

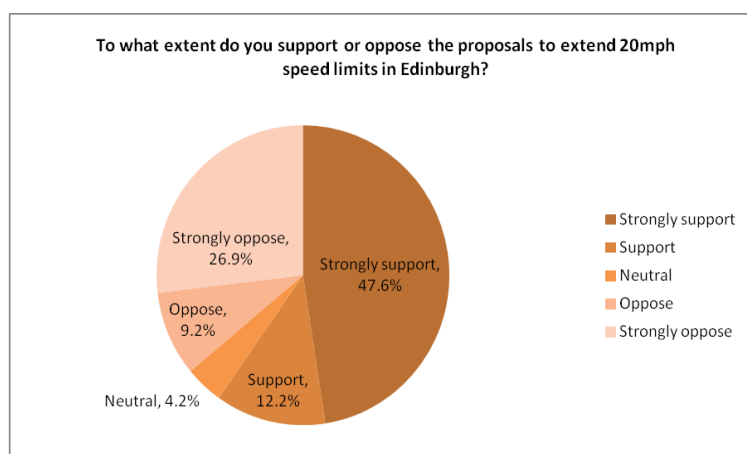
20 MPH SPEED LIMIT CONSULTATION REPORT

On 3 June 2014, the Council's Transport and Environment Committee approved a draft 20 mph network for consultation and authorised a public consultation on extending 20 mph speed limits to many roads in the city. The consultation and engagement programme ran from 17 June until 17 October 2014.

The response

The online consultation received 2,585 responses including 45 hard copies of responses which were added online. Over 250 emails about the proposals and five hard copies of letters were received. Around 200 people attended the consultation meetings and drop in events. The roadshow events held in the St James and Gyle Shopping Centres also attracted a high level of interest.

Respondents expressed a wide variety of views. These ranged from strong support to strong opposition, with a majority (60%) supporting or strongly supporting the proposals and 36% opposing or strongly opposing them. A higher proportion of women (71%) than men (55%) support the proposals. Young men in the age group 16-24 are most likely to oppose the proposals.



Strong feelings on both sides

The response shows the strength of public feeling both for and against this issue.

Why do respondents oppose them?

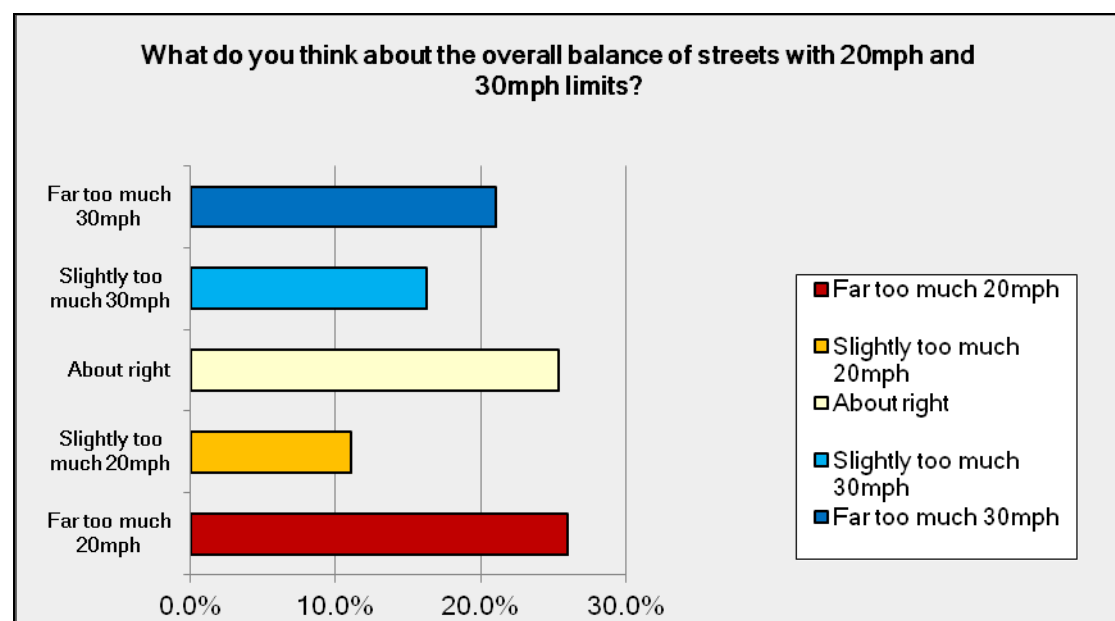
- Lack of enforcement
- Journey times will increase
- Impact on business and tourism
- Driver frustration
- Impact on congestion and pollution
- Money could be better channelled into other transport improvements

Why do respondents support them?

