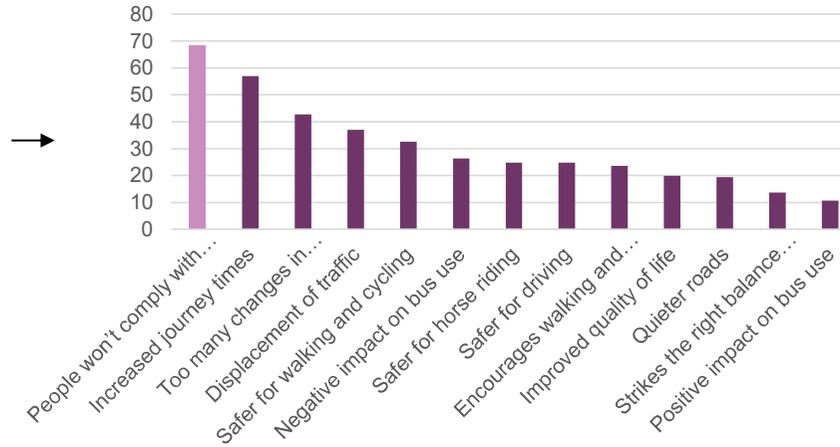
# Views on impacts of the rural speed limit proposal

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



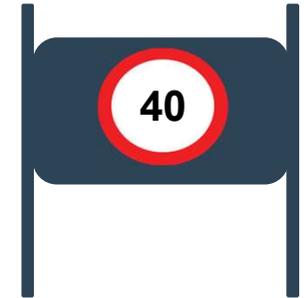
## Public Consultation

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 <b>bit</b> further	7.63%	7.20%	7.89%	6.82%
The proposal is good but it should go a <b>lot</b> 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%



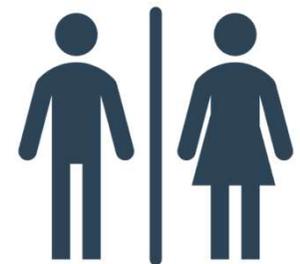
# Profile of Respondents



# 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
<b>Male</b>	58.55%	63.49%	41.10%
<b>Female</b>	34.79%	29.74%	56.57%
<b>Other gender identity</b>	0.65%	0.58%	0.85%
<b>Prefer not to say</b>	6.01%	6.46%	1.48%



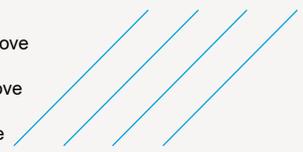
# Age of Respondents

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



# Mobility Conditions

	Urban Roads Public Consultation	Rural Roads Public Consultation	Market Research Survey
<b>Without condition</b>	77%	78.5%	84.11%
<b>With condition lasting over 12 months</b>	13%	8.4%	12.08%
<b>With condition lasting less than 12 months</b>	1%	1.3%	1.91%
<b>Prefer not to say</b>	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 \(nrscotland.gov.uk\)](https://www.nrscotland.gov.uk/city-of-edinburgh-council-area-profile)
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
<b>GENDER:</b>								
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
<b>MOBILITY CONDITION:</b>								
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'.

