

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".)

Professional with experience 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 If you choose the second or third option, a name is still required, but it will not be published.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 James Houston

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

Reduction in the default speed limit will reduce the number of children killed or seriously injured as a result of road accidents. Children living in more deprived areas are up to five times as likely to be injured in road accidents compared to their more affluent peers. Reductions in rates and severity of injury will be most significant in more deprived communities - this effect has been demonstrated in 20mph pilot areas in the UK. There will also be a significant effect on children playing outside with important knock on effects to their physical and mental wellbeing.

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

No

Please explain the reasons for your response

The current piecemeal introduction of 20mph zones in Scotland is having limited impact on public health.

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

Maximum benefit to public health across Scotland at low cost.
Reduction in KSI rates.
Increase in active transport.
Improved wellbeing and feeling of safety in all of our local communities.

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

An increase in unsafe overtaking in 20mph zones may result and it would be important to monitor this.

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.

Clear painted signage on all 20mph zones
Flashing signs to remind cars of their speed / when entering a 20 mph zone - TRL research identifies that this is far more effective than Police enforcement.
Use of car dashcams, with public being encouraged to share video with law enforcement agencies where excess speed is identified.
6 point penalty for speeding in 20mph zones
Public Education

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		
Other				X		
Police Scotland						

Please explain the reasons for your response

Costs in terms of injury will be significantly reduced. The population will be healthier and this will have important public health impact in the longer term. There will be small costs to cover signage / flashing signs - these should be met from central government as it is government that will realise the savings over time in public health and NHS costs.

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

Scotland will be seen as leading the way once more in public health. Cycling in particular will be safer and will allow this mode of transport to be increasingly promoted (it is often unsafe to cycle on Scotland's roads at present)

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?

Positive

Please explain the reasons for your response

Children in particular will be most likely to benefit from the proposal.

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

I do not foresee any negative impact

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:

Costs are far less than the current piecemeal introduction of 20 mph zones across Scotland. There will be a positive environmental impact of individuals being less likely to use car transport for short journeys.

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?

I fully support the proposal