- Reduced speed will increase safety and responsible driving
- It will improve the environment of the city
- Safer communities for all road users (particularly vulnerable road users)
- It will get more people walking and cycling
- Positive impact on health issues
- Reduced noise levels

Males over represented in the response

Male respondents (62%) were higher than the number of female (38%) respondents. The 2011 census shows a 48/52 split of men and women in Edinburgh's population.



Methodology

A consultation approach was necessary which provided adequate opportunities to capture the opinions of residents online and offline. An engagement programme was developed with input from the Neighbourhood Teams and promoted on the Council's website, media and social media. Neighbourhood Teams and Community Councils also assisted in promoting and raising awareness of the consultation events.

A range of materials and methods were used to capture views including:

- Online and paper questionnaire
- Eflyer with details of the consultation sent to over 500 individuals and organisations including businesses, Edinburgh Transport Forum, equalities and community groups, MPs, MSPs, Councillors, Council staff, community health groups, transport road and freight operators, public service providers, schools and parent councils

- Leaflets and posters distributed to libraries, community centres, Council reception and neighbourhood offices, GP surgeries, community councils, tenants organisations, schools, youth groups, equalities and community organisations.
- Social media: extensive use of corporate and neighbourhood twitter accounts
- Articles about 20 mph speed limits in local press and community newspapers
- Article about 20 mph consultation in Council Leader's Report
- Briefings issued to Elected Members and Community Councillors
- Publicity about consultation on plasma screens in libraries and Council Offices
- Five public meetings and 6 drop in events held in local venues and libraries
- Two road show events held in the St James and Gyle Shopping Centres
- Staff roadshow
- Exhibition of proposals in Central Library from 1 – 14 September
- Meetings with Lothian Buses, Police Scotland, NHS Lothian, Council staff and interest groups.

Level of Response

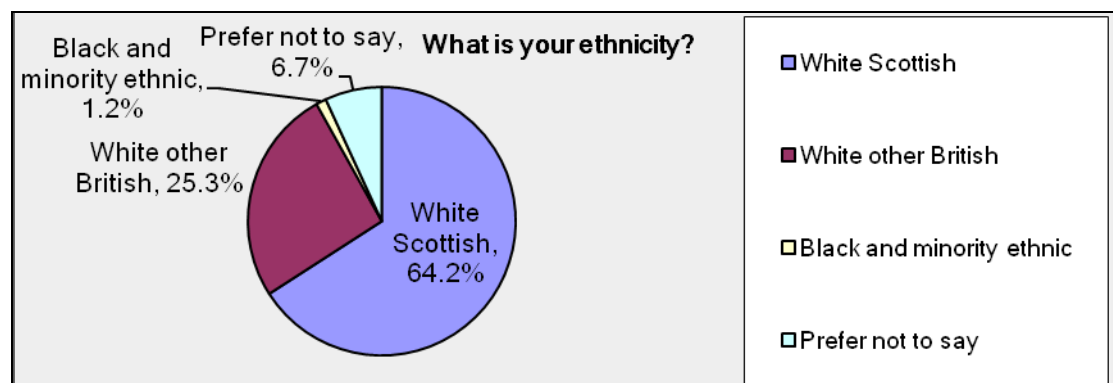
The various consultation channels received the following levels of response:

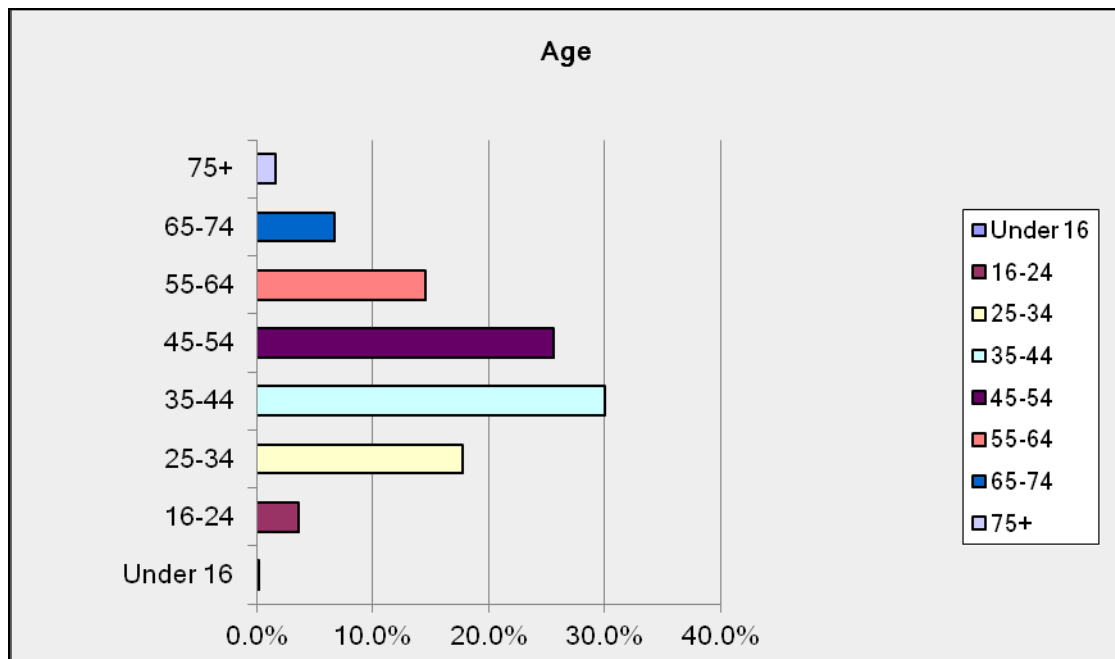
Engagement Channel	Response
Online Survey	2545
Paper Survey	40
Email Comments	250
Hard copies of letters	5
Public meetings and drop in events	200 attendees approximately
Council website	13,436 page views

Who responded?

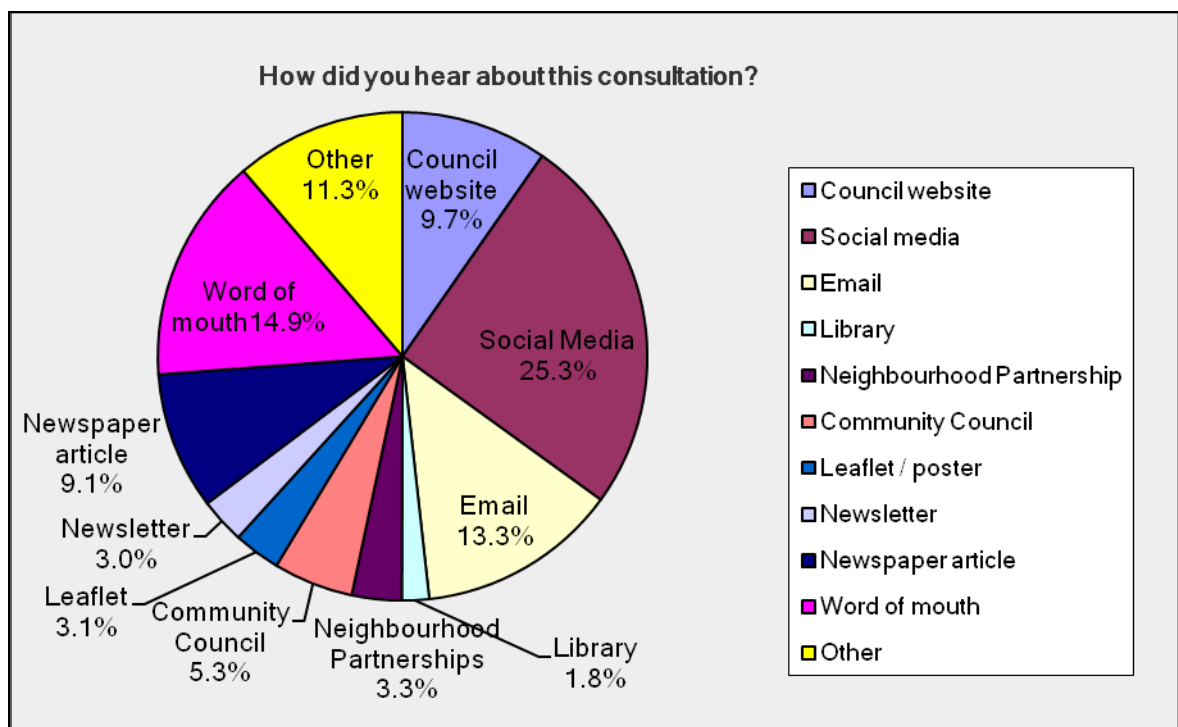
- 57% of respondents came from the 35- 54 years age group
- 89.5% of respondents identified themselves as White British or White Scottish
- 5% of respondents were disabled
- 34 businesses and 53 organisations responded to the consultation.