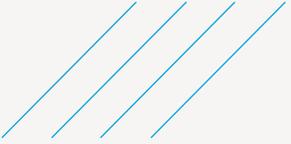
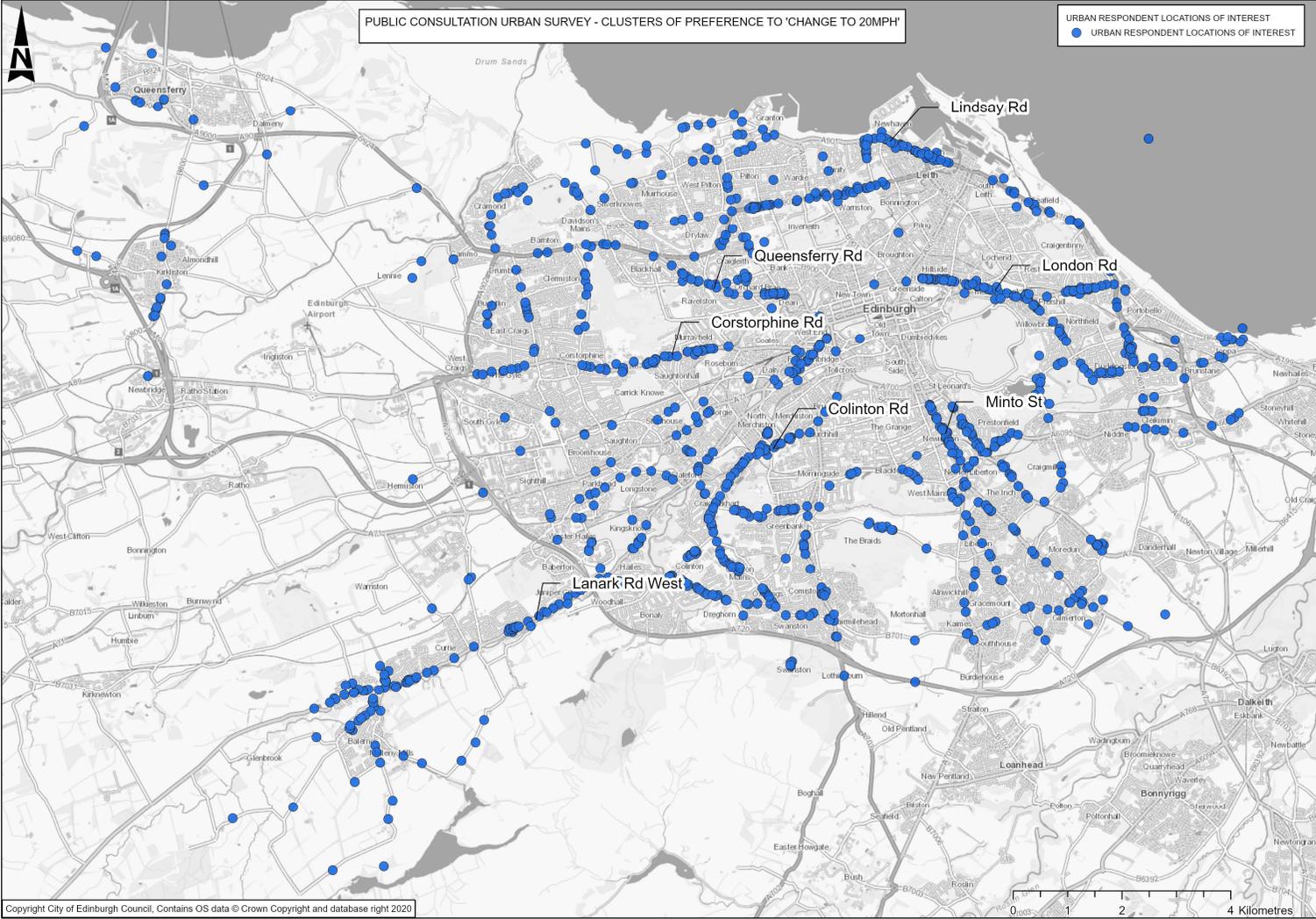
Attitudes towards the proposals by mode of transport	Public Consultation	Market Research
Urban Proposals	<p><i>So significant relationship</i>  <math>p &lt; 0.005</math>  <math>\chi^2 = 779.54</math>  <math>df = 42</math></p>	<p><i>Significant relationship</i>  <math>p = 0.000715</math>  <math>\chi^2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

