



On 3 June 2014 the Edinburgh Council's Transport and Environment Committee approved consultation on extending 20mph speed limits to many roads in Edinburgh. Portobello Community Council undertook consultation to inform this response to Edinburgh Council.

Our consultation was carried out in-person at the Portobello Village Show, plus online. The online consultation was promoted by email, Facebook, Twitter and leaflets in local notice boards.

In total 118 responses were received, with 74% supportive, or strongly supportive of the proposals. Based on these responses, **Portobello Community Council supports the proposal**, with the following comments:

- A 20 mph limit should be considered for Musselburgh Road; 84% of respondents supported this
- A 30 mph limit should be considered for Milton Road and Milton Road East; 61% of respondents supported a limit lower than the current 40 mph

Summary of results

Overall

Overall Support



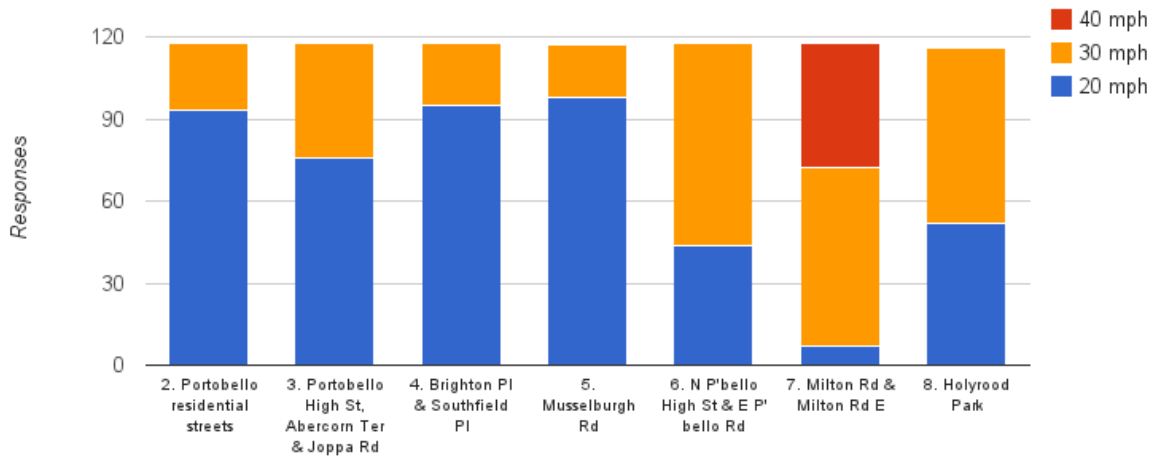
Support	Count	Percent	Sum percentage
Strongly Support	58	49.2%	73.7%
Support	29	24.6%	
Neutral / no answer	8	6.8%	19.5%
Oppose	8	6.8%	
Strongly Oppose	15	12.7%	



Specific roads

We asked seven questions about the proposed speed limits on specific local roads:

Summary of question responses



Q	Street	Response		
		20 mph	30 mph	40 mph
2	Do you agree / disagree with the proposal to introduce 20 mph limits on all remaining residential streets in the Portobello area?	93	25	
3	Do agree / disagree with proposed 20 mph on (most of) Portobello High St, Abercorn Terrace and Joppa Road?	76	42	
4	Do you agree / disagree with proposed 20 mph on Brighton Place and Southfield Place?	95	23	
5	Should Musselburgh Road remain at 30 mph?	98	19	
6	Should the North end of Portobello High Street and the East end of Portobello Road remain at 30 mph?	44	74	
7	Should Milton Road and Milton Road East remain at 40 mph?	7	65	46
8	Should some roads within Holyrood Park remain at 30 mph?	52	64	



Comments

Themes

The following themes were raised frequently in the comments received with the survey responses:

- **Active travel:** walking, cycling and the importance of this being made safe for everyone
- **Enforcement:** the need to enforce both the current speed limits and future reductions; with note that current limits are not really being enforced
- **Other traffic issues:** many other local traffic or roads issues, including setts on Brighton Place, parking outside schools, ...

