

## **Craigleith / Blackhall Community Council**

### **Consultation on 20mph Scheme - Comments**

The subject was discussed at the meeting of the Community Council on 21 January 2019 at which members of the local community were also present.

#### **General view**

Craigleith / Blackhall Community Council supports the policy and is of the view that generally it is working well, at least in some areas. The new lower speed limit is a good thing as it makes driving, cycling or walking feeling less dangerous on streets where the speed limit is generally being met. Unfortunately it is being ignored by some drivers and excessive speeds are a problem on specific streets, particularly those which form part of the City's secondary traffic network

Overall it is however questionable whether actual speeds of 20mph are being achieved, even where drivers have slowed down. Speeds of 25mph seem to be the norm including buses - is this the policy objective? Arguably speeds have reduced from 35mph to 25mph, but over 90% of the traffic is still driving at speeds in excess of 20mph.

The greatest success is in the main residential side streets which feel safer and it is easier to get out at junctions. Most drivers appear to be sticking to the limits in these streets, although there are exceptions such as white van deliveries.

However, it is not working so well elsewhere - mainly in two different circumstances. Firstly, where the speed limit is unclear, particularly the changes from 30mph to 20mph. These can change on the same road but for no apparent reason. The signage of the change is not always clear and the need to look out for repeat 20mph signs can divert drivers' attention.

We note that there is a lot of slamming on brakes at speed cameras and uncertainty with people driving at 20 in 30 etc. It's all very well saying '20s are marked and 30 is still the default', but the Community Council is of the opinion that there should be much more signage in the 30s, especially at speed cameras.

Secondly, the introduction of the 20mph restrictions has ignored parts of the hierarchy of secondary routes used by traffic to travel round the city - which is arguably generating less respect for the new limits by some drivers and is leading to excessive speeds, overtaking and tailgating of those drivers seeking to comply with the speed limit. Some of these roads now feel less safe for users. Craigcrook Road, Strachan Road, Orchard Road and Orchard Brae in the Community Council area have been identified by Police Scotland as being problematic from the point of view of excessive speeds.

The need to reduce speeds should not be restricted solely to 30mph (to 20mph) streets. Priority should also be given to the 40mph streets. Queensferry Road @40mph (from Strachan Rd to Cramond Brig) affects our community. With Royal High School and all the children for half its catchment crossing the road and walking on the pavement adjacent to fast traffic, some of it HGVs, plus Blackhall Library, surgery, shops, B&Bs, care homes accessing from it, 30mph would seem more appropriate. The long term aim of reducing the speed limit should be given priority and brought forward as part of this review.

## **Need for Action and Adjustments**

Without a significant improvement in enforcement, it is questionable whether speeds of 20mph will be achieved on all the roads identified as part of the policy change, limiting the achievement of the policy intentions. Likewise if enforcement action is to be limited, physical measures such as speed bumps, priority width limitations should be introduced on some roads. Local residents on Craigcrook Road have expressed disquiet at the speed of the traffic despite the 20mph limit. It is noted that the City Council and Police Scotland budgets are constrained but it is questionable whether long term speeds will move closer to 20mph without additional funding.

There is a need for greater clarity/consistency of which roads are 20/30/40mph and all roads should also have clearer signage - if the regulations are a constraint, they should be changed. Painted signage on road surfaces may work during daylight hours but in winter when daylight conditions can be poor and longer hours of darkness, it is a questionable whether it is the most effective means of informing motorists.

The speed limits should reflect more accurately the hierarchy of roads if the speed limits are to be respected and observed. If necessary minor adjustments of some roads from 20mph to 30mph maybe required.

Higher priority should be given to reducing speed limit on Queensferry Road from 40mph to 30mph, if necessary as part of a city wide policy change to change the default speed limit to 30mph on the network of main roads.

AWD

Craigleith/Blackhall Community Council

29 January 2019