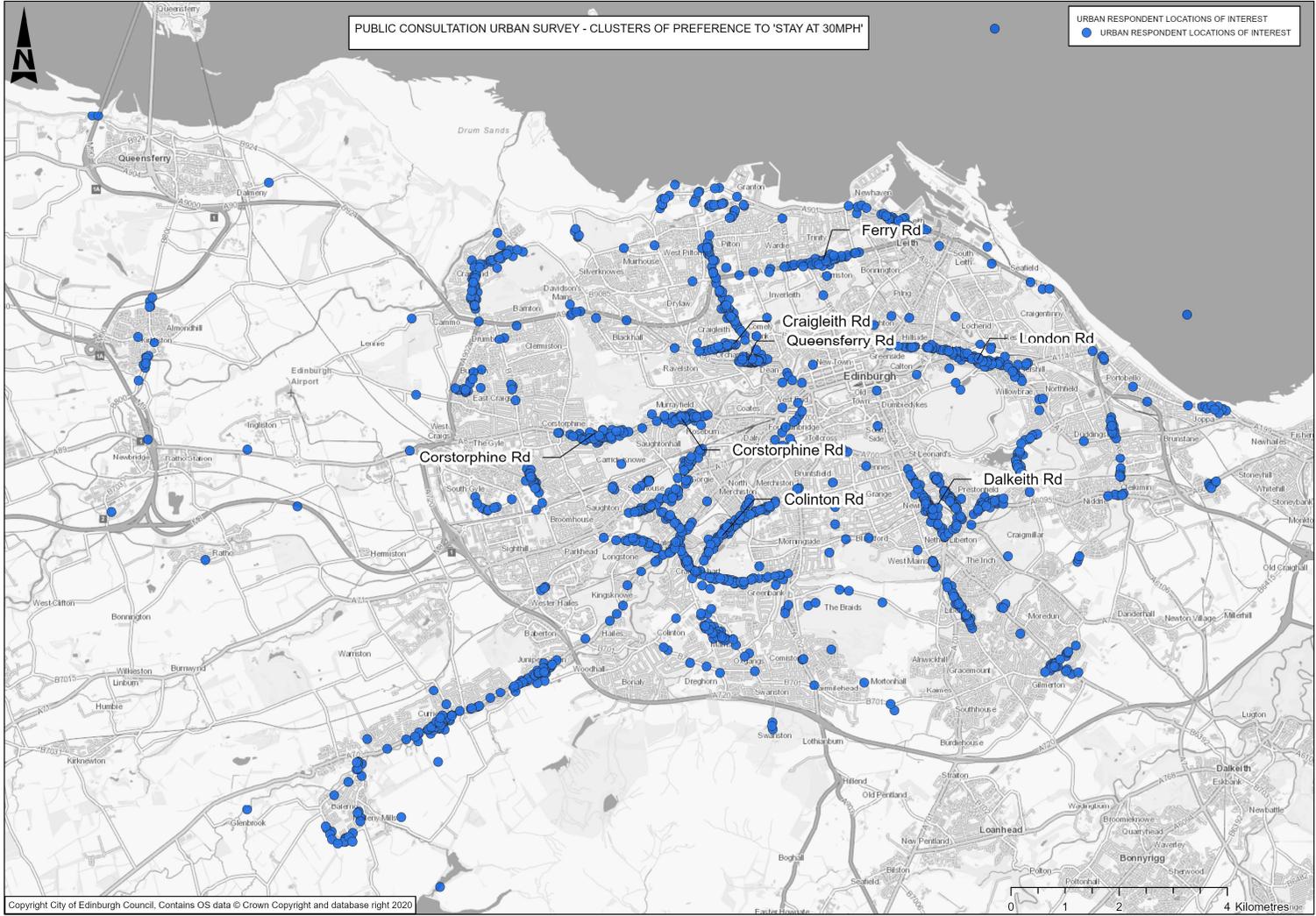
Market research survey, responses to Q) Which of the following statements, if any, best represents your overall view of the proposed extension to the 20mph network? Please select one statement. [Sample size =472]. This response shows the breakdown of statement proportionate to each mode.



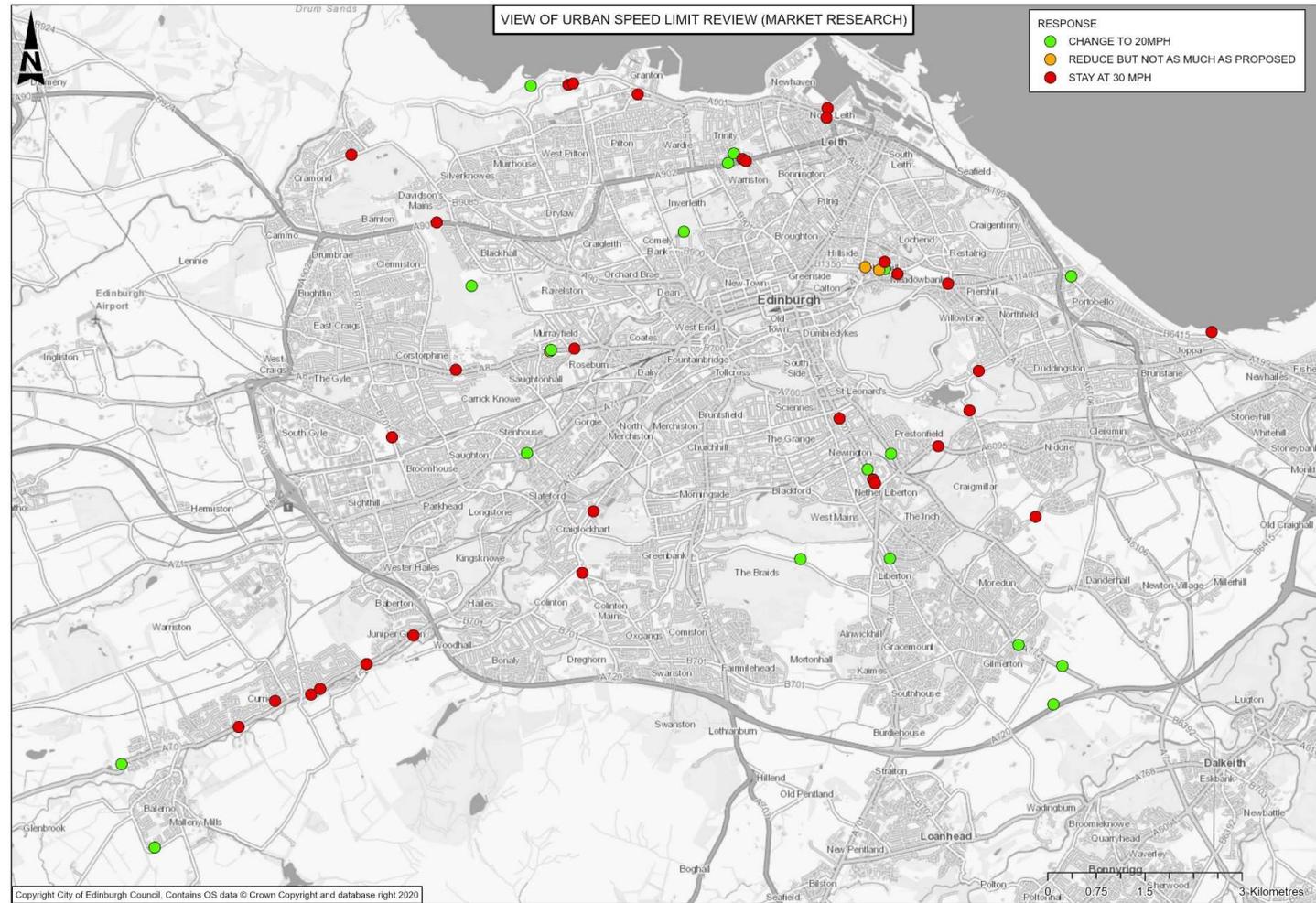
# Appendix L: Map showing preference to change to 20mph (Urban Public Consultation)