Comments received

<p>With regards to question 8. A 20mph should be imposed within the park, as it used to be years ago before there was too much traffic on the roads. The roads through the park are still being used by commercial vehicles despite the warning signs and are dangerous both to motorists and pedestrians. Drivers are constantly speeding through the park and Duddingston Road after Duddingston Crossroads. I would also take this opportunity to mention the dangerous parking that takes place outside Portobello High and St Johns Primary at start and finishing times.</p>	<p>With the High School it will be essential to calm Milton Road as much as possible so 20 mph at least at school times will be necessary to minimise the risk to student. Also the crossing sequence on Milton Road / Duddingston Park South needs to prioritise pedestrians i.e. two crossings in the sequence and for longer. As well as reduced speeds the council should also consider prioritising routes for cyclists to encourage greater active transport. Local schools encourage children to cycle to school, but the only safe route is the prom. If Towerbank isn't your school or you don't live on or close to the prom then it's less appealing. In short, it would be good if the council considered speed reduction as part of a number of measures to deliver safer routes for all, that encouraged less dependence on car use - particularly for short journeys.</p>
<p>By implementing these enlightened moves, the city will become more attractive to those using active transport. There will also be little affect on motorised transport average speeds. These proposals need to be clearly enforced to be effective though.</p>	<p>Essential that something is done in Holyrood Park to get cyclists to use the red 'footpath' to avoid the daily near misses with cars - two many dangerous bends especially near Duddingston end. Also great concern about number of learner drivers in Coillesdene area. Definitely scope to restrict them from some of the interconnecting roads. There are so many children in the area, and the parked cars on the narrows streets already make it a slalom course for experienced drivers. Happy to be involved in further discussions, please feel free to get in touch.</p>
<p>As a cyclist, driver and parent of child I support the lowering of speed limits but would also like to see more enforcement of speed limits.</p>	<p>Also entrance to Brunstane should be 20MPH</p>
<p>Traffic slows down automatically along Portobello High Street due to all the crossings and traffic lights. More accidents might be caused with motorists keeping their eyes on the speedo rather than the road in an attempt to keep below 20mph. I would like to see more controls on the number of cars going over red traffic lights. It has almost become the norm that at least one or two cars cross over even though the lights are clearly red. This is highly dangerous.</p>	<p>On streets like Marlborough and regent streets, 20 mph is too fast. 10mph would be much safer.</p>
<p>if this is going to be done it should be done properly but it will drastically impact bus travel times which are already poor into the city centre.</p>	<p>I'd like to ensure they don't introduce speed calming measures such as chicanes and bumps with these speed reductions. As a cyclist they bring me into conflict with traffic. As a small Smart car driver they are painful to drive over even at low speed as they jolt your back. Larger cars seem to be able to line up the wheels and ignore them completely</p>
<p>Until the police/council can enforce a 30/40mph limit, whats the point of this proposition? Is it an income generator with speed traps?</p>	<p>As a resident of musselburgh road I would like to see a 20mph limit. Although the limit has been reduced in the last few years to 30mph this does not deter some people speeding and overtaking. There are no pedestrian crossings on this road which coupled with speeding cars makes it very dangerous to cross at</p>
<p>Fully support 20mph zones on residential side streets, so long as not enforced by speed bumps. All these to are wreck vehicle suspension and add to pollution.</p>	
<p>The roads within and around Portobello are increasing congested and not only at peak times. Cars are increasingly travelling close to the edge of pavements and as some of the footpaths are very narrow, fast cars are a real danger to pedestrians - especially children and older people.</p>	



times. There are about 150 homes on this road (including Eastfield) and I find it hard to believe that this does not warrant at least one safe crossing place. Hopefully a 20mph limit would slow the traffic down and make it a safer place to live.

