

Cross Party Group on Cycling

Minutes of Meeting

Thursday, 7 August 2014

5:30-7:30pm, Committee Room 4, Scottish Parliament

1. Welcome and Introductions	Jim Eadie, MSP welcomed the group.	
	<p>In attendance:</p> <p>Jim Eadie, MSP, Co-Convener (JE) – CHAIR Alison Johnstone, MSP, Co-Convener (AJ) Claudia Beamish, MSP, Deputy Co-Convener (CB) [arrived after start – Chair after JE departed] Carlyn Fraser – Clackmannanshire Council (CF) Phil Noble – City of Edinburgh Council (PN) Ian McNicoll – Andrew Cyclist Charitable Trust (IM) Janice Fenny – Sustrans (JF) Ian Aitken – Cycling Scotland (IA) Nathan Kaczmarek – Cycling Scotland (NK) Dave Frew – Fife Council (DF) Janice Gray – Paths for All (JG) Kim Harding – Pedal on Parliament (KH) Hugh Thomas – Pedal on Parliament (HT) Maureen Kidd – Cycling Scotland (MK) Keith Irving – Cycling Scotland (KI) Donald Urquhart – CTC Colin Howden – Transform Scotland (CH) Dave du Feu – Spokes (DdF) Mike Connelly – Abellio (MC) Julia Hansohm – Abellio (JH) Tricia Fort – GoBike (TF) Robert Grisdale – Nextbike (RG) Greg Chauvet – Glasgow Bike Station (GC) Tom Bishop – Scottish Cycling (TB) Rod Mitchell – Cycle Law Scotland (RM) Ben Miller – MSP Staff (BM)</p> <p>Apologies were received from:</p> <p>Richard Lyle, MSP Sarah Boyack, MSP John Lauder – Sustrans Chris Thompson – Living Streets Craig Burn – Scottish Cycling Helen Todd – Ramblers Scotland Brenda Mitchell – Cycle Law Scotland Clara Walker – Forth Environment Link/Stirling Cycle Hub Neil Langhorn – Transport Scotland Karen Furey – Transport Scotland</p>	

<p>2. Minutes of the previous meeting and Matters Arising</p>	<p>2.1 Previous Minutes</p> <p>JE introduced the minutes from the previous meeting.</p> <p>Regarding ACTION 3 – This was noted as ongoing</p> <p>IM noted the role of the Road Death Review Group, which is trying to push for solutions for bringing cases to court more expediently.</p> <p>DU noted a meeting with the Crown Office (on the back of the Audrey Fyfe case), but also noted that there has been little progress and limited impact from these approaches – DU suggested that the topic is brought back on to the agenda, perhaps with the Cabinet Secretary for Justice or Superintendent Iain Murray attending.</p> <p>ACTION 1: CPG to invite Superintendent Iain Murray and the Cabinet Secretary for Justice to a future meeting</p> <p>Regarding ACTION 4 – This was noted as ongoing and would be revisited for a future meeting.</p> <p>No further points of accuracy or comments on Actions were raised.</p> <p>3.2 Matters Arising</p> <p>There were no further matters arising.</p> <p>JE asked attendees to approve the minutes of the previous meeting.</p> <p>Proposed: AJ</p> <p>Seconded: DdF</p> <p><i>All other actions were accounted for and minutes approved.</i></p>	<p>CPG (BM)</p>
<p>4. Speed Limits</p>	<p>JE introduced Carlyn Fraser, Clackmannanshire Council and Phil Noble, City of Edinburgh Council to present on speed limit initiatives in their respective local authorities.</p> <p>JE invited CF to speak first. CF introduced the concept of Cycle Friendly Roads and presented on their</p>	

	<p>implementation within Clackmannanshire.</p> <p>CF provided some background on Clackmannanshire and explained the historical context of the Cycle Friendly Road scheme – from a Sustrans grant in 2003 to the modern day schemes.</p> <p>CF provided examples of signs and road markings used on Cycle Friendly Roads (CFR) and noted the criteria for defining a CFR: a) traffic volume below 800 daily b) speed limits in line with 85th percentile measurements or perceived speeds below 30mph c) routes used by those on foot, cycle or horseback d) where those on foot, cycle or horseback could be redirected easily e) linked to existing infrastructure and f) support of community, emergency services and elected members.</p> <p>CF noted nearly all minor rural roads now have CFR status – none have traffic calming other than speed limit repeater signs.</p> <p>CF provided further information on specific examples, including Hillfoots Road, Brucefield Road and others.</p> <p>CF displayed an overview of the network of NCN and CFR routes.</p> <p>CF noted that future plans include expansion of CFR and off-road networks, 20mph residential schemes, reduced speed limits on primary routes/area wide speed limit treatments, expansion of shared use network and implementing the Roads Equality Scheme. CF noted that this approach is formalised through the LTS adopted by the Council.</p> <p>JE invited PN to speak. PN introduced the concept of the 20mph scheme in Edinburgh and presented on the implementation, results and future plans in Edinburgh.</p> <p>PN noted the objectives of the 20mph pilot, including more liveable and civilised streets, encouragement of walking and cycling, reduction in casualties and reduction in costs of speed reduction – in addition the Edinburgh pilot looked at contributing to revision of Scottish guidance.</p> <p>PN noted the 2012 DfT guidance that changed so as to not require the use of physical calming in 20mph zones</p>	
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	<p>– signs and surface markings could be used instead. The Edinburgh pilot used entry and repeater signs, 20 roundels and mobile vehicle actuated signs.</p> <p>PN noted the implementation and evaluation – consultation was carried out with key stakeholders and 19,000 leaflets to residents and businesses along with workshops. Evaluation consisted of before and after surveys (vehicle speeds/volumes, road incidents and over 1000 household surveys). PN noted the overall cost was approximately £214k (made up of signage and markings, staff, surveys, consultation and some advertising).</p> <p>PN highlighted some notable results – including reduction in traffic speeds, an increase in support for the scheme and some perceived benefits (such as better conditions for cycling). PN also highlighted that the after survey showed an increase in the proportion of people who felt traffic speeds were safer for older primary school children walking.</p> <p>PN outlined future plans for 20mph and noted the current consultation stage for further roll out. PN noted that there will be a report back on consultation in early 2015 and there is a commitment to implement by 2017.</p> <p>PN continued by noting how MSPs could possibly assist in helping other Council's to take forward 20mph limits/zones. PN noted that MSPs could be: supportive in the media and use evidence to highlight effects and popularity of schemes; encourage Councils to get local opinion evidence; engage with Police Scotland on enforcement issues; and engage and influence the Scottish Government guidance on 20mph zones/limits currently in working draft.</p> <p>JE thanked both CF and PN for their presentations and opened the floor to questions.</p> <p>MK asked whether any groups were more in favour of the speed reduction schemes than others. PN noted that it was a random sample for research, but that there was strong support from families with children, but also amongst drivers. CF noted that no specific market research has been undertaken but there has</p>	
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	<p>been consultation as part of LTS development and there is generally strong support to changes to speed limits particularly to support cycling and road safety.</p> <p>AJ asked about whether the schemes were amendable – relating to potentially dropping speeds again after speeds initially dropped from the previous posted limits.</p> <p>CF noted that most schemes went straight in at the new limit. CF noted that they did go back to review after resident pressure if asked to reduce further – the key criteria were used for this.</p> <p>AJ followed up with PN noting that, with the huge support for the scheme, is it possible to get it in place before 2017.</p> <p>PN noted that following the review over the end of 2014/beginning of 2015, the timescales will be looked at, but highlighted that the statutory order process is long and can take 9 months and then the actual implementation of signs following approval will take time as well, hence the estimated timeline.</p> <p>DdF asked about crashes/accidents on rural roads and whether there was any data on accidents and usage relating to CFR.</p> <p>CF said that they do look at accident rates, but they were very low to begin with so difficult to judge. CF noted that observations have shown to highlight that it is understood that roads change from places where only the car goes, to a place for other users as well.</p> <p>TB noted anecdotal evidence that those using CFRs for leisure cycling have enjoyed them and provided good feedback.</p> <p>TF noted the importance of road safety and cycling officers discussing speed limits more closely to ensure that there is a connection, particularly across larger local authorities and areas (e.g., Glasgow and surrounds).</p> <p>PN agreed, highlighting that internal communication is key. PN also noted that MSPs could play a role in influencing signage as that remains a highly regulated</p>	
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	<p>area. CF added that they work closely with the roads officers and that it is good to have support for authorisation and that campaigns, such as Give Me Cycle Space, help in raising awareness.</p> <p>JE thanked the group for questions and proposed a short workshop/discussion that covered:</p> <ul style="list-style-type: none"> a) What can Members and MSPs of the CPG on Cycling do to spread the word about schemes such as those in Edinburgh and Clackmannanshire and encourage wider implementation of them? b) In order to encourage schemes and best-practice in reducing speed limits, please highlight your short-term priorities for each of the following: <ul style="list-style-type: none"> a. Enforcement of speed limits b. Infrastructure improvements and traffic management c. Influencing 'norms'/behaviours d. Policy changes <p>The group worked through the questions for 10 minutes.</p> <p>JE asked the group for some general feedback from discussions.</p> <p>DU noted that Police Scotland has a crucial role in enforcement and that there is a lack in consultation on how road safety is enforced. JE asked how this dialogue could be opened particularly with reps from Her Majesty's Inspectorate of Constabulary in Scotland (HMICS).</p> <p>TF noted that there could be better linkages between other initiatives, in particular the Responsible Parking Bill and any progress/discussions on 20mph/speed limits.</p> <p>IA noted that communication between local authorities is very important and this can be facilitated through the Cycling Action Plan for Scotland (CAPS) Delivery Forum and also through the Ministerial Cycling Summit.</p> <p>The Group noted the guidance currently under</p>	
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	<p>development and that this could be strengthened.</p> <p>DF noted the due process in making changes, for example the committee approvals, public feedback/consultation and then the traffic order process allowing for feedback to be pulled together.</p> <p>KH noted the possibility for the statutory speed limit to be reduced to 20mph.</p> <p>JE thanked CF and PN and closed this agenda item.</p>	
5. Safer Cycling/ Presumed Liability	<p>JE introduced this topic and asked RM to update on the RoadShare/Presumed Liability campaign.</p> <p>RM noted meetings of the RoadShare campaign in June and again due in mid-September. RM noted the plan to put the campaign strategy document on the website. RM also noted that research activity was progressing and that there should be something on this further by the end of 2014. RM noted that the research is also looking at ‘unintended consequences’, e.g., any impacts on insurance. RM also noted that the RoadShare petition currently has over 6,000 signatories and there has been progress in meeting with MSPs and with other campaign members.</p> <p>ACTION 2: NK to circulate link to RoadShare website to allow the group to access the strategy document when available (www.roadshare.co.uk).</p>	NK
7. AOB	<p>JE asked whether there was any AOB.</p> <p>KI noted the successful appeal of the Advertising Standards Authority’s previous ruling on the positioning and attire of the woman cycling within the “See Cyclist. Think Horse.” advert. KI noted thanks, particularly to the CPG, for providing support in the appeal with a letter. KI also noted the Legacy and Commemorative Cycle Parking stands scheme (coordinated by Cycling Scotland, Sustrans and Transport Scotland) where local businesses and schools were receiving the cycle stands used at the Commonwealth Games and also that medal winning athletes are nominating preferred locations for gold, silver and bronze coloured cycle stands to be placed as part of the Legacy programme from the Commonwealth Games.</p>	