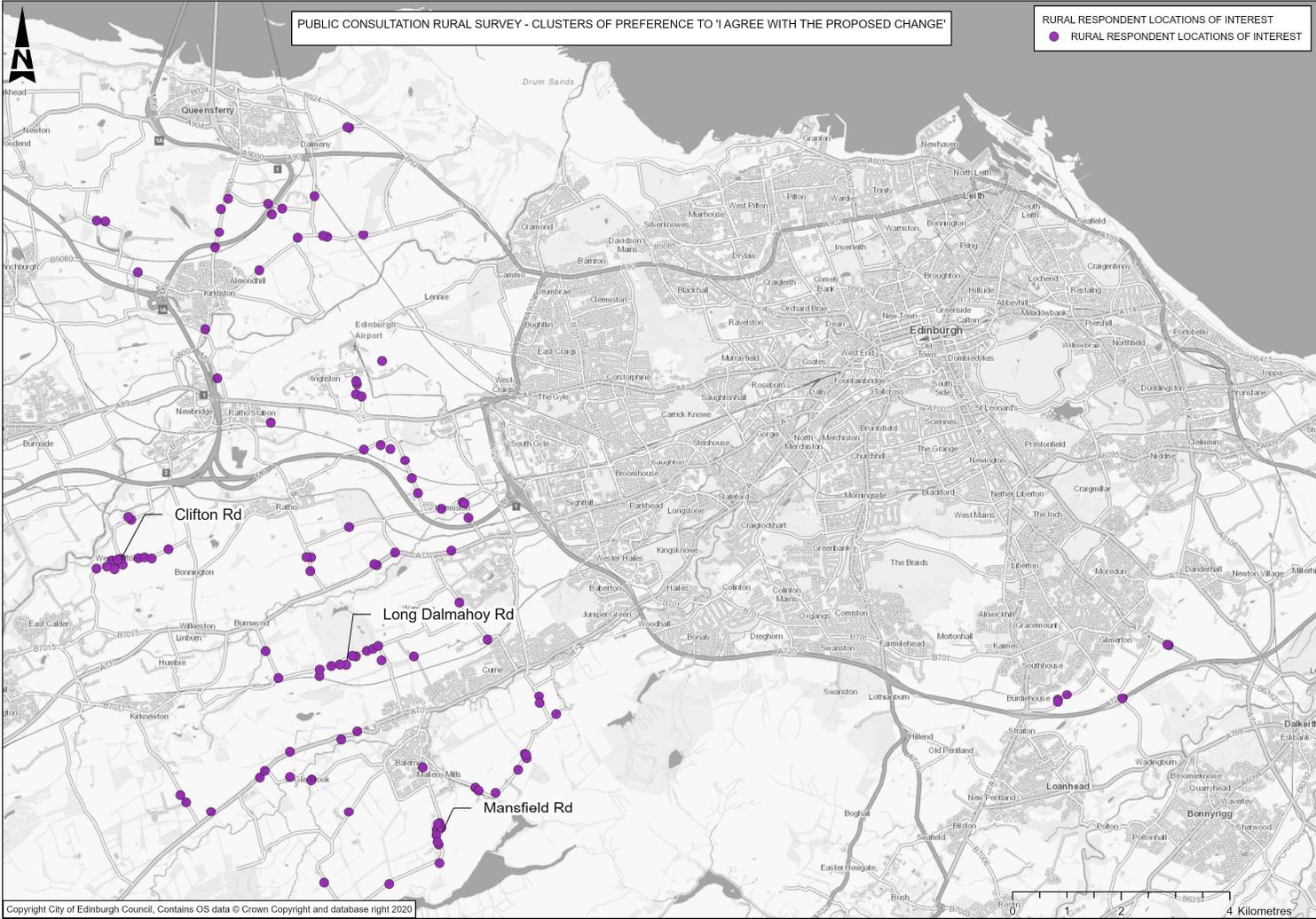
# Appendix M: Map showing preference to stay at 30mph (Urban Public Consultation)



