

Eileen Hewitt <Eileen.Hewitt@edinburgh.gov.uk>; on behalf of; 20mph 20mph@edinburgh.gov.uk

Fri 27/02/2015 17:36

Dear Mr Carlisle

Thank you for your email. I have outlined below the summary of the process followed to arrive at the proposed 20 mph network in June 20 14.

1st – we considered urban main roads - most have houses, shops or businesses fronting on to them though a small number pass through or next to parks.

We allocated a 20mph limit to the following categories of main road:

- a) Those that were in the city centre. We used two definitions of the City Centre - the World Heritage site and a definition based on the Council's Local Plan. Any streets covered by either definition were allocated for a 20mph limit.
- b) Shopping streets. For these we used definitions from the local plan. In this case we needed to make judgements about the whether a long enough length of street was involved to justify a 20mph - this normally has to be at least 400m.
- c) Streets in tenement and other higher density housing areas. The density of population in these streets means that pedestrian numbers, and to some extent numbers of cyclists, are likely to be higher. We do not have detailed survey information on numbers of pedestrians and cyclists across all city streets and this information would be uneconomic to collect.

Other urban main roads kept a 30mph or 40mph limit.

2nd - we allocated a 20mph speed limit to all other urban roads. This includes a large number of streets that would be considered mainly 'residential', that is having relatively low levels of through motor traffic. It also includes secondary traffic routes with lower bus frequencies.

3rd – This left roads of a rural character, which kept their current speed limits

In allocating speed limits to roads we kept the following points in mind, which led to some alterations:

- i. Seeking to minimise the number of changes of speed limit that road users will encounter
- ii. Seeking to locate changes in limit in logical locations
- iii. Seeking to maintain a coherent network of 30mph and 40mph roads for longer journeys in the suburbs, reducing the potential impact of the proposals on journey times.

The consultation process led to changes in response to comments from individuals, community groups and bus operators. Some extensions were made to the streets proposed for 20mph (eg Lower Granton Rd) , though in a larger number of cases changes were made whereby the proposed limit reverted from 20mph to 30mph.

Regards

Eileen

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From: Carlisle, Paul [<mailto:Paul.Carlisle@niassembly.gov.uk>]

Sent: 23 February 2015 17:39

To: 20mph

Cc: Ervine, Gavin; Dodson, Christine; McLernon, Barry

Subject:

Sir/Madam

The Committee for Regional Development is due to consider a Private Members Bill that seeks to have 20 mph speed limits as the default position in all residential streets. I note the proposed roll out of 20 mph to Edinburgh residential streets. I would be grateful if you could provide some guidance as to how Edinburgh Council defined "residential".

I am happy to discuss.

Paul Carlisle

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