A list of businesses and organisations that submitted a response is included at the end of the document.





How did you hear about the consultation?

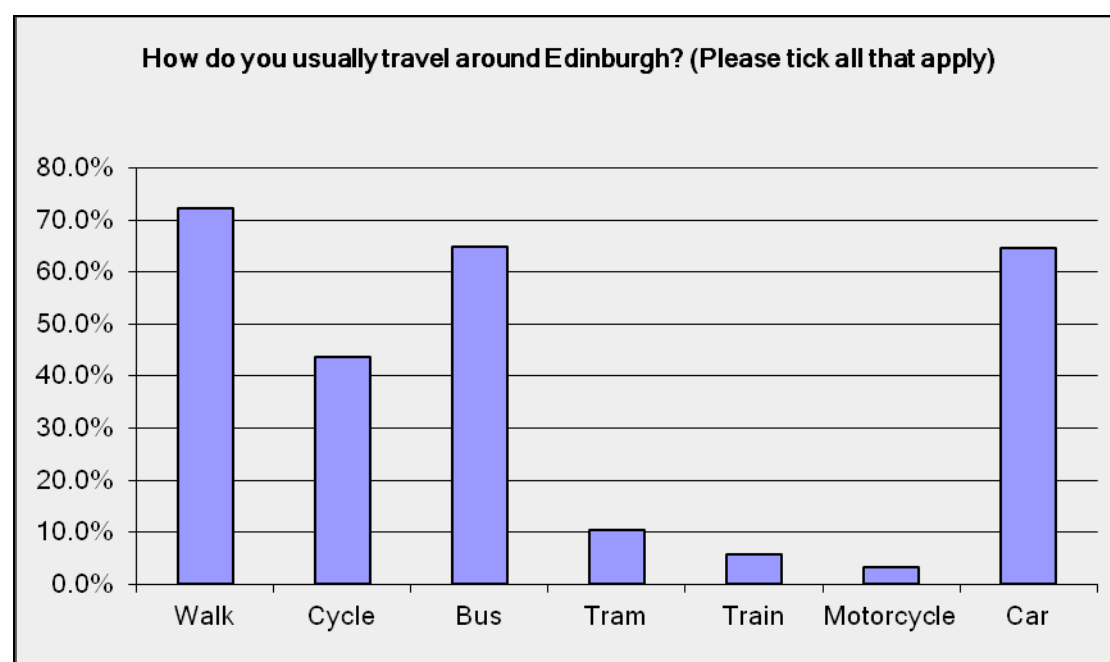


The view from different respondent groups

	Support/Strongly Support	Oppose/Strongly Oppose
Male	55%	41%
Female	71%	25%
Under 35	52%	46%
35 - 64	63%	33%
65 +	64%	28%
Disabled	47%	45%
Parents/Guardians of children under 16	72%	22%
Businesses	50%	50%
Organisations	81%	9%

The survey included a question which helped us to profile how respondents travel around the city. The following table shows their support/opposition to the 20 mph speed limit proposals.