	<p>[JE departed the meeting for a prior engagement and CB took over duties as Chair]</p> <p>DdF noted the arrangements at Edinburgh Waverley station in relation to the vacant road that has been closed and that those cycling are banned from using the road. This causes congestion and difficulty in taking the bicycle down to the station via the road as the space is tight with a range of users (often with luggage). DdF asked the CPG to keep up pressure on this.</p> <p>ACTION 3: CPG (BM) to write to Network Rail to ask them to consider the situation and raise the issues surrounding cycling access using the access ramp.</p>	<p>CPG (BM)</p>
<p>8. Date of Next Meeting</p>	<p>CB closed the meeting and noted that the next meeting will be confirmed as soon as possible.</p>	



Implementation of Cycle Friendly Roads, Clackmannanshire

CAPS Delivery Forum Meeting
7th August 2014

Carlyn Fraser
Traffic Management & Road Safety Officer
Clackmannanshire Council

Better Services

Better Opportunities

Better Communities

Where is Clackmannanshire?



- We are the smallest mainland authority in Scotland
- We have a population of 56,500 – a growth of 6% over the past 10 years
- Our main town is Alloa
- We have 10 main settlements - populations range from under 1,000 to 29,000
- Whilst Clackmannanshire has an industrial past, the area is predominantly rural.

Making Clackmannanshire Better



**Clackmannanshire
Council**

www.clacksweb.org.uk

History

2002 – Sustrans awarded a grant by the Scottish Executive to undertake a programme of work to benefit non-motorised vehicles.

The aim was to create traffic conditions on minor roads which would make them safer and more attractive to walkers, cyclists and equestrians.

2003 – The Rural Minor Road Traffic Calming guide was published and communities asked to bid to become a demonstration project.

22 bids were assessed and six put forward for implementation. The projects were implemented over 2003/04.

One of these projects was the C52 – Clackmannan to Kincardine Cycle Friendly Road Scheme.

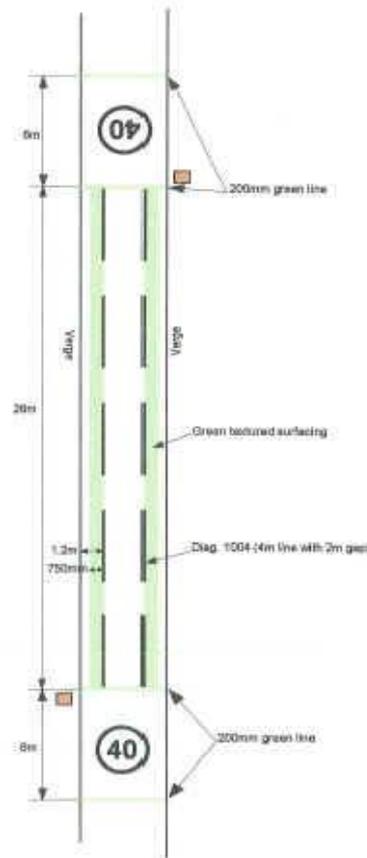
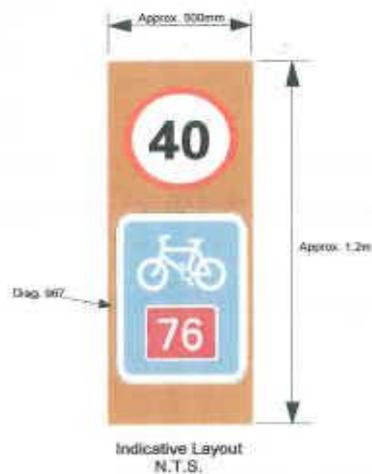
Our Project

Clackmannan to Kincardine Cycle Friendly Road (C52)

- Routing of the NCN 76 along the road to provide a pedestrian and cycle link to the new Clackmannanshire Bridge
- Reduction of speed limit from 60mph to 40mph
- Gateway signs
- Speed limit repeater signs incorporating cycle route signs
- Bands of green textured surfacing placed at 300m intervals

The scheme proved popular with residents, cyclists and elected members and saw accident rates and speeds fall.

Examples of the signs and road markings used on our first Cycle Friendly Road



Our Cycle Friendly Road Criteria

Traffic volume below 800 vehicles daily

Speed limits implemented in line with 85th percentile measurements or where perceived speeds are below 30mph

Routes already used by pedestrians, cyclists and equestrians

Where pedestrians, cyclists and equestrians could be easily redirected

Provides a link to existing infrastructure

Has the support of the community, emergency services and elected members.

Where are we now?