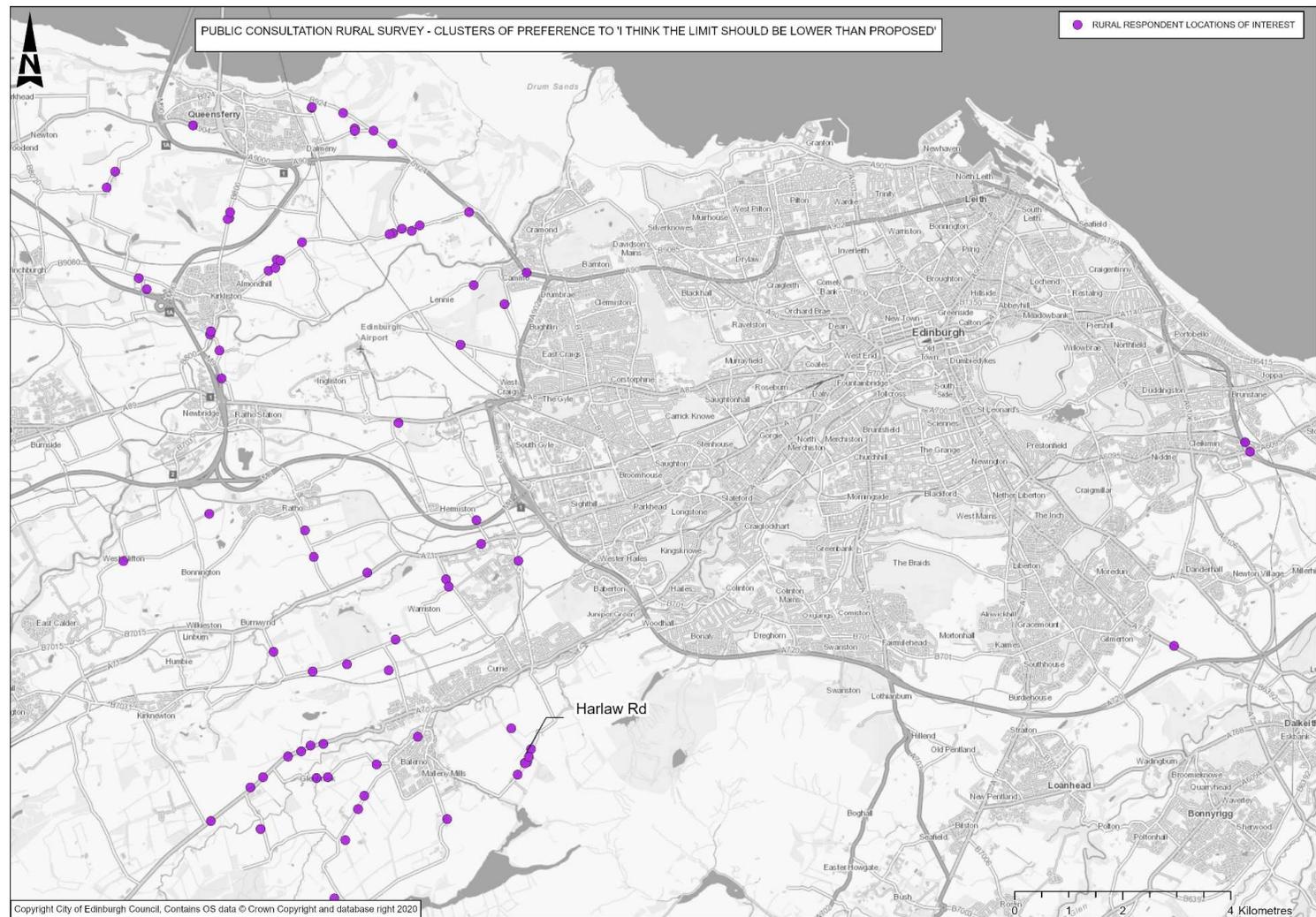
# Appendix N: Map showing feedback on the 20mph proposals (Market Research Survey)