	Support/Strongly Support	Oppose/Strongly Oppose
Regular car user	52%	43%
Regular cyclist and walker	63%	31%
Regular public transport user (bus & train)	62%	32%
Regular cyclist	74%	22%
Regular motorcyclist	27%	65%



Proposed Network

Respondents were invited to comment on roads that should keep 30 mph speed limits and streets that should have a 20 mph speed limit instead of a 30 mph limit. Roads identified by respondents have been reviewed against the criteria set out in policy Safe 4 from the Local Transport Strategy 2014 to inform the selection of roads put forward for consideration by the Transport and Environment Committee.

Policy Safe4

The Council's approach to the setting of speed limits within the urban area will be:

- a. That on roads with a strategic movement function:
those that are main shopping streets, are in the city centre, or otherwise have relatively high levels of pedestrian and/or cyclist activity, will generally have a speed limit of 20 mph:
those that do not fall into one of the above categories will generally have a speed limit of 30mph (see policy Safe5);
- b. That on other roads a 20 mph limit will generally be applied.

The definitions of street types involved in this process will be developed in consultation with key stakeholders, including bus companies and the police.

Suitability of roads with 40 mph speeds reduced to 30 mph

348 respondents commented that 40 mph roads should stay the same.

266 respondents commented that speeds should be reduced from 40 to 30 mph on some main roads.

102 respondents are in support of 30 mph in built up areas with pedestrians.

Streets which require extra measures

Respondents were asked if there were any streets which the Council may be required to put in extra measures such as road markings, speed responsive signs and road humps. Findings reveal a close correlation between the list of streets requiring additional measures and streets with a high level of support for 20 mph. Feedback will help to shape the next phase of the project.

Concerns, Reservations and Additional Comments

Typical comments from each of the key themes have been selected

Theme	Respondents in their own words
Enforcement: There is concern that many drivers will ignore the 20 mph speed limits unless enforcement measures are in place	‘There would be greater benefits to all parties in Edinburgh if the current rules of the road were better enforced. What will be achieved by implementing a lower speed limit when the present one is not effectively enforced?’
Road Safety: A high level of respondents indicated road safety concerns for pedestrians and cyclists. Others commented that 20 may lull people into a false sense of safety	<p>‘The potential benefits are clear and include preventing death, particularly among children and young people, as well as preventing injuries (can hence help reducing costs on health services)’</p> <p>‘Folk will become more blasé, more careless and so cause more accidents.’</p> <p>‘As a cyclist having vehicles go at 20 mph will be pretty nasty. A lot of medium cyclists will cycle around 15 -18 mph. This means that cars will go by (normally too close) but take considerably longer to do so. Either that or more timid drivers will sit too close behind you waiting for a chance to overtake.’</p>
Environmental Benefits: Many people commented on the environmental benefits 20 mph speed limits can bring	‘If we want to make our city a pleasant place to live, we need to make our streets friendly, usable by the people that live shop and work here not just for those who want to drive through it’
Journey Times: Opinion was divided on this issue. Some people think that journey times will increase and others feel that it would have little impact.	<p>‘Journey times for all will be severely lengthened, frustration of drivers may cause accident rate to increase meaning the proposals would have the opposite effect on safety.’</p> <p>‘I’m a motorist, cyclist and pedestrian. Cars would save very little time by leaving speed limits at 30/40 mph. A reduction to 20 mph would have very little impact on journey times, but would increase safety dramatically especially for pedestrians and vulnerable road users ‘</p>
Impact on business: There was a mixed reaction for and against	<p>‘Fantastic idea’. ‘I don’t think its extensive enough’</p> <p>‘creates a better ambience in the city centre, increasing footfall and bringing economic benefits for businesses’</p> <p>‘I believe that the proposals will deter the public from shopping in central Edinburgh. Businesses are dying daily in central Edinburgh and I believe reducing motorist speeds to 20 mph will be yet another nail in the coffin.’</p>