Nearly all our minor rural roads now have Cycle Friendly Road status:

1 designated as a Cycle friendly road

1 designated as a Cycling, riding and walking friendly road

5 designated as Walking and cycling friendly roads

All have different characteristics but promote the same principal that the roads are used by everyone, not just motorised vehicles

None have traffic calming other than speed limit repeater signs



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Blackfaulds Road near Fishcross



Originally operated at the national speed limit

Now operates at 30mph
Length – 1 mile

No more than 5m wide at any point
Accesses 3 liveries and pasture

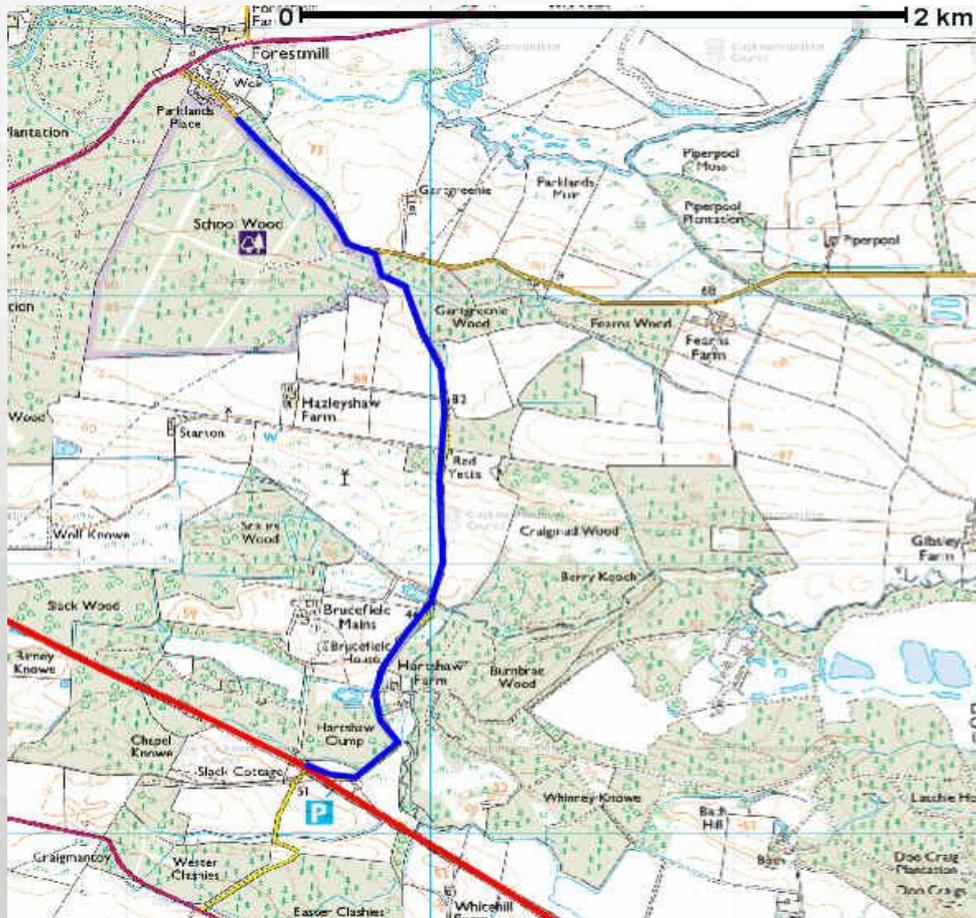


No traffic calming other than speed limit repeater signs

Links to NCN 767 & Gartmorn Dam

Due to the popularity of this route and the drop in the number of motor vehicles using the road we plan to close this road to through traffic this year.

Brucefield Road by Forestmill



Originally operated at the national speed limit

Reduced to 40mph when given Cycle Friendly Road status

Now operates at 30mph following requests from residents

No traffic calming other than speed limit repeater signs

Links to NCN 764 & Fife

----- NCN 764

----- Cycle Friendly Road

Hillfoots Road, Dollar to Muckhart



Originally operated at the national speed limit

Reduced to 40mph when given Cycle Friendly Road status

Now operates at 30mph following requests from residents

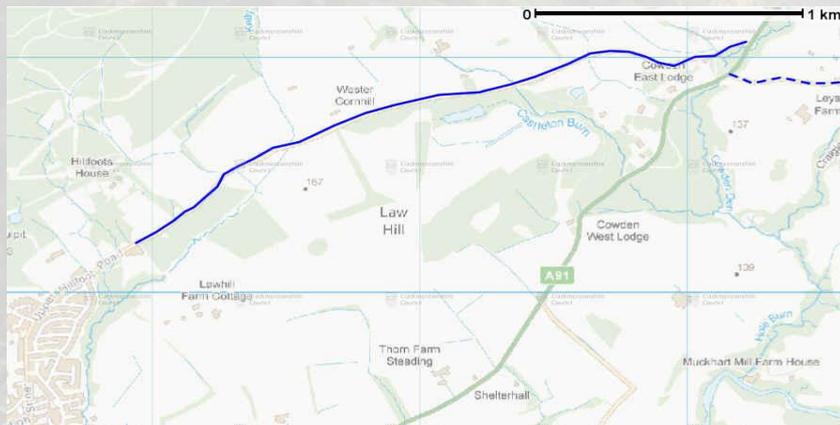


Length – 1.7 miles

No more than 5.5m wide at any point

Links to NCN 767 & Golf Course Road on to Perth & Kinross

----- Cycle Friendly Road



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Golf Course Road to Rumbling Bridge



Originally operated at the national speed limit

Now operates at 40mph – 20mph past Muckhart Primary School

Length – 2.5 miles

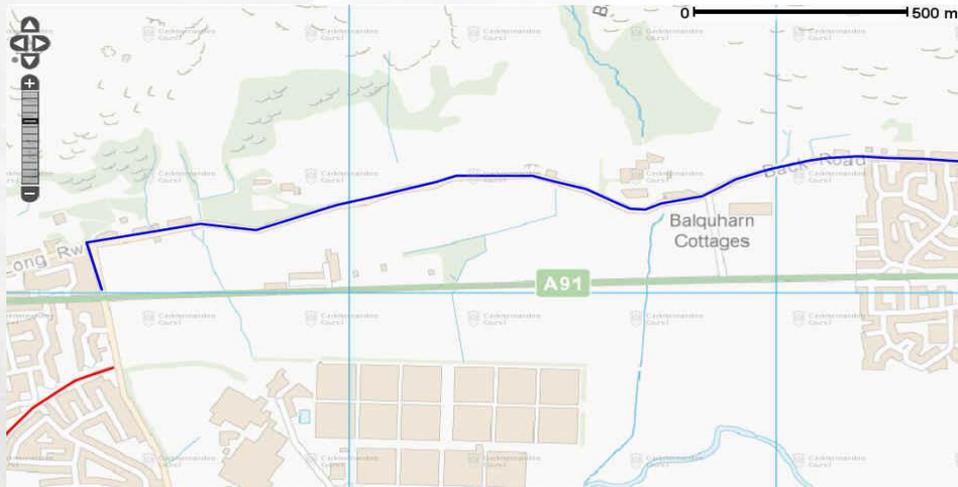
Links Hillfoots Road & NCN to Perth & Kinross



- P&K Cycle Friendly Road
- Cycle Friendly Road
- Hillfoots Cycle Friendly Road

*We are in the process of bringing the speed limit on the most populated section of this road down to 30mph in line with requests from residents. The remaining section to the east will remain at 40mph as the road environment is unsuitable for a lower limit.

