Life is better at 20mph in Edinburgh

20’s Plenty for Scotland Conference

Professor Scott Arthur
Transport & Environment Committee Convener
7 December 2023
Based on 2018 to 2020 only:

“...overall percentage reduction in casualty rates was 39% (the overall percentage reduction in collision rates was 40%) in Edinburgh. The percentage reduction for each level of severity was 23% for fatal casualties, 33% for serious casualties and 37% for minor casualties.

“The citywide approach adopted by Edinburgh was effective in reducing speeds and positively affected a range of public health outcomes.”
Vision Zero City – 2030 Targets

1. Zero fatalities
2. At least a 50% reduction in serious injuries
3. Junctions & Routes to school a key focus.

TRADITIONAL APPROACH
- Traffic deaths are INEVITABLE
- PERFECT human behaviour
- Prevent COLLISIONS
- INDIVIDUAL responsibility
- Saving lives is EXPENSIVE

VISION ZERO
- Traffic deaths are PREVENTABLE
- Integrate HUMAN FAILING in approach
- Prevent FATAL AND SEVERE CRASHES
- SYSTEMS approach
- Saving lives is NOT EXPENSIVE
in addition to current city centre projects, the Bridges Corridor, Canongate, Grassmarket and Cowgate were identified as key priorities for change.

stakeholders noted that the introduction of any traffic restrictions in these corridors, however, could create wider traffic displacement.

bringing in area-wide traffic restrictions was identified as a potential mitigation for the wider impacts of major projects across the city centre.

one of the specific examples stakeholders mentioned in this regard was the area east of Lothian Road within Bread Street, West Port, Lady Lawson Street and Castle Terrace.
Transport, Economic Development or Quality of Life?
Conclusion

1. Accidents have reduced and lives have been saved.
2. There is more to do to reach Vision Zero.