	<p>‘Efficient and quick movement of people and goods on the roads is vital for economic prosperity’</p>
<p>Impact on pollution and congestion: Opinion was divided. Some people think 20 mph creates higher pollution levels and leads to congestion while other indicated traffic flows more smoothly and emissions are reduced</p>	<p>‘Emissions from cars and other vehicles will obviously rise in response to the 20 mph restrictions as drivers will be forced to use lower gears when driving- how does the Council propose to deal with poorer air quality in our city and resulting health issues?’</p> <p>‘The reality is that in urban environments with 30 mph limits, traffic speeds and slows down more whereas in 20 mph zones, traffic flows more smoothly. Vehicles which accelerate and brake more produce more emissions than those which are driven at a constant, smoother speed.</p>
<p>Speeding: Many people commented on the impact this has on pedestrians, especially children and older people.</p>	<p>‘Lower speeds are likely to lead to a safer, quieter neighbourhood.’</p>
<p>Traffic Calming: There was strong opposition to traffic calming measures</p>	<p>‘Please don't use road humps unless absolutely necessary; they cause unacceptable vibration and disturbance to nearby residences (most tenement flats are only a few feet from the road)’</p> <p>‘Road humps are a bad idea, they just encourage drivers to slow down and speed up between them which makes the problem of local air pollution worse. Speed responsive signs are more effective and encourage drivers to drive at a constant speed that is economic.’</p>
<p>Road Signage: There was support for signage to be kept to a minimum and to be clear and consistent</p>	<p>Whatever scheme is introduced, the associated signage should be kept to the absolute legal minimum. A single clearly defined zone - within which a 20mph limit applied to <i>all</i> roads - should need less signage than one requiring the usual set of twin signs mounted on thick grey poles at both ends of every single street. But even if there's variation between streets, excessive signage should be avoided. Edinburgh is already cluttered with unnecessary and poorly sited signs, and the effect is to turn a living city centre into a traffic management system - a real place has become a life-size board game. We really don't need more.</p>

Responses to the Consultation from Businesses and Organisations	
Cranachan & Crowdie	Rumblin' Tum
D Grant Window Cleaners	Dain Driving School
Face and Body Ltd	Techview Limited
Whizzkids	Flaubert Gallery
b-spokes	P Johnson & Company
Dunpark (Edinburgh) Ltd	Flux
Kakao by K	Edinburgh Stump Removal
Abercromby Place Homeopathic Practice	Bonkers Original Gifts
Donald Symon	Edinburgh Orthodontics
MW Brunsdon Radio Communications	Rubric Europe Ltd.
Maccabe Ltd t/a Scott Findlay Plumbing & Heating	The Cat's Miaou
Forth Ports Limited	Kingsford Estates
Oak Team Limited	Peggy's Mill Association (representing residents of Peggy's Mill Estate, Cramond)
Royal Mile Primary School Parent Council	Balerno Community Council
Douglas Crescent Residents Association	SEStran
International Play Association Scotland	Prospect Bank School
Carnbee Owners Assoc	Greener Leith
Living Streets Scotland	Craigleith/Blackhall Community Council
University of Edinburgh x 2	Edinburgh Napier University
Kirkliston After School Club (Charity SC028153)	Historic Scotland
Westfield Court Residents Association	Castle Rock Edinvar
Granton and District Community Council	Sustrans Scotland
Gorgie Dalry Community Council	Drummond Civic Association
The Andrew Cyclist Charitable Trust (Scottish Registered Charity)	Concerned Parents Association
Marchmont & Sciennes Community Council	Scottish Fire and Rescue Service-City of Edinburgh
Braidwood Bikepark group	Transform Scotland
Friends of the Earth Scotland	Edinburgh and District Advanced Motorcyclists
Stockbridge Colonies Residents Association	Heriot Row East Association
Lauderdale Hotel	Neighbourhood Watch - Avon
The Andrew Cyclist Charitable Trust	Chair of Kirkliston Community Council
Grange Prestonfield Community Council	Friends of Prestonfield Primary School
Motorcycle Action Group	Davidsons Mains & Silverknowes Association (DMSA)
Morningside Ballet School	New Town & Broughton Community Council
Ratho Community Council	Freight Transport Association
Spokes	India Street Association
Parc Craigmillar	Portobello Community Council
Road Haulage Association	Lower Granton Road Residents