Back Road, Menstrie to Alva



Originally operated at the national speed limit

Now operates at 30mph

No traffic calming other than speed limit repeater signs

Length – 2.7 miles (300m of which is closed to through vehicles)

No more than 6m wide at any point

Links to NCN 768 & the Hillfoots active travel route

----- NCN 768

----- Cycle Friendly Road

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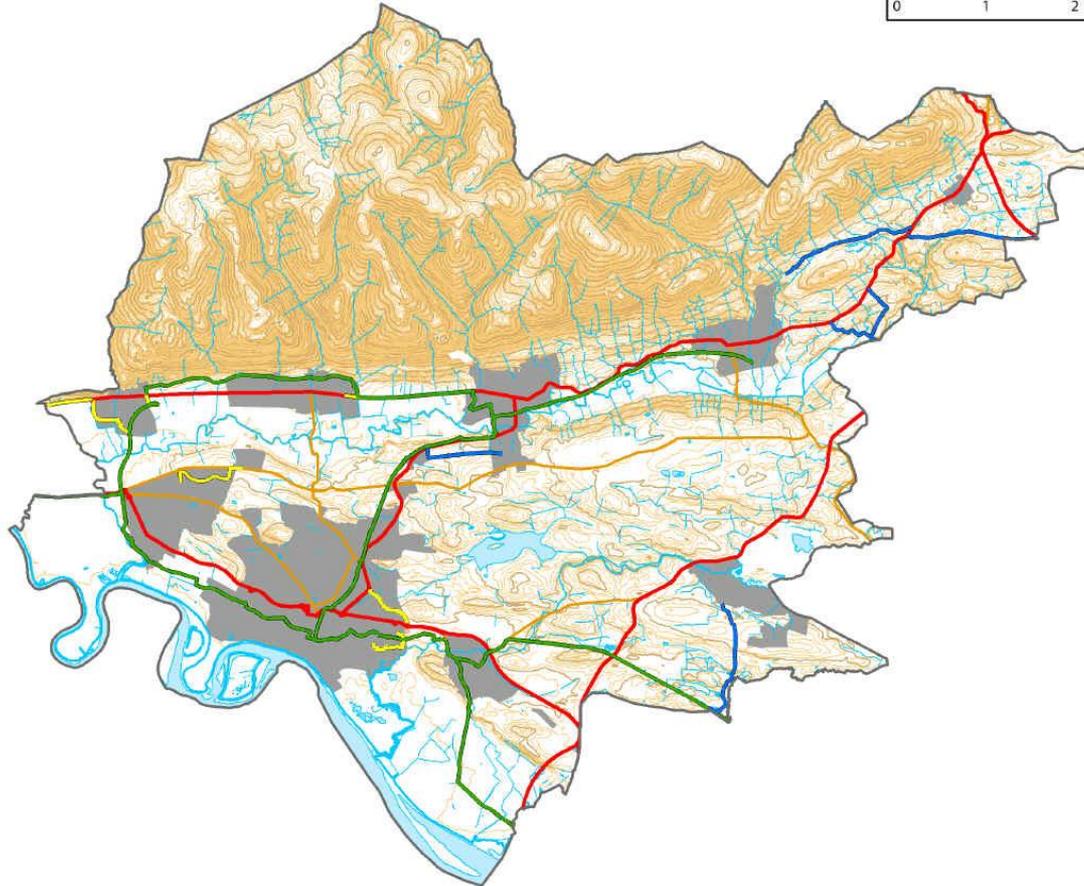
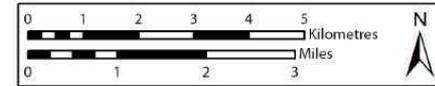
Clackmannanshire Active Travel Network

Our network is formed by the NCN, cycle friendly roads, the Hillfoots active travel corridor, local cycle routes and shared use paths/footways and:

- Links our settlements
- Links people to community facilities and to bus and rail services
- Links Clackmannanshire to its neighbouring authorities

Our network

Clackmannanshire Cycle Network



 **Clackmannanshire Council**
www.clacksweb.org.uk
Services to Communities
01259 450000
Greenside Street
Alicia
FK10 1EB
Tel: 01259 450 000 Fax: 01259 727 452
sustainability@clacks.gov.uk

Legend

-  National Cycle Network
-  Cycle Friendly Road
-  Shared Use Footway

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Map Produced: August 2014

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The Future

The focus for our Roads section has moved away from traffic management and regulation to accessibility with improvements including:

Expansion of our Cycle Friendly Road network

Expansion of our off-road cycle route network – capital bids have been made for next 4 years

20mph Residential Streets programme – due for completion in Autumn 2014

Reduced speed limits on primary routes - including area wide speed limit treatments

Expansion of the Shared use footway network

Implementation of the Roads Equality Scheme

This approach is formalised through the Local Transport Strategy and has been adopted by Council.

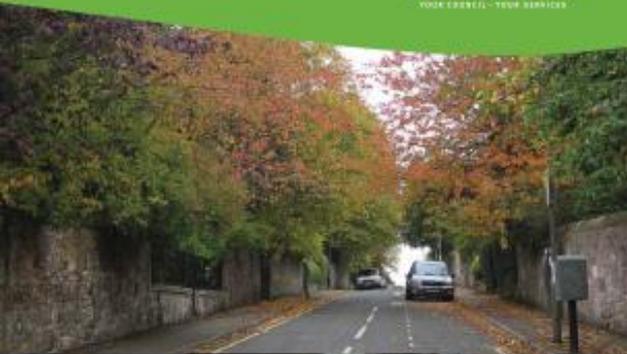
Carlyn Fraser
Traffic Management & Road Safety Officer
Clackmannanshire Council
3rd Floor, 1936 Building
Kilncraigs
Alloa, FK10 1EB
Tel: 01259 452369
cfraser@clacks.gov.uk
www.clacks.org.uk

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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.

City of Edinburgh Council

Before and After Research into the
implementation of 20mph speed limits in South
Edinburgh

Final Research Report
September 2013

Prepared by:

Research Resource

17b Main Street,
Cambuslang,
G72 7EX

Contact: Lorna Shaw

Tel: 0141 641 6410

E-mail: Lorna.shaw@researchresource.co.uk

Prepared for:

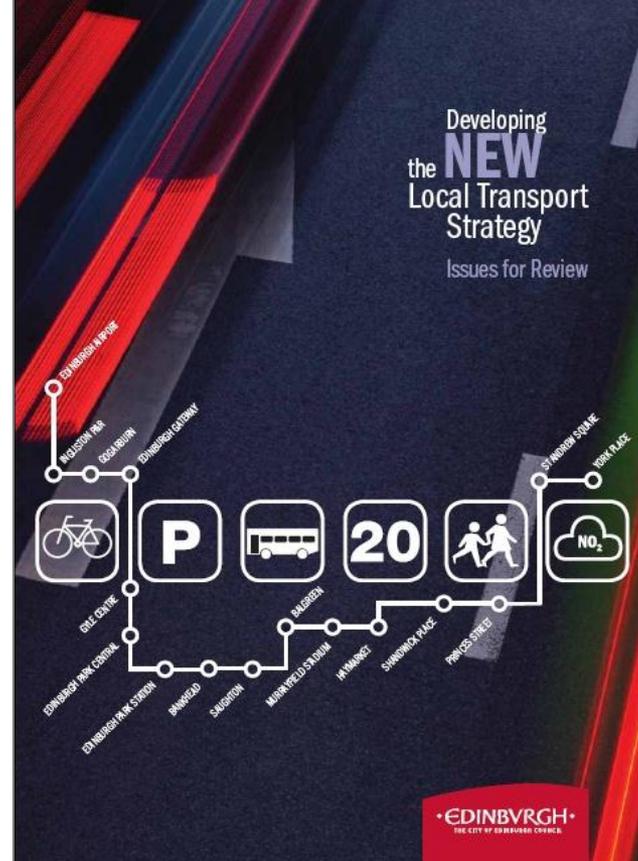
City of Edinburgh Council

Strategic Planning
C.2 Waverley Court,
4 East Market Street,
Edinburgh, EH8 8BG

Contact: Reggie Tricker

Tel: 0131 469 3571

E-mail: reggie.tricker@edinburgh.gov.uk



Edinburgh 20mph Speed Limits: Pilot project and current proposals

Phil Noble: City of Edinburgh Council



20 mph - objectives

- More livable and civilised streets
- Encourage walking and cycling
- Reduce casualties
- (with Minimal traffic calming) - Reduce costs of speed reduction