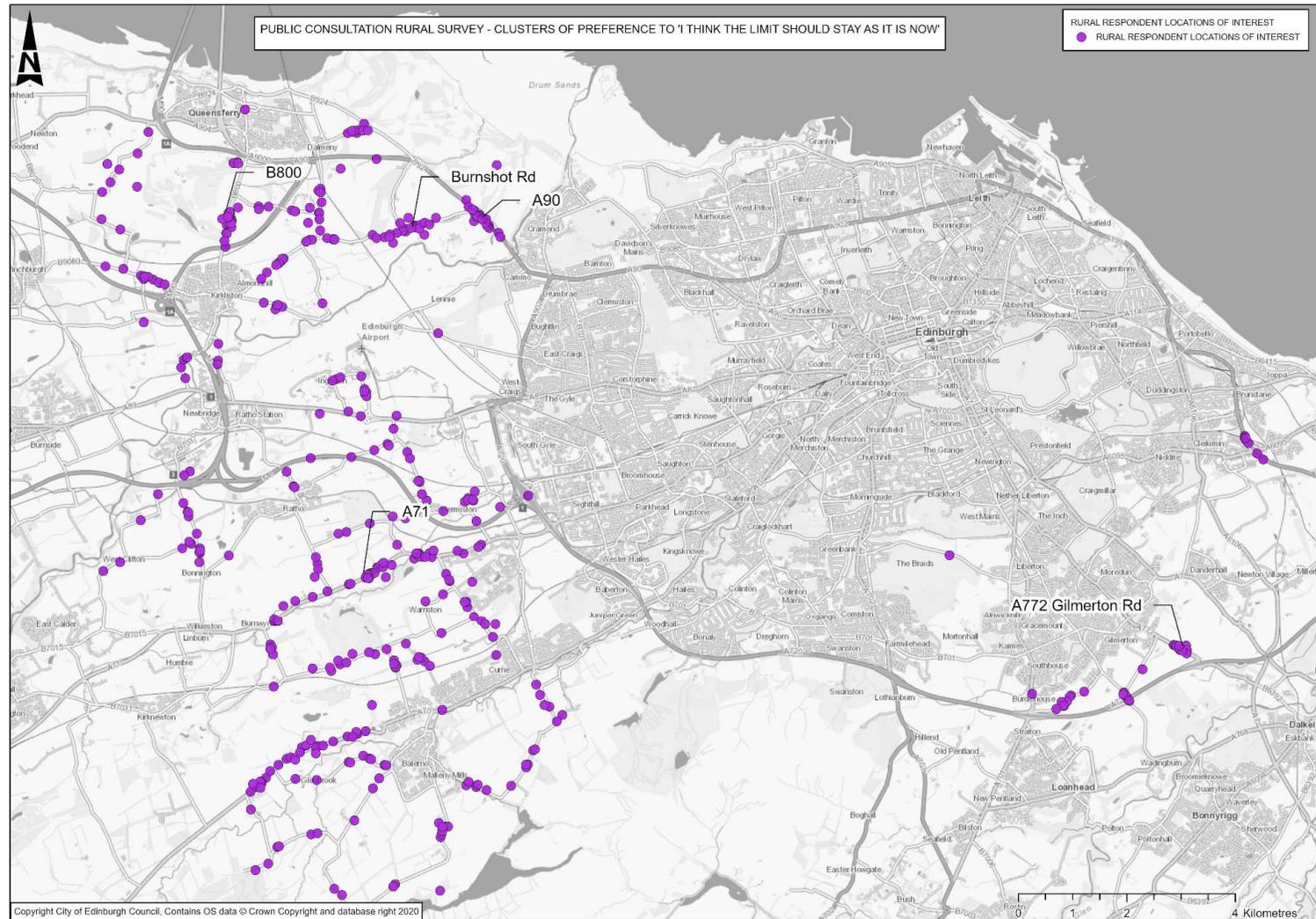
# Appendix O: Map showing responses 'I agree with the proposed change' (Rural Public Consultation)



