

Why this proposal?

The Council has a long-standing policy of introducing 20mph speed ‘zones’ in residential areas. Around 50% of the city’s residential streets are now in a 20mph zone. In 20mph zones, road humps and other ‘traffic calming’ features ensure speeds stay low.

These 20mph zones have been installed in residential areas where higher than average numbers of people were being injured in collisions. They have a very good track record of reducing road casualties by 30% to 50%, but they are fairly expensive to install.

In Portsmouth the Council has introduced a 20mph limit without traffic calming features across most roads in the city. The first two years’ results appear positive.

Speeds have reduced, with the biggest reductions seen on roads which had higher speeds before the 20mph limit was introduced. People feel their streets are safer, more people are choosing to walk and cycle, and numbers of road casualties have fallen by over 20%.

The proposal in this leaflet is a pilot, covering nearly 40 miles of residential roads in south Edinburgh. Based on experience elsewhere in the UK, we believe it has a good chance of success. If successful the approach could be rolled out across other residential areas in Edinburgh.

Please note: The 30mph speed limit will remain in place on 12 miles of busier roads. See the map inside.

Please cut out and return feedback form below.

Please note that we can not respond individually to comments made on this feedback form, but they will be read and reported (see ‘What Happens next?’). You can also write to us separately at the **FREEPOST** address, or email us at: **20-zones@edinburgh.gov.uk**

20mph Consultation
FREEPOST NAT 18051
Edinburgh EH1 1BR



Have your say

Overall, do you support or oppose the proposals described in this leaflet
Strongly support Support Neutral Oppose Strongly oppose

If you have any further comments or suggestions please make them here.

To help us analyse responses, please could you tell us your postcode or street name.

Other questions you may have

How did you choose which streets should have a 20mph limit and which a 30mph limit?

We looked at two main features:

- How important the street is in the city’s road network and how busy it is with motor traffic.
- Existing speeds on the street.

It’s proposed that streets which are the most important for moving around the city and with higher existing average speeds will keep a 30mph limit. All other roads would have a 20mph limit.

Why not put in a 20mph zone with road humps? Speed reduction using traffic calming is very effective. The Council continues to install 20mph zones with traffic calming, giving priority to areas where the largest numbers of casualties can be saved for the lowest cost.

In the streets in South Edinburgh where we are proposing a new 20mph speed limit, there have been over 40 road casualties in the last 3 years. However they are scattered across the whole area. It would cost around £600,000 to install a 20mph zone with traffic calming in the area. This cost means the area wouldn’t be given priority for this treatment over other parts of the city. The 20mph limit without traffic calming would cost around £100,000 to introduce. So it is a cost-effective way of putting the speed limit in place. (For more information on benefits see ‘Why 20mph?’)

We would emphasise that this scheme does not rule out the future use of road humps on streets or in areas where a casualty problem emerges.

How would the limit be enforced? On many streets existing average speeds are 24mph or less. *The experience in Portsmouth has been that the higher speeds were before the limit is put in place, the more effective the 20mph limit has been at reducing them.* So it’s not expected that much enforcement would be needed.

If speeds don’t come down as much as hoped we may use vehicle activated signs, or, working with Lothian and Borders Police, deploy traffic wardens.

How would the project be monitored? The project is a pilot so it would be carefully monitored. In particular we would monitor the effects on speeds, traffic volumes and road casualties.

Won’t lowering the speed limit cause delays to motorists? On many of the streets, most drivers average well under 30mph already. We are proposing to keep a network of 30mph roads which would never be more than two or three minutes drive away (two minutes at 20mph takes you over half a mile).

What would it cost? Around £100,000. See ‘Why not put in a 20mph zone with road humps’

Further information

Online

Further information on the proposals can be found online at www.edinburgh.gov.uk/consultations

Public exhibitions

You can view information at Newington Library from 15 – 29 November inclusive. The Library is open from 10am – 8pm Monday to Thursday; 10am – 5pm Friday; 9am – 5pm Saturday and 1pm – 5pm Sunday.