Map seems to show extending 40mph limit past Asda? To where exactly? I think that the start of the 50mph limit is correct where it is. Regarding changing Portobello High Street, it would be a miracle to get along any faster than 20mph most of the time, regardless of the speed limit - and if the council could get some change to the traffic lights at Brighton Place so that huge queues don't build up at rush hour I would be grateful. I visit care homes in Abercorn Terrace on Wednesdays, coming from The Jewel and always get stuck. The alternative is to get stuck turning right onto Milton Road and again to go straight on at Milton Link.

The map seems to show some existing 30MPH roads as proposed 30MPH roads. e.g. Duddingston Avenue and Milton Road etc. This is a minor point of course. While supporting the proposals in general, especially for the High Street and all residential streets, I think some of the proposed 20MPH has stretched too far into secondary arterial routes such as Wakefield Ave, Willowbrae road etc. This is too much. Probably best to take a phased approach to 20MPH on secondary routes, focus and implement first on the tight busy roads.

Cars are too dominant and need to be pushed back. More cycle lanes are vital. It is impossible to cycle to Dalkeith safely from Portobello

Traffic along Portobello high street and surrounding streets is self - limiting - people generally drive cautiously and I feel the current speed limits are correct.

I think reducing to 20mph will not encourage those drivers who routinely exceed 30mph to actually slow down. I think means to actually enforce the current speed limits need to be introduced rather than a blanket approach that affects every driver rather than targeting the people who break the law.

Long overdue !! Fed up with local residential roads being used as a rat run.

Brighton Place requires a new road surface (not cobbles), speed humps and a 20 mph speed limit (with enforcement cameras).

If we want to make our city, and Portobello in particular, a pleasant place to live, we need to make our streets friendly and usable by the people that live, shop and work here, not just for those who want to drive through it.

I'm a big supporter of reducing the speed limit in residential areas, particularly given the number of schools in Portobello. I'd love us to pilot this here!

As a driver I am often very aware of how little time is spent above 20 mph and how unnecessary it is in

most cases to do so - progress is much more likely to be slowed by traffic lights and junctions. As a cyclist this is often reinforced as I can travel at around 20 mph and easily keep pace with cars despite the time they spend travelling faster. I would hope the reduction in speeds would also reduce the number of times those driving car feel it is worth overtaking a cyclist only to have to stop for traffic lights or junctions.

more needs to be done to enforce current 20mph zones. Few drivers drive at 20 on Mountcastle Drive for example where, by driving at 20 I frequently witness dangerous over-taking

Other traffic issues also need addressing in residential streets in Portobello eg Regent St, Marlborough St which are too narrow for 2 way traffic due to parked cars. Can they become one way systems? Or one side of road parking only?

where there are residential streets with routes to schools and bus routes and other selected black spots there should 20mph but not all over

The simpler the road speed classifications are applied, the more likely drivers will adhere to them. Therefore, the more consistency the better. For example Milton Road varies between a 30 and 40mph limit which can lead to confusion and as a result it appears to be ignored generally. It would be much better to make Milton Road all 30mph which is fast enough in a residential area. On a related subject, there needs to be a pedestrian crossing at the east end of Portobello Prom. Cars speeding-in along Musselburgh Road, which used to be a 40mph limit, make it difficult for kids going to school to cross safely at the pumping station, particularly with all the parked cars restricting sightlines.

Abercorn Terrace is important for a 20mph zone. Cars coming from the High Street accelerate from Kidds Chemists onwards at the top of Pittville Street past the Daisy Park/James Street/Brunstane Road etc. It is very difficult to exit from any of these streets from the seaward side as the main road usually has parked cars on it and they obscure the road vision. Cars have to edge out and if the traffic coming from the High Street is speeding they have to pull back and try again. It's dangerous. A 20mph limit up to and past the Ormelie Bar would be great.

