

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 If you choose the second or third option, a name is still required, but it will not be published.

D. Trotter

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 measure will help to properly recognise the Human Right to live in a safe, clean and healthy environment. It is essential that the maximum permissible speed be reduced to 20mph to create safer streets and thereby enhance and protect local community life. The 20mph speed limit properly recognises the potential destructive power of motor vehicles and adds legal force to the overriding responsibility of motorists to drive safely. The measure empowers residents and communities to start to imagine a reclaiming of roads and streets as valuable public space which has been increasingly dominated by dangerous motorised traffic over recent decades. A 20 mph speed limit an effective step on the way to realising Scottish equivalents to, for example, the "woonerf", traffic-calmed, inclusive and livable streets implemented in the Netherlands and Flanders, and "Spielstrasse" or "Play Streets" implemented in Germany where pedestrians can safely use the whole road vehicles must give travel at walking speed and give way. The measure discourages unnecessary vehicle use, reducing pollution and greenhouse gas emissions, and encourages active travel which improves general levels of fitness and good health.

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

Unsure

Please explain the reasons for your response

The political or legal mechanism is unimportant so long as the 20mph limit is quickly implemented and properly enforced.

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

Cleaner, safer, living environments. Stronger, closer, more vibrant communities. Healthier, happier individuals, families and communities. Overall reductions in car and vehicle use and corresponding rises in active travel and play.

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

Some drivers tend to see speed limits as a target speed rather than an absolute legal maximum. In many cases 20 mph is still too fast in busy residential areas where a more appropriate speed limit might be closer to pedestrian walking speed (for example implementations of "Spielstrasse" in Germany where the speed limit is 10 km/h and motorists must drive extremely carefully and give way to pedestrians).

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.

Strict enforcement, persuasive advertising stressing the benefits to health, happiness and community combined with strong incentives for adoption of active travel. Enable and reward walking and cycling, prioritise independent disabled access, discourage over dependence on motorised vehicles.

Always making it clear that 20mph is the absolute legal maximum not an expected average or natural default speed.

Reference should be made to
- "20 things to make 20mph normal"
AND
AND

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.

- "a 12-step guide to developing a programme of soft measures to support the design and implementation of signs-only 20mph speed limits"

"Delivering soft measures to support signs-only 20mph limits, Report on research findings"

Sarah Toy

University of West of England

June 2012

www2.uwe.ac.uk/faculties/BBS/BUS/Research/.../20mph%20Research%20Findings.pdf

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					X	
Police Scotland						

Please explain the reasons for your response

Given that the speed limit should have the effect of reducing overall use of motor vehicles and increase the overall participation in active travel there should be significant savings in the overall costs to society reflected by these different transport choices. For example the Copenhagenize Design Company found recently that one mile travelled on a bike is a \$.42 economic gain to society, whereas one mile driving represents a \$.20 loss. A number of factors are included in the equation such as transport and infrastructure costs, security, comfort, branding/tourism, transport times and health. In the context of the city of Copenhagen this meant shifting 1% of drivers to become cyclists gave a total net benefit of \$71.9 million. (<http://www.copenhagenize.com/2012/06/lets-talk-numbers.html>)

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

Cultural expectations regarding the use of motorised vehicles will change. Drivers may begin to feel less of an automatic entitlement to use motor vehicles - pedestrians and residents may begin to feel more engagement with streets and roads as important public realm spaces within their towns and cities and may come to expect and demand a safer, healthier, happier and more sociable living environment.

For an example of a study into negative effects of motorised traffic (which will be helped to some extent by the introduction of 20mph speed limits) see <https://info.uwe.ac.uk/news/uwenews/news.aspx?id=1351>

"..... People living on streets with heavy motor vehicle traffic are experiencing a considerable deterioration of their local social lives according to Joshua Hart, a researcher from the University of the West of England. Results suggest that residents on busy streets have less than one quarter the number

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

of local friends compared to those living on similar streets with little traffic....."

Also please watch "Revisiting Donald Appleyard's Livable Streets" for a compelling graphic representation of Appleyard's seminal study findings
- <https://vimeo.com/16399180>

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

For the many reasons given in my responses in earlier questions of this consultation it seems clear to me that every sector of society will benefit from the outcomes from reducing speed limits.

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

I can't see any any substantive negative impacts except perhaps feelings of frustration by vehicle drivers who feel unreasonably entitled to drive at faster speeds. The use of soft measures of persuasion and education (see answer 5) could be effective in making people feel good about driving more slowly and driving less.

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:

On the contrary I think there will be likely future disproportionate economic, social and/or environmental impact FOR THE BETTER.

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?

20 MPH NEEDS TO BECOME THE NEW 30 MPH.

Public consciousness needs to change in relation to attitudes towards motor vehicle use and the use of soft measures of persuasion and education will be key.

Active travel needs to be encouraged and rewarded at the same time and better rationally designed infrastructure for walking and cycling needs to be provided as a matter of urgency.

Community street activities such as "Playing Out" (<http://playingout.net/>), street parties and "DIY Streets" (<http://www.sustrans.org.uk/sites/default/files/images/files/migrated-pdfs/A%20simple%20guide.pdf>) should be promoted and encouraged in residential areas as methods of "normalising" public perception of 20mph limits.