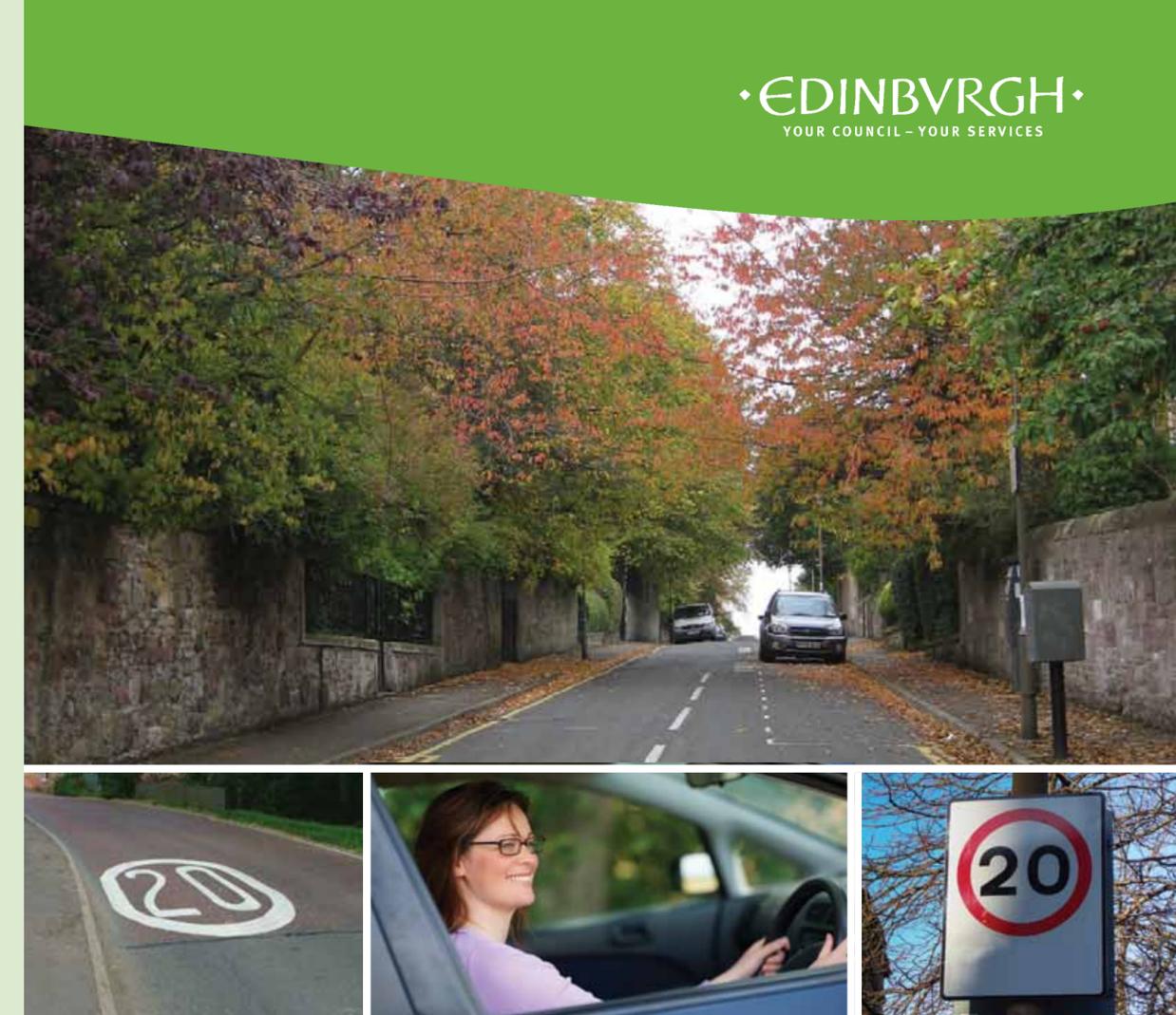
Drop-in sessions

Our staff will be available to answer questions about the proposals at St Catharine’s Argyll Church Hall, Grange Rd, from 5pm – 8pm on Wednesday 1 and Thursday 2 December.

What happens next?

The results of this consultation will be reported to the Council’s Transport Infrastructure and Environment Committee in early 2011. If the Committee approves the proposals they will be followed by a legal process, which is necessary to introduce the new speed limit. This will give you a formal right to object or express other views. However we’d like to know your views and suggestions now – we may be able to make changes that you want.

You can get this document on tape, in Braille, large print and various computer formats if you ask us. Please contact ITS on 0131 242 8181 and quote reference number 00986. ITS can also give information on community language translations. You can get more copies of this document by calling 0131 469 3558.