As there are many school age children crossing these roads every day to go to school/park/beach we should do everything in our power to ensure their safety. It should come before any other consideration on traffic. There should also be green man crossings next to all parks on main roads. This is only common sense.

Slower speeds mean less pollution

Musselburgh Rd 30mph not working;no crossing between Morton St & junction at Milton Rd E

More effort to make streets child friendly needed

Musselburgh Rd back to 40?



<p>I think that the more central part of Portobello - ie where the shops are -should be 20mph but see no need for 20mph where the road widens out and is less busy ie from Abercorn Terrace heading towards Musselburgh. Brighton Place upwards probably should be 20mph as it is very narrow with cars parked and of course with the priority bridge.</p>	<p>The Milton Road should be cleared of street furniture and artificial choke points, then assigned as a clearway. Almost every house has a driveway and garage, so there is little need to have on-street parking. Parking restrictions should be taken away from Portobello High Street, allowing locals and visitors to access free parking, and to shop freely.</p>
<p>Travelling at 20mph saves lives. We will get used to the change</p>	<p>I'm a motorist, cyclist and pedestrian living in this area. Cars would save very little time by leaving speed limits at 30/40mph. A reduction to 20mph would have very little impact on journey times, but would increase safety dramatically, especially for pedestrians and other vulnerable road users.</p>
<p>I would like to see a speed camera on milton road east. The speed of drivers coming from Musselburgh is currently more than 40mph for the majority of drivers. This is even worse late at night as boy/girl racers speed up here at all times of night, motorbikes are also an issue with speeds in excess. How do we go about asking for a cameras to be installed?</p>	<p>Rather than wasting money on this work council would do better to repair the many broken pavements (with the correct product. not tar when the pavement is concert) in the area and resurfacing Brighton Place.</p>
<p>I am very surprised that there is NOT a pedestrian crossing (or even just a central island/refuge) across the "main road" at the point where the south end of the promenade "exits "onto the main road, near Coillesdene flats - surely many families will wish to cross here!</p>	<p>20mph is generally impractical. The advantages outweigh the disadvantages</p>
<p>The roads have become more hazardous for pedestrians with more people now using bikes and scooters on the pavement. Brighton Place is often very congested, and those of us who live in houses adjacent to Brighton Place worry about the impact of all the vibration on the foundations. 20mph everywhere will be simpler, more predictable and overall safer to all road users. It would also be good if, then, bikers could be enforced to use the road, not the pavement.</p>	<p>Kings Road is an accident waiting to happen. There are no resident parking only areas and in summer it can be difficult to park. People park across the bins but I have yet to see anyone getting a ticket or having the vehicle removed. As the road to the beach it naturally gets lots of traffic all year including dog walkers. It is wide road and cars often go far to fast (in excess of the existing 30mph limit). Id recommend a 20mph limit, speed bumps and resident parking permits. If 20mph is brought in but not policed it is pretty pointless.</p>
<p>I very much support this initiative, particularly from a road safety point of view.</p>	
<p>Marlborough street, Regent street should be 10mph. 20mph is far too fast on these streets. I'm sure there are other streets for which 20mph is too fast.</p>	
<p>whats the hurry? all for slowing down, but not convinced that driving at 20mph produces less pollution compared to 30mph, energy efficiency etc</p>	
<p>These are not being enforced at the moment.</p>	
<p>As well as tackling the speeding issues, it would be good if some of the streets could be resurfaced. Some are in dire state, for example some of the Coillesdenes.</p>	
<p>Brighton place is in such a bad state of repair that if you go much over 10mph you risk doing damage to your car. Its the boy/girl racers who ignore all speed limits that are the problem not the majority of drivers who would be punished by 20mph zones.</p>	
<p>Existing speed limits work and need to keep traffic flowing.</p>	
<p>In your question, 5, I believe that the 40mph limit should be reintroduced, the marked parking areas deleted, and the road returned to a two lane stretch.</p>	