

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

Page 2: About you

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

on behalf of an organisation

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".)

No Response

Please select the category which best describes your organisation

Other (e.g. clubs, local groups, groups of individuals, etc.)

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 If you choose the second or third option, a name is still required, but it will not be published.

GoBike! Strathclyde Cycle Campaign

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

Please explain the reasons for your response

There is clear evidence from numerous sources that a default 20mph limit is the right approach. The number of accidents will be reduced and the severity of accidents will be reduced. Pollution from vehicle exhausts will be reduced and thus there will be a health benefit. There will be a reduction in fuel used and thus a saving for the motorist. Providing that it is enforced, a consistent 20mph limit will lead to less aggression on our roads and will encourage people to walk and cycle. It will lead to a far pleasanter urban environment for residents, workers and visitors alike.

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

A bill in Parliament will ensure that there is consistent action across Scotland, so a person in Stranraer will expect the same road environment as the person in Stromness. Drivers need the consistency, if only to reduce the number of excuses they have when found infringing traffic regulations. It must not be left to Local Authorities but must be driven nationally. Edinburgh is currently proceeding at a far greater rate than Glasgow to achieve a city wide 20mph limit. Here in Glasgow, GoBike presented a petition to Glasgow City Council 2 years ago calling on the council to accelerate their implementation of 20mph zones. Our estimate was, and unfortunately is, that at the present rate of implementation, it will take 40 years to bring in a 20mph limit city wide. This will involve numerous Traffic Regulation Orders, many, many signs and the construction and then removal of traffic calming as the zones progress. Our petition was for a 20mph default city wide speed limit, with exceptions where appropriate and it was greeted with praise and approval by the Committee we spoke to. However, the Committee requested a report from council officials, which took time, was very blinkered in its approach and, effectively, we are back to the piecemeal implementation that prompted our petition. Thus, a consistent, national approach is required.

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

Less pollution in our cities, towns and villages.
An improved environment for walking and cycling, and for sitting at roadside cafes and bars.
Improved population health.
Fewer Road Traffic Accidents.
Less severe Road Traffic Accidents.

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

No main disadvantages, although there might be some local, minor disadvantages for some.

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 initially is critical. There must also be media coverage of people found exceeding the speed limit. Once the speed limit is in, and consistent across Scotland, then random and/or targetted enforcement would be required.
Sentencing in the courts must be realistic, ie someone driving at 30mph in a 20mph limit is 50% over the

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limit. It is not a trifling matter.
 Signage at entry to the speed limit will be required and must be standard road signage, not the silly banners that Glasgow City Council have put up to try to counter the widespread non-compliance with the current city centre 20mph limit.
 Driving tests must also be amended to cater for the new national 20mph limit, presumably.

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

There will be fewer accidents and those that do occur will be less severe. Thus there will be a saving for the emergency services and for employers whose employees are injured in RTAs requiring less time off work. There will be a reduction in delays caused by accidents for other motorists. Less pollution will mean fewer people suffering from respiratory illness and thus a reduction in doctor/hospital visits and prescriptions. Motorists will use less fuel and there will be less wear and tear on their engines - and they might even decide that walking, cycling or using public transport is a better option than driving in a population centre. Local Authorities, such as Glasgow, will save significantly, with a large reduction in the number of TROs required when compared to their current programme. There will also be a big reduction in signage and traffic calming compared with the current programme. People walking and cycling will suffer less pollution, fewer accidents, thus saving money, and will walk and cycle more because of the improved environment.

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

Drivers will learn to be less aggressive and our towns will be calmer places.
 We should be able to remove some signalled pedestrian crossings and replace them with the traditional zebra crossings, thus giving back priority to the pedestrian.

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

A slower urban environment, giving back priority to the non-motorised, will particularly help those people with mobility problems but will give us all a better environment in which to travel, shop, work and relax.

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

Implementation will need to be controlled and enforced to ensure any violations are acted upon quickly, but as our response to the previous question made clear, there are few, if any disadvantages or negative impact with this proposal.

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 whole essence of the Bill is sustainable. It will reduce fuel consumption and will allow motor traffic to flow at a more consistent rate than currently. Journey times, according to our limited trial, might increase very slightly, but we found that delays were caused by traffic light phasing and obstructions to the free flow of traffic caused by on-street parking. Vehicles parked illegally at bus stops cause more delays than driving at 20 rather than 30mph. There will be a reduction in the number and severity of Road Traffic Accidents thus allowing the emergency services to attend to other matters. More people are likely to walk and cycle more and this will improve their health. The reduction in pollution will also improve the general health of the population.

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?

Implementation must take account of accident locations. Areas where there are Road Traffic Accidents, with injuries to pedestrians and cyclists, must be included within the new limit. A consistent approach across Scotland is essential.