FOR EDINBURGH PILOT

- Contribute to revision of Scottish guidance

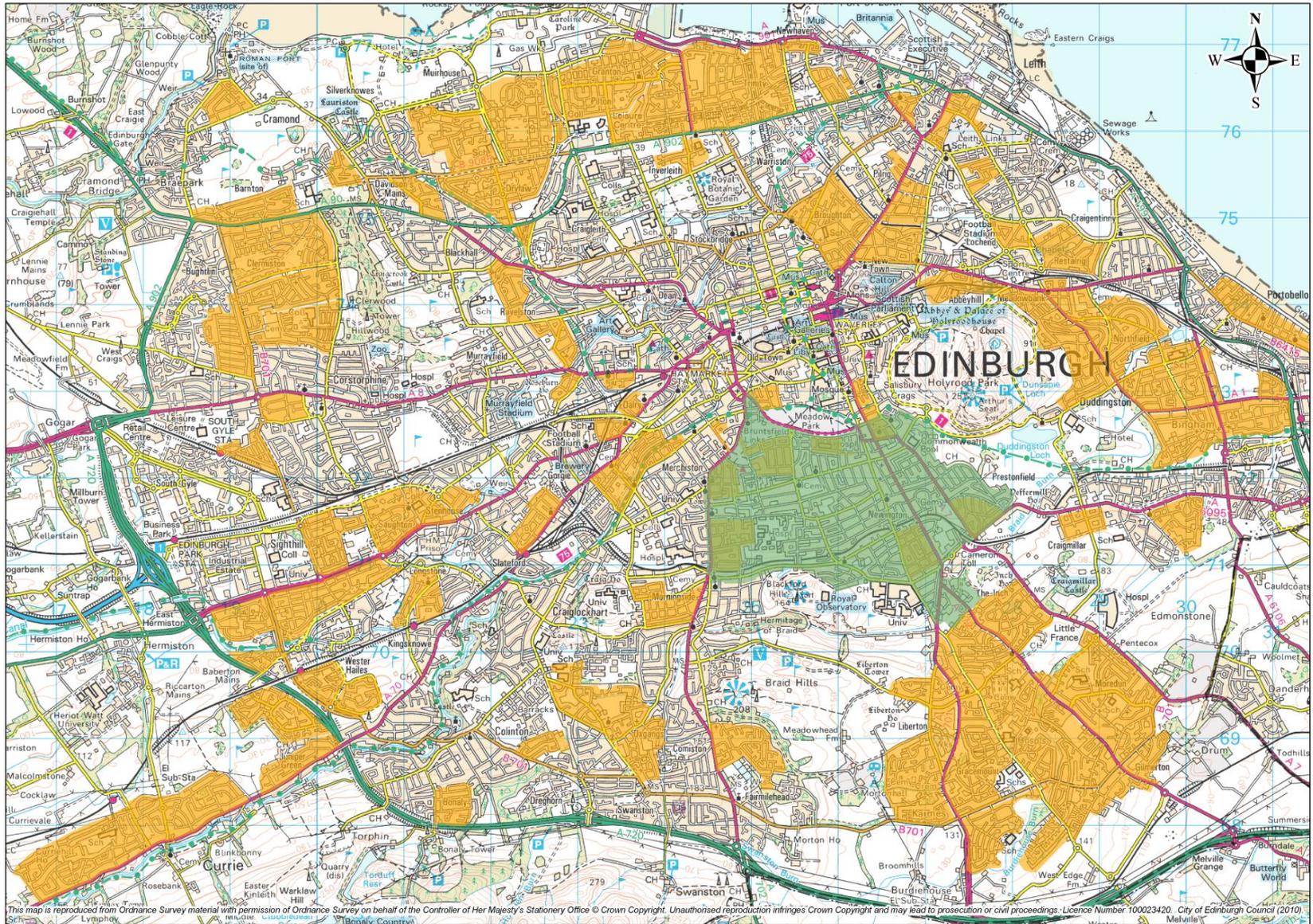
Impetus for pilot

- By 2010 ~50% of residential streets were traffic calmed (20mph zones)
- Policy to continue implementing 20mph across city
- Traffic calmed zones costly
- 2006-08 Portsmouth: first large area-wide 20mph limit by signs alone
 - far cheaper than physical calming (6:1 ratio approx.)
 - average speeds & incidents reduced

2012 guidance change (Dept. for Transport):

Not required to use physical calming in 20 mph zones: signs & surface markings can be used instead.

20mph zones and pilot area



What it looks like

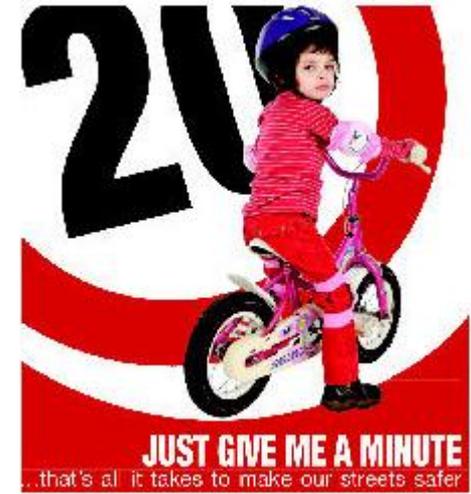
- Entry and repeater signs
- '20' Roundels
- Mobile vehicle actuated signs



Implementation and evaluation

Process

- Consultation
 - key stakeholders (police, bus operators, transport committee/councillors & community councils)
 - 19,000 leaflets to residents/businesses; workshops
- Awareness campaign / communications strategy
- Community feedback identified problem streets: targeted measures planned
- Before & after surveys (vehicle speeds/volumes, road incidents, 1000+ household surveys)



Costs

- £113K signage and surface markings
- £61K staff
- £14K attitude surveys (50% funded by the Scottish Government)
- £8K vehicle surveys
- £15K consultation
- £10K campaign advertising

