

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

an individual

Which of the following best describes you? (If you are a professional or academic, but not in a subject relevant to the consultation, please choose "Member of the public".)

Academic with expertise in a relevant subject

Please select the category which best describes your organisation

No Response

Please choose one of the following; if you choose the first option, please provide your name or the name of your organisation as you wish it to be published.

I am content for this response to be attributed to me or my organisation

Please insert your name or the name of your organisation. If you choose the first option above, this should be the name as you wish it to be published. If you choose the second or third option, a name is still required, but it will not be published.

Dr Caroline Brown, The Urban Institute, Heriot-Watt University

Please provide details of a way in which we can contact you if there are queries regarding your response. Email is preferred but you can also provide a postal address or phone number. We will not publish these details.

Page 7: Your views on the proposal

Q1. Which of the following best expresses your view of the proposal to replace the current 30mph default speed limit on restricted roads with a 20mph limit.

Fully Supportive

Q1. Which of the following best expresses your view of the proposal to replace the current 30mph default speed limit on restricted roads with a 20mph limit.

Please explain the reasons for your response

The reduction of traffic speeds reduces the number and severity of collisions. Road traffic is a significant cause of harm to children and young people, particularly in more deprived areas, and a consistent speed limit would have particular benefit in these communities.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

No

Q3. What do you think would be the main advantages, if any, of the proposal?

Reducing harm/danger from road traffic
Making cycling/walking more attractive (or at the very least, not quite so unattractive)

Q4. What do you think would be the main disadvantages, if any, of the proposal?

A small increase in road journey times

Q5. What other measures do you think would be needed to maximise compliance with the new national 20mph speed limit on restricted roads, for example in relation to advertising signage and police enforcement.

Police enforcement and corresponding penalties for those who break the 20mph limit. Courts view excessive speed (>100mph) with great seriousness, but travelling at 40mph in a 20mph zone (say) is not viewed in the same way. All speeding should be taken seriously because the consequences for vulnerable road users (e.g. pedestrians and cyclists) is so devastating. At 20mph the chance of survival is very good, whereas at 40mph the chance of a pedestrian surviving a collision by a road vehicle is very low.

Page 12: Financial implications

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

	Significant increase in cost	Some increase in cost	Broadly cost-neutral	Some reduction in cost	Significant reduction in cost	Unsure
Scottish Government						X
Local Authorities						X
Motorists			X			

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Other						
Police Scotland						

Please explain the reasons for your response

I am not able to quantify the potential cost savings of the reduced incidence and severity of collisions against the costs of enforcement.

Q7. Do you believe there will be any other benefits to reducing the speed limit from 30mph to 20mph?

There may be wider health/well-being benefits from reducing traffic speeds, as this also reduces road noise and the severance effect of busy routes.

Page 14: Equalities

Q8. What overall impact is the proposed Bill likely to have on the following protected groups (under the Equality Act 2010): race, disability, sex, gender re-assignment, age, religion and belief, sexual orientation, marriage and civil partnership, pregnancy and maternity?

Slightly positive

Please explain the reasons for your response

Women and those with disabilities are generally at a disadvantage in terms of travel because they are less likely to have access to a car, and more likely to rely on other modes of travel (including cycling and walking). As a result, actions which reduce the vulnerability of these groups to road danger will be beneficial in terms of equalities.

Q9. Could any negative impact of the proposed Bill on any of these protected groups be minimised or avoided?

I do not believe that the proposals will have any negative impact on any protected groups.

Page 16: Sustainability of the proposal

Q10. Do you consider that the proposed Bill can be delivered sustainably i.e. without having likely future disproportionate economic, social and/or environmental impact?

Yes

Please explain the reasons for your response:

20mph zones are already in place in a number of Scottish locations, and low traffic speeds are also observed in other countries in Europe and elsewhere. When accompanied by other measures to enable

Q10. Do you consider that the proposed Bill can be delivered sustainably i.e. without having likely future disproportionate economic, social and/or environmental impact?

people to make journeys by foot and by bike, then 20mph zones can make a significant contribution towards cleaner, healthier and safer places for all.

Page 17: General

Q11. Do you have any other comments or suggestions on the proposal to establish a 20mph default speed limit on restricted roads?

The particular value of this bill is the creation of a consistent default speed limit of 20mph across Scotland. That will benefit motorists and drivers, and benefit communities and vulnerable road users.