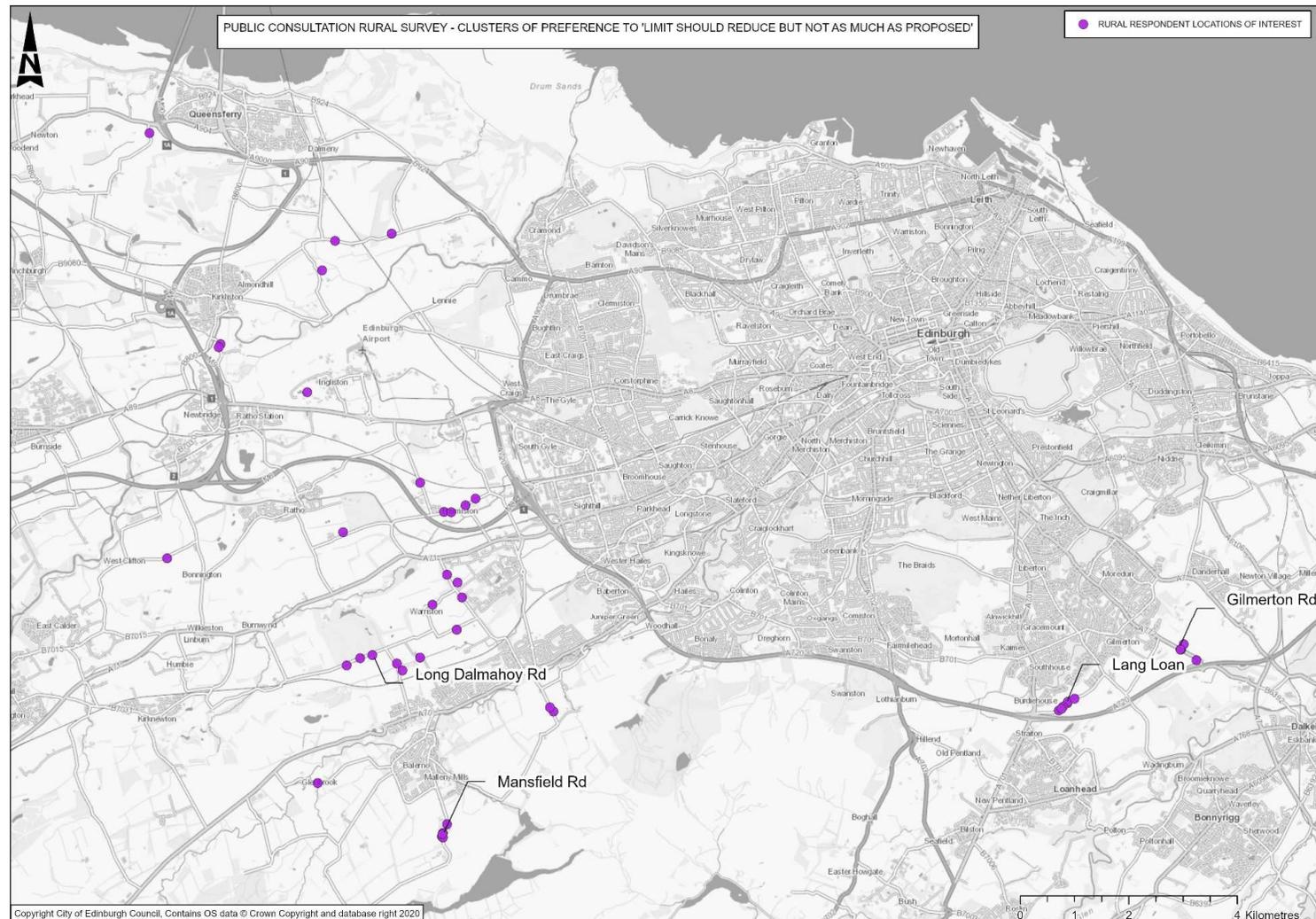
# Appendix P: Map showing responses 'I think the limit should be lower than proposed' (Rural Public Consultation)