Total approx £214K

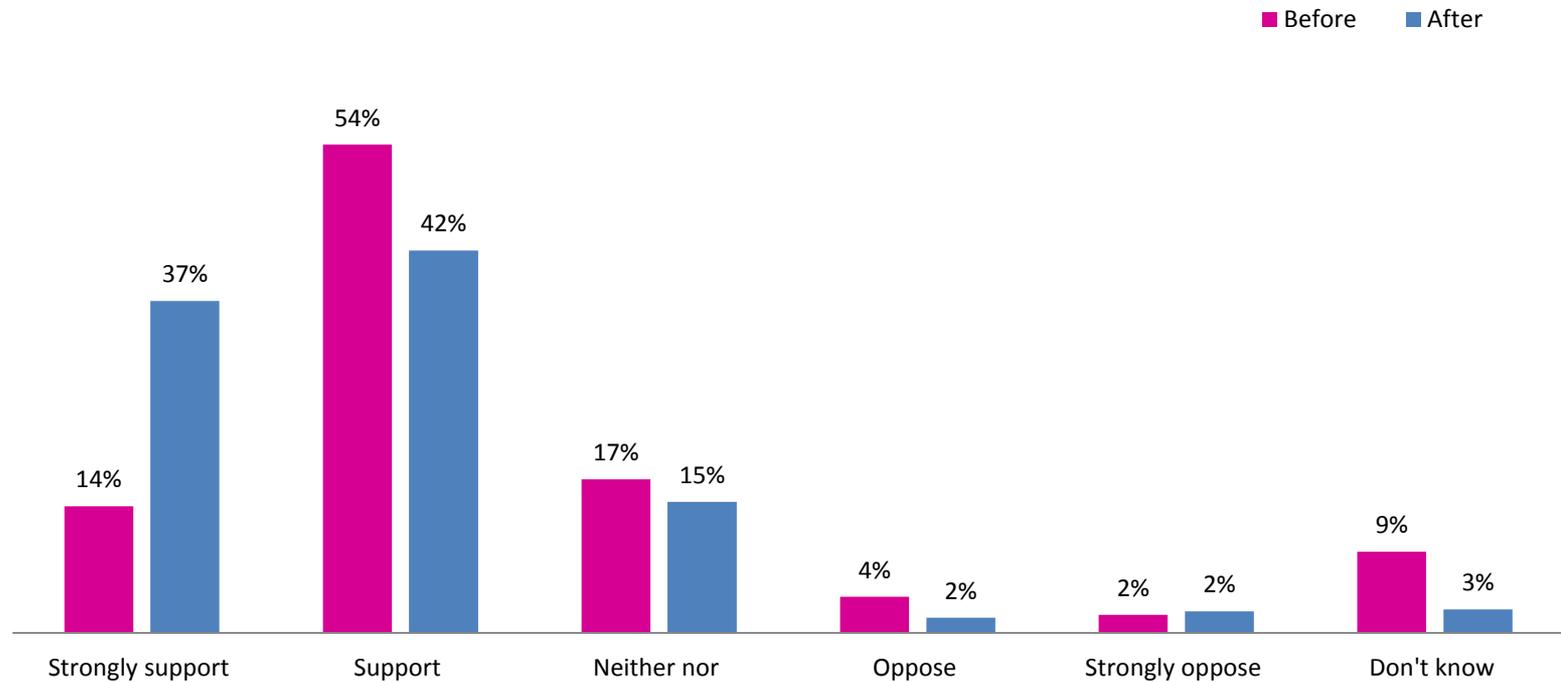
Results - Speeds

Street Type	Before	After	Change
All streets where limit changed from 30 to 20	22.8	20.9	-1.9
Streets where limit changed from 30 to 20 – before average speed over 24mph	25.8	22.4	-3.3*
Streets where limit stayed at 30mph	26.1	25.4	-0.7

* discrepancy due to rounding

Overall support for 20mph Limit

Support or Strongly support: Before 68%, After 79%
(For households with children: Before 83%, After 94%)



Base: All respondents: Before study, n=1018; After study, n=1015



Perceived benefits

What do you think the benefits of the 20mph speed limit have been/ possible benefits of the 20mph speed limit could be?

	Before	After
Safer for children to walk about the area	45%	34%
Safer for children to play in the street	39%	29%
Better conditions for walking	29%	29%
Better conditions for cycling	20%	29%
Less accidents	24%	27%
Increased amount of cycling in the area	10%	6%
Better area to drive in	6%	6%
Increased amount of walking in the area	9%	5%
Less aggressive driving	6%	2%
Less noise	4%	2%
Other benefits	1%	2%
Less through traffic	3%	1%
Less congestion	1%	1%
Better air quality	2%	0.4%
Better community atmosphere	1%	0.4%
Other – including better/ safer for elderly	5%	-
None	18%	19%

Perceived disadvantages

What do you think the disadvantages of the 20mph speed limit have been/ possible disadvantages could be?		
	Before	After
More congestion	8%	2%
More aggressive driving	7%	2%
Worse air quality	3%	1%
Worse area to drive in	2%	1%
Longer journey time	1%	0%
Traffic moving too slowly/ 20mph is too slow	1%	1%
Don't think it will make a difference/ people will not stick to speed limit/ people do not stick to it	1%	1%
Drivers will become impatient/ frustrated	1%	0%
Cost/ waste of money	0%	-
More noise	0%	-
There are no speed bumps	0%	-
More difficult to park	0%	-
Other disadvantages	1%	1%
Don't know	1%	1%
None	80%	89%

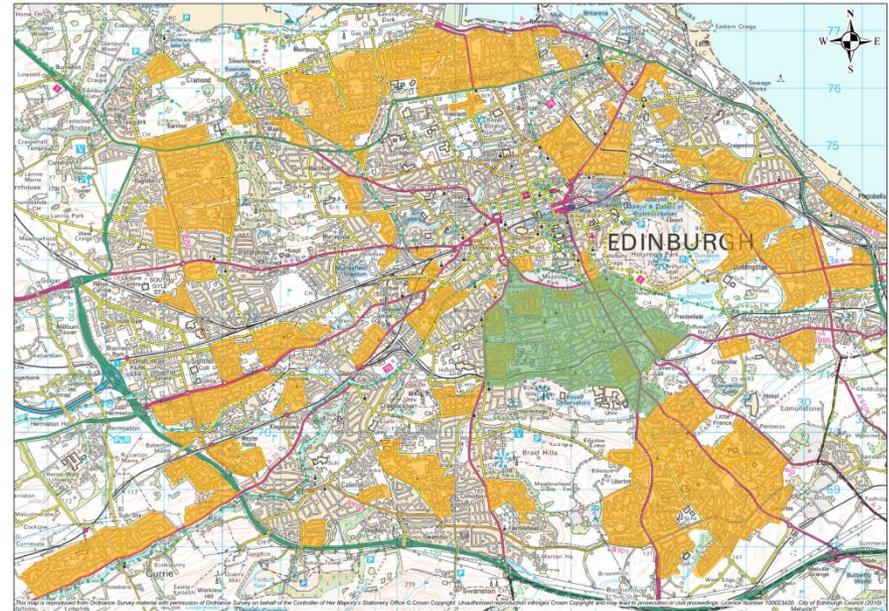
Other results summary

	Before findings	After findings
% of respondents who agreed that they worried about traffic speeds when cycling in the local area	25%	20%
% of people who felt current traffic speeds were about right		
<ul style="list-style-type: none"> ■ On their street ■ On busier roads 	71% 50%	78% 68%
% of respondents considering traffic speeds safe for older primary school children		
<ul style="list-style-type: none"> ■ For walking ■ For cycling 	67% 48%	72% 48%

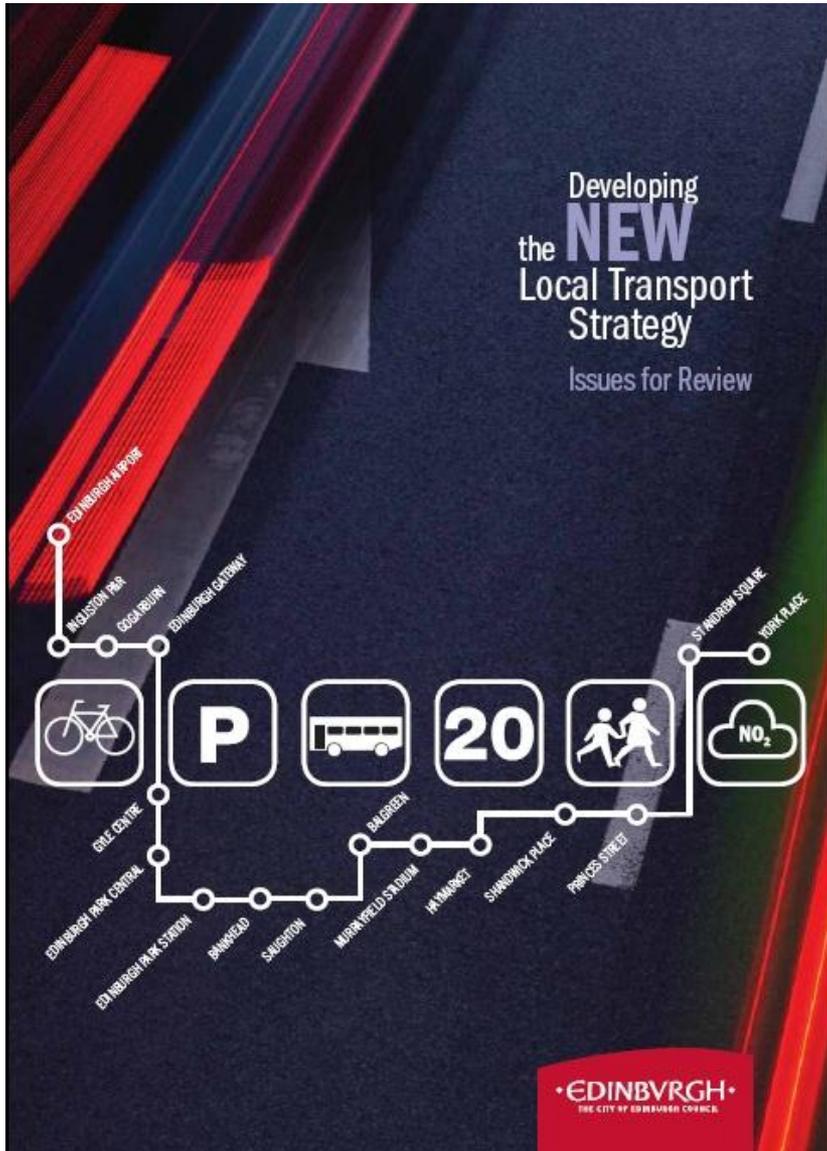


20mph Speed Limit Pilot Summary

- Average speeds fell 1.9mph to 20.9mph
- Fall of 3.3mph to 22.4mph on roads with higher average before speeds



