

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

Public sector body (Scottish/UK Government/Government agency, local authority, NDPB)

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 If you choose the second or third option, a name is still required, but it will not be published.

Fife Council

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

Since 2003/4, Fife Council has been in the vanguard of providing 20 mph zones close to schools, within residential areas and in a number of our town centres - on restricted and A and B class roads. While we support the Bill and the ability to retain the 30 mph speed limit on some roads, it would be helpful in terms of the process if restricted roads which were to retain the 30 mph speed limit could be named as part of the introduction of the Bill. This would remove the lengthy TRO process to re-establish 30 mph speed limits. As the Bill seeks to remove the TRO burden from those wishing to reduce speed limits to 20 mph, it is inappropriate to require a TRO procedure to retain a 30 mph speed limit.

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

Yes (if so, please explain below)

Please explain the reasons for your response

As Fife Council has completed the roll out of 20 mph zones, and the costs of implementing the necessary TRO's is seen by some as an impediment to other Roads Authorities following our lead, it would be helpful for the TRO procedure to be simplified at least for 20 mph speed limits on restricted roads. There are a number of traffic management measures which no longer require Orders (including box junction and bus stop clearway) - being able to promote 20 mph zones without the current TRO process would have benefits for Roads Authorities who have still to implement area treatment using 20 mph speed zones/limits. This option would allow 30 mph speed limits to be retained where appropriate on restricted roads and would avoid the wholesale removal of 20 mph speed limit repeater signs in Fife, Edinburgh and the other locations in Scotland where 20 mph speed zones/limits are in place. Currently the default speed limit on restricted roads where there are street lights is 30 mph. If the Bill, as it stands became law, then the default speed limit where there are street lights would be 20 mph and the speed limit should therefore not be signed using repeater 20 mph signs - but the lengths of restricted road where the 30 mph speed limit was to be retained would require signing using 30 mph repeater signs. There would then be an anomaly with A and B class roads with a 30 mph speed limit which, if there are street lights, are not signed with 30 mph repeater signs. The contrast between a 20 mph zone and a 20 mph limit needs to be addressed - no repeater signing is required in a 20 mph zone, but it is required on a road with just a 20 mph speed limit. As 30 mph zones are not authorised, any length of restricted road and potentially A and B class roads with a 30 mph speed limit would require 30 mph repeater signs - if the Bill was passed.

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

Fife has shown benefits to both safety and amenity following the introduction of 20 mph zones.

Increasing the coverage of 20 mph speed limits across Scotland would save lives, reduce serious injuries and lead to increased walking and cycling with positive benefits to well-being and a consequential benefit for NHS budgets.

If the experience in Fife was replicated across Scotland the cost benefit of the significant reduction in casualties would have a positive multi £M impact on the Scottish economy.

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

The main disadvantage for Fife would be the need to remove 20 mph speed limit repeater signs on restricted roads across all our school, residential and town centre areas. This would be a significant cost without a cost benefit as our 20 mph zones are already in place. This would create an anomaly in Fife as 20 mph repeater signs would still be in place on A and B class roads adjacent to some restricted roads - the potential for driver dubiety over speed limit could increase with a negative impact on safety.

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

Nationally the costs of promoting TRO's to retain 30 mph speed limits on restricted roads and the follow on signing required on these roads is a cost - again with no cost benefit.

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.

Evidence from Edinburgh and the Twenty's Plenty low cost trial in the early 1980's indicated that signing alone tended to give speed reductions of 1-1.5 mph whereas in Fife the speed reductions within 20 mph zones have generally been in the range of 6-8 mph.

Advertising is required - as was the case when the ban on smoking in public places was being introduced, if the change in speed limit is to be effective.

Investment in adequate