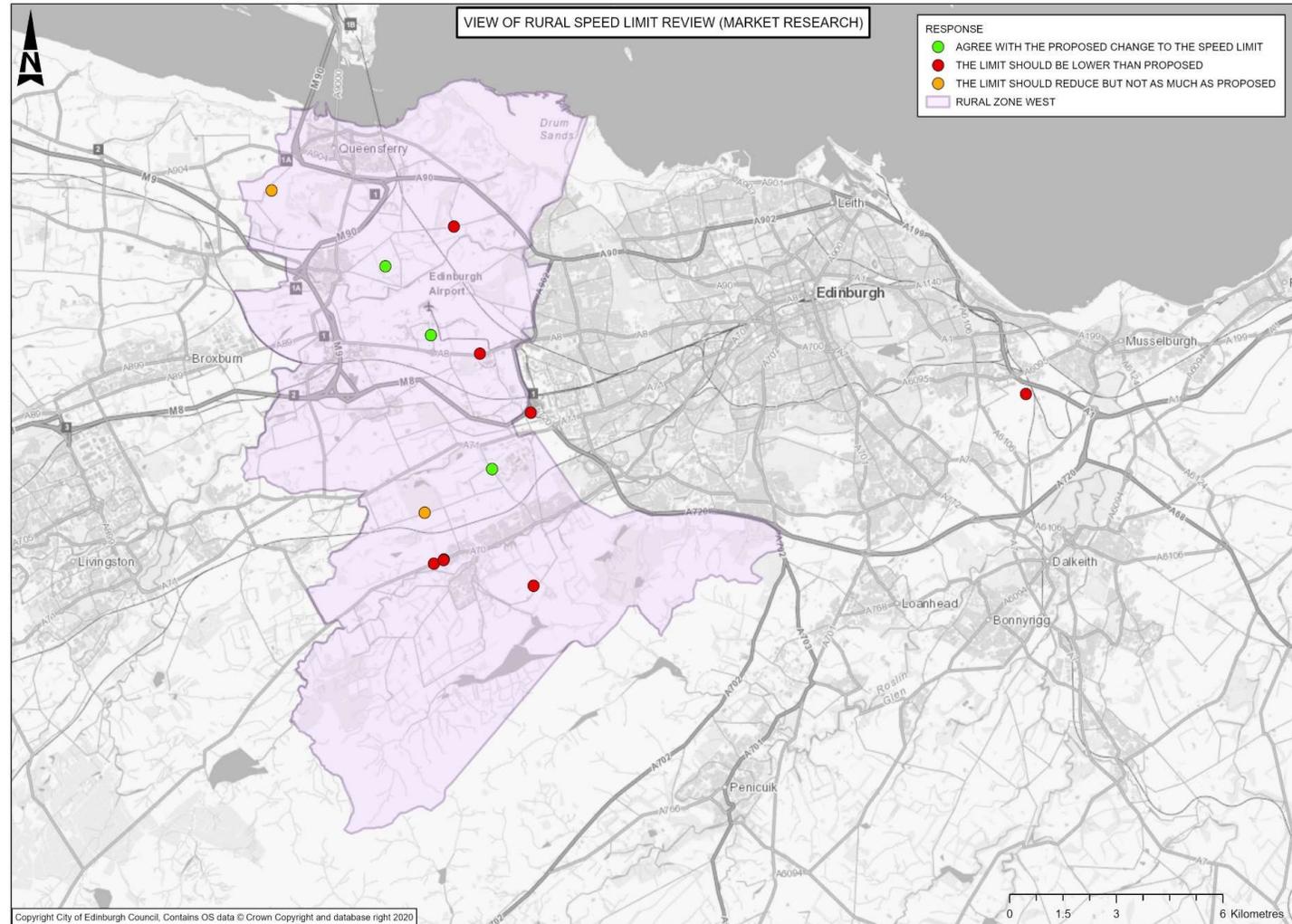
# Appendix Q: Map showing responses 'I think the limit should stay as it is now' (Rural Public Consultation)



# 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)



## **Appendix 2: 20mph Streets – Prestonfield School Session – Pupils’ Comments and Suggestions**

Results of an engagement session held with 6 Primary 6 pupils

### **Place – Space**

- More infrastructure to encourage car drivers to slow down e.g.: speed bumps, speed cameras and more prominent signage
- Cut back vegetation that could be covering speed limit signs so they are visible to drivers
- Smoother surfacing with gentle gradients on footpaths to make it easier for wheelchairs, buggies and cyclists
- Separate lanes for wheelchair users and people with buggies
- Separate lanes for people using guide dogs
- More cycle lanes and separate lanes for electric scooters to separate them from both cars and pedestrians
- Fewer roads and a wider network of footpaths to make it easier for pedestrians to get from A to B
- More traffic lights and pedestrian crossings to make it easier to cross busy roads
- Ban cars from streets around schools

### **20mph Streets – Benefits / Ideas**

- 20mph streets are safer for pedestrians as cars are able to stop quicker if someone is using a pedestrian crossing or steps out into the road
- Safer for wheelchair users / elderly people / blind people as they may take longer to cross the road
- “20mph streets are a good idea as there will be fewer accidents and driver mistakes, and this will encourage me to walk”
- Encouraging people to walk, cycle or take the bus / tram will be better for the environment and these options produce less CO2
- Lower speed limits will make newer drivers feel more confident
- Lollipop people could have the 20mph speed limit displayed on their signs

### **20mph Streets – Negatives**

- Could increase journey times if speed limits are lowered
- People can just ignore the lower speed limit and continue to drive too fast
  - “Everybody on our street goes fast even though it is 20mph already”
- Could increase driver frustration and lead to more mistakes or road rage

### **Ideas for Reducing Car Usage**

- Day tickets for taxis
- Cheaper bus tickets
- More elderly seats and wheelchair / buggy spaces on buses as currently only one buggy fits, and any more have to wait for another bus (could be cold / raining)
- Car seats on buses for small children
- Encourage delivery drivers to cycle instead of using cars / vans