Before and After Market Research	Before	After
Residents support for scheme:	69%	78%
Perception that traffic speeds are unsafe for cycling:		
Infrequent cyclists	71%	13%
Regular cyclists	51%	21%



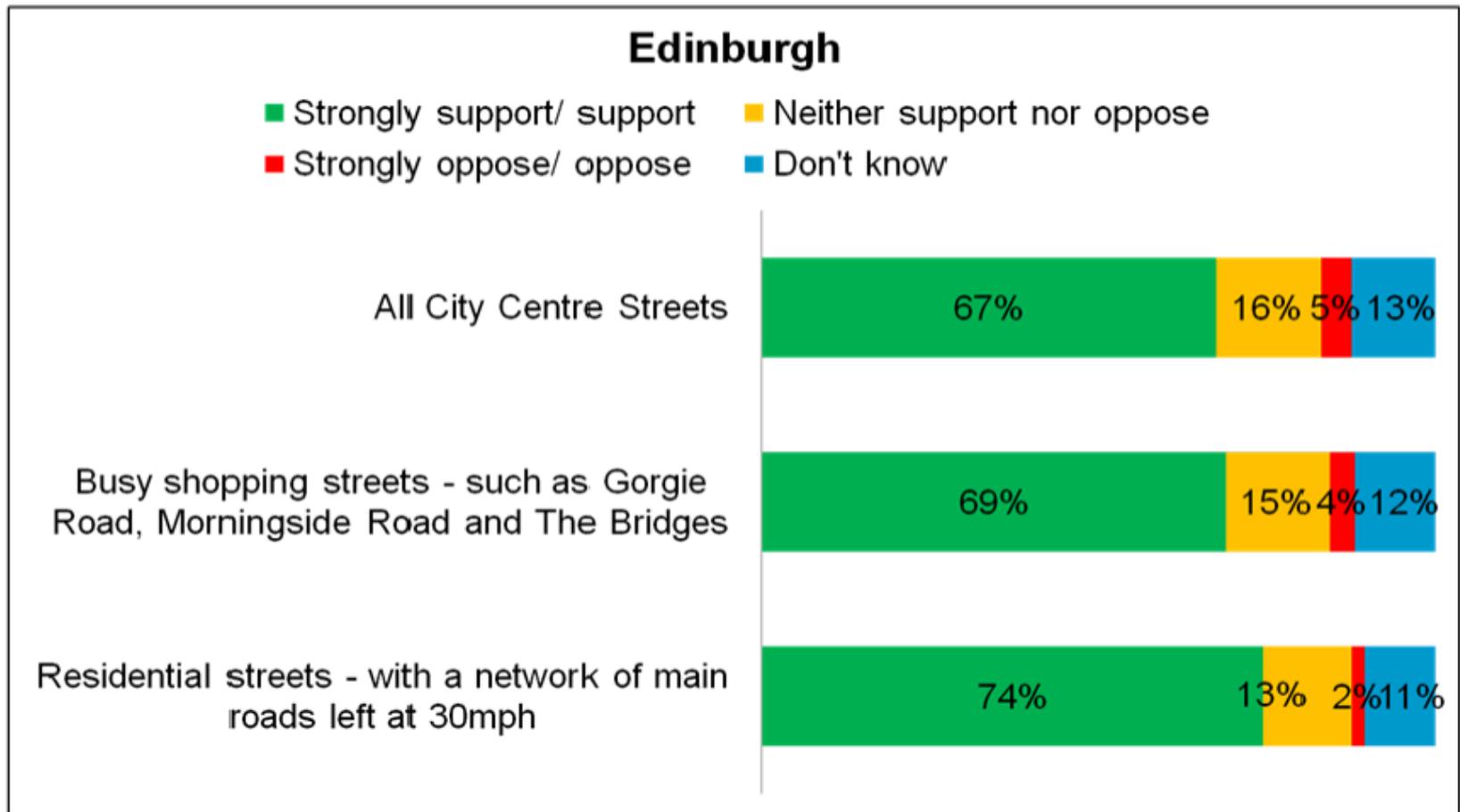
20mph in Edinburgh's new LTS



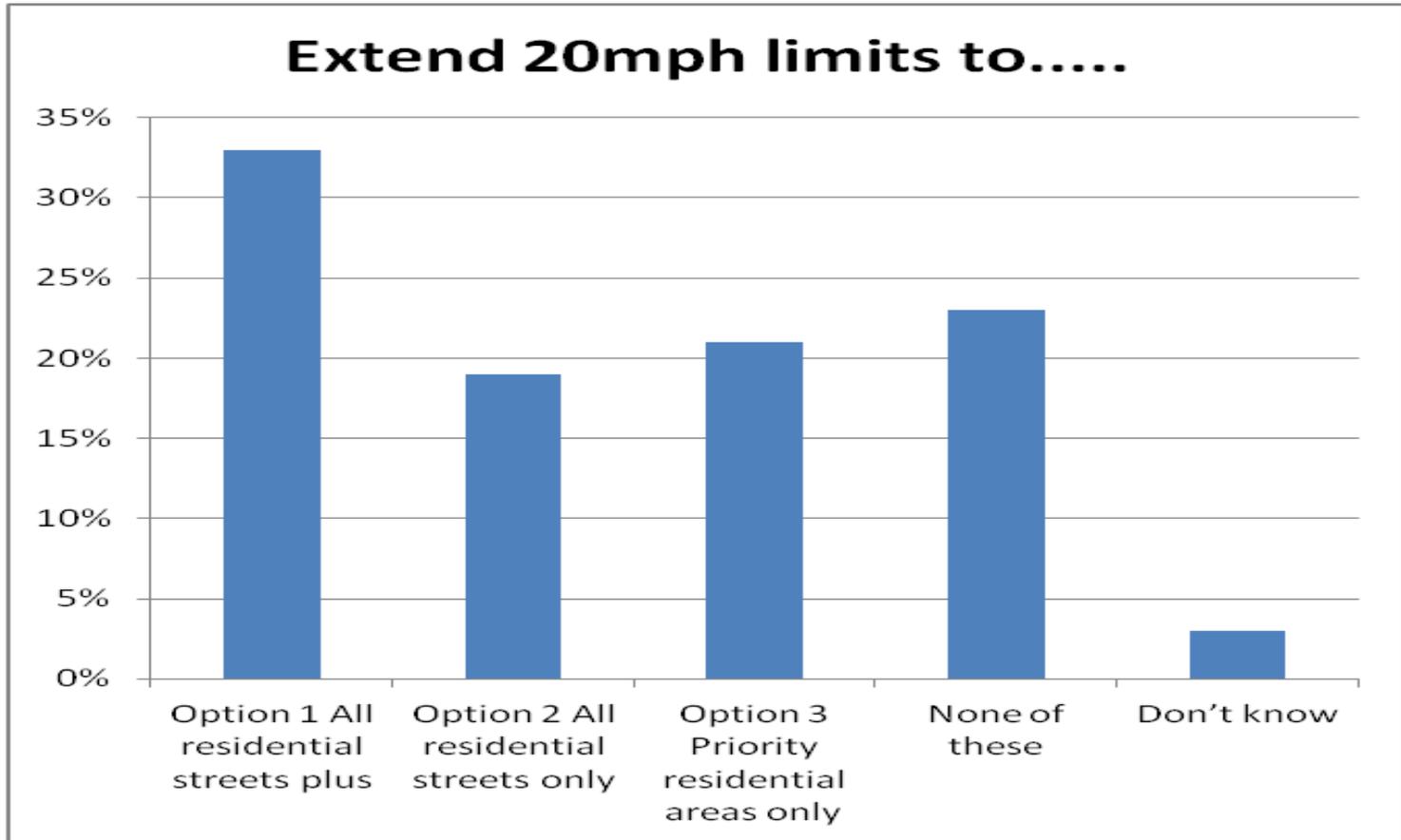
20 mph Speed Limits

Edinburgh People's Survey Results

To what extent would you support or oppose 20mph speed limits being applied on the following types of road?