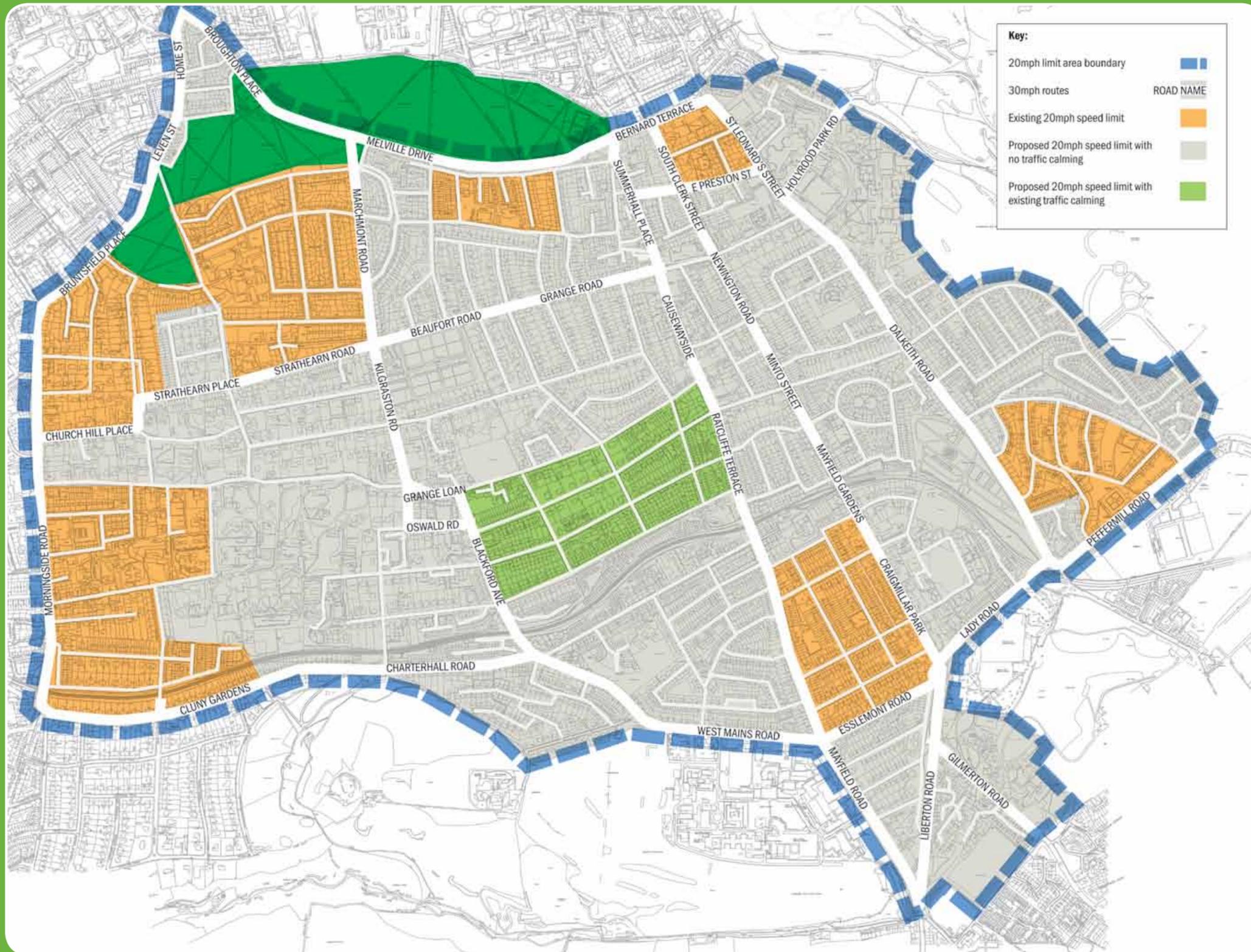


South Central Edinburgh proposed 20mph speed limit

Have your say

The Council is proposing to introduce a 20mph speed limit, with no extra traffic calming, in a large area of South Central Edinburgh.

This leaflet explains why the limit is proposed, where it would apply, and aims to answer questions you may have. Please take a few minutes to read the leaflet and then return the enclosed **FREEPOST** feedback form.



Why 20mph?

- Because 20mph streets are safer streets**
 Lower speeds reduce the likelihood of crashes occurring or people getting knocked over. It's easier to avoid a collision if you are driving slower. When a crash occurs, injuries are usually not as bad.
- Because lower speeds make people feel safer walking and cycling**
 People are more likely to choose to walk or cycle on streets with a lower speed limit. In Portsmouth, survey results suggest that the 20mph limit has increased numbers of people choosing to walk, cycle and use public transport.
- Because lower speeds make streets better places to live in**
 The higher speeds are, the harder it is to cross roads, especially for people who are less mobile. When speeds are lower, people are more likely to feel happy about children going out and travelling unsupervised. Lower speeds mean a quieter, more 'civilised' street environment.

Why this area of Edinburgh?

- This area has been chosen because:
- All residential streets in SE Edinburgh, including the Inch, Liberton and Gilmerton, are already 20mph zones. With this in mind, we believe it makes sense to extend the concept of a 20mph limit in side streets in the direction of the city centre. This should help drivers become used to 20mph being the normal speed limit for side streets.
 - The Council has recently decided to focus its efforts on promoting cycling in this area. Cycling is already more popular in this part of Edinburgh than anywhere

else in Scotland and a 20mph speed limit should help boost this further. It should also help people feel safer making trips on foot.

- The area has a mix of street types and widths. This will allow us to assess the issues involved in rolling out the approach across the city.

How would the speed limit be signed?

When entering a 20mph side street from a 30mph road, there would be 20mph signs and possibly a painted road marking. Within the area of the 20mph limit, there would be regular smaller 'repeater' signs, similar to those used in 40mph speed limits. Where possible these signs would be placed on existing poles.

What would happen on my street?

Streets in an existing 20mph zone with traffic calming: The only thing that might change is the road signs, although this is unlikely. The traffic calming WOULD NOT be removed. We are consulting you because many streets near to you would be affected by the new limit.

Streets with traffic calming but NOT in a 20mph zone (Relugas Rd, St Albans Rd, Fountainhall Rd and around): The speed limit would change to 20mph and this would be signed. The traffic calming WOULD NOT be removed.

Streets with no traffic calming where a 20mph limit is proposed: The speed limit would change to 20mph and this would be signed. There would be no new traffic calming features.

Streets where the 30mph speed limit is proposed to stay: Nothing would change. We are consulting you because many streets near to you would be affected by the new limit.

20mph Consultation

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