

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".)

Member of the public

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 If you choose the second or third option, a name is still required, but it will not be published.

Jeremy Leach

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

We have now had more than 100 years of motor vehicles as the dominant users of our streets and roads. Over that time some aspects of our lives have been improved by the motor vehicle but much has been lost and damaged. Untold numbers have been killed and injured and, had they occurred in any other way, the cause would long have been curtailed and banned. We have become less active and less social and less present on our streets as vehicle use has largely taken walking and cycling out of our lives and as people become less willing to spend time in their streets and neighbourhoods as fast moving vehicles dominate them. Children, like other more vulnerable road users such as older people and those with restricted mobility, have suffered in particular as they have been forced off the streets where they could once play close to the gaze of their parents. A default 20mph limit will not on its own be a magic bullet but it is a vital step in turning the tide and making it clear that the streets in our cities, towns and villages and primarily for people and not vehicles. With this in place much more can be done to ensure that vehicles stick to a speed limit that is a game changer in terms of how people feel when they are out and about. Vehicles moving at 20mph is qualitatively different to having vehicles passing at 30mph. Some might say that the key thing is to make the residential streets 20mph and for other roads to have a 30mph default. This unfortunately misses the point about a) where casualties occur and b) where people actually spend time when they are out and about. 75% of casualties occur on the streets and roads that are the lifeblood of our communities, our high streets and town centres, and it is vital that people in those places are afforded the protection of a lower speed limit. It will do wonders for the economic life of our shopping parades and town centres. Scotland has a fabulous record of leading the way on public health initiatives over other parts of the UK and the world. The Scotland position on smoking in public spaces and the desire to tax alcohol have been extremely positive and far sighted ways of improving public health. 20mph limits with suitable support to ensure compliance in the longer term can have a far greater transformative effect. This has the potential not only to remove fear from our use of the public places but also to liberate people to be far more likely to walk and cycle and to be active and social in and around where they live. Please please take this step and allow Scotland to lead the way with a 20mph default throughout the country.

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 problem to date has been the cost and complexity of encouraging each and every local authority to change its speed limits. It will be far easier to change the default and then set appropriate exception on clearly non-20mph limit roads. Legislative support is needed for this to occur.

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

This has been noted before. There are clear casualty benefits of lower speeds, there are public health benefits as more people walk and cycle. There are also benefits as noise is reduced. If fewer people feel the need to drive, air quality can also be improved.

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

None.

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.

This is important. In London TfL is working hard to increase compliance levels with lower speed limits through a combination of street and road design (narrowing carriageway widths removing centre white lines etc), the use of technology (eg mandatory speed limiters on all new buses), enforcement both by the police including in conjunction with the community in Community Speed/Roadwatch and the use of speed cameras and average speed cameras as well as advertising and other behaviour change work (eg Kids Courts as tried in Birmingham and Liverpool). All of these are needed in combination to be effective.

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	
Other						
Police Scotland						

Please explain the reasons for your response

The casualty reduction costs of 20mph limits are proven to be significant. The public health benefits of lower speeds and more active travel is truly enormous. Much of the recently launched Healthy Streets initiative in London is based on lower speeds and 20mph limits. Our society will continue to grow less and less healthy unless we encourage people to be out and about more. This move will lead to enormous cost savings in the longer term.

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

Already outlined.

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

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

None.

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:

The cost benefits of the bill will be enormously positive through the public health and casualty costs reductions.

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?

None.