20 mph Speed Limits Issues for Review Consultation



LTS policy 'safe 4' – summary

Within the urban area:

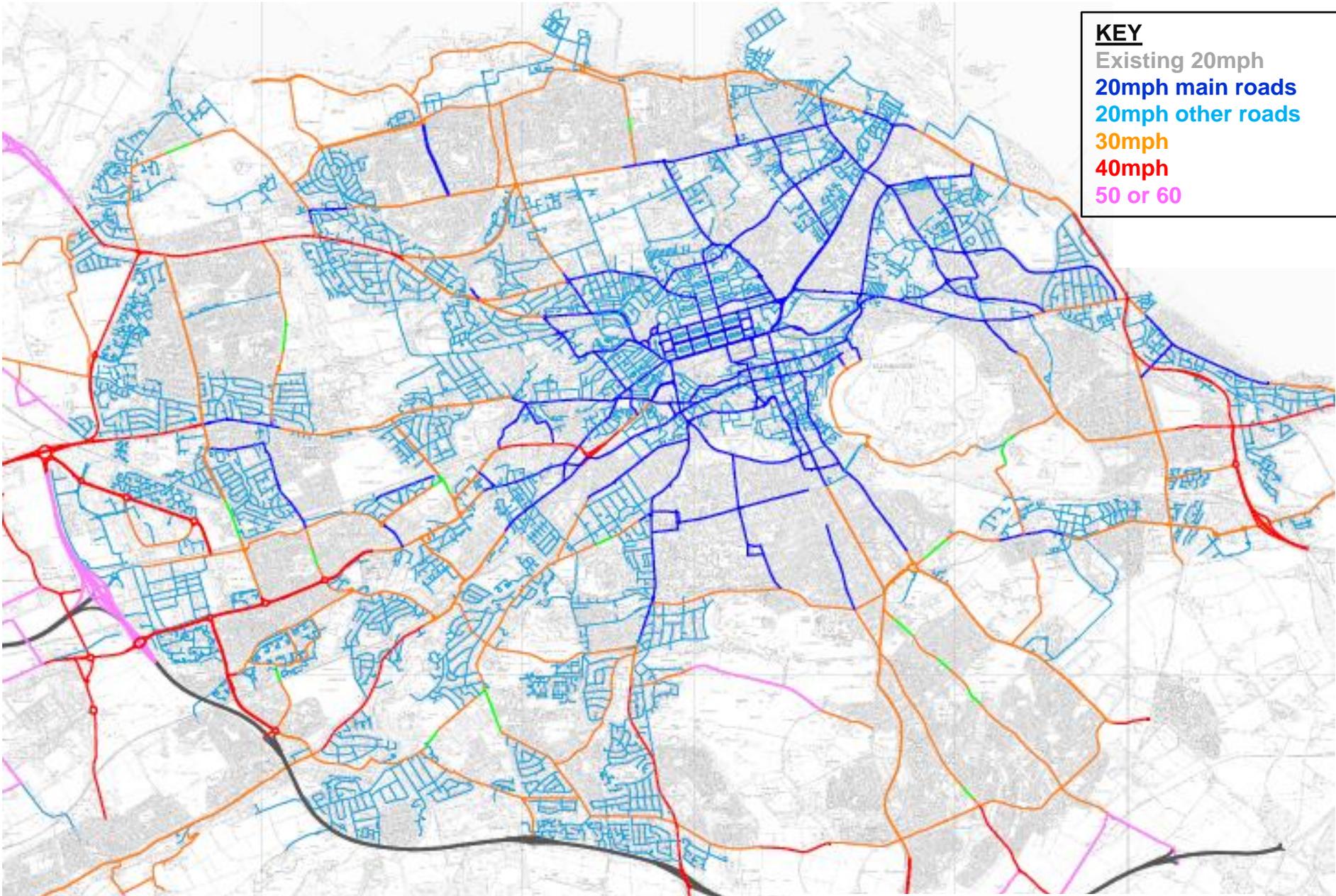
- On roads with a strategic movement function:
 - main shopping streets, those in the city centre, or others with relatively high levels of pedestrian and/or cyclist activity, will generally have a speed limit of 20mph
 - those that do not fall into one of the above categories will generally have a speed limit of 30mph
- On other roads a 20mph limit will generally be applied.

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

Edinburgh's current proposal

KEY

- Existing 20mph
- 20mph main roads
- 20mph other roads
- 30mph
- 40mph
- 50 or 60



Edinburgh's Next Steps

- Currently in consultation stage
- Report back on consultation – revised proposals - early 2015
- Commitment to implement by April 2017

How can MSPs help other Council's to take forward 20mph limits/zones?

- Be supportive in the media and use evidence from Edinburgh and elsewhere about effects and popularity of 20mph
- Encourage Councils to get local opinion evidence (eg market research)– press and letters can give a very skewed impression of public views
- Engage with Police Scotland policy on 20mph enforcement
- Engage with and influence Scottish Govt guidance on 20mph Zones and Limits - currently in working draft

Cross Party Group on Cycling 7th August 2014 – Responses to structured discussion on Speed Limits

In order to encourage schemes and best-practice in reducing speed limits, please highlight your short-term (over the next year) priorities for each of the following:

Enforcement of Speed Limits

Police Scotland;
Enforcement for speeds under 30 mph;
Enforce with XX wardens;
CPG request for minister to implement national speed limit for cycle/pedestrian friendly roads;
Standard signage reduces need for enforcement;
Reduces danger and leads to increases in cycling and walking – see international examples – Netherlands/Austria;
Scottish Government to ensure that Police Scotland adhere to government requests for enforcement;
Cameras;
Police withdrawing from enforcement without consultation.

Infrastructure improvements and traffic management

Need more data for SCOTS;
Armadillo segregation where possible and practical;
Improved traffic light management /shorten times to change;
More flexibility of sign design and more flexibility in design of limits;
Black box technology for enforcement research;
Blanket 20 mph zones;
Segregated cycleway to every school in Scotland;
Painted lines on roads not good enough;
Standard speed limit makes it easier to enforce. It is clear to police and drivers;
Helps keep costs down for local authorities and Scottish government;
Helps active travel, health and active kids.

Influencing `norms`/behaviours

Edinburgh results indicate norm is for high support of speed reductions. Reduction in speed limit leads to changed behaviour;
Different image for cycling;
Normal clothes;
HGV training/Bus training;
Fleet Operator Recognition Scheme as in London through TfL;
Remove motorised school travel for areas up to 3 miles and instead give them a bike;
Introduce a module on keeping vulnerable road users safe into learner driver training and all levels/types of driver instruction – they need to understand the concept of duty of care;
Signposting of popular roads.

Policy Changes

Guidance;
Rural roads – Clackmannanshire evidence;
TROs;
All residential streets should be 20 mph unless residents wish otherwise;
Transport and/or justice minister to tell Police Scotland and courts to enforce speed limits and to expect all Local authorities to bring in 20 mph;
Every child at school to have a bike;
Change to 20 mph for street limit average;
Guidelines on transportation budget spend profile on roads;
National speed default changed from 30 to 20 mph.

Summary

Enforcement of Speed Limits

Police Scotland need to take a stronger role, potential lessons learnt from other countries, potential to look at national speed limit.

Infrastructure improvements and traffic management

Looking at segregation possibilities – including lower-cost options such as armadillos, improve data to feed into decision-making, review design for signage and new technologies and traffic management techniques.

Influencing `norms`/behaviours

Increased driver training and cycle awareness raising, reducing speed limits lead to behaviour change, normalise cycling as an everyday activity

Policy Changes

Reducing speed limits across residential roads, as well as in rural roads (following Clacks example), enhancing policy to ensure enforcement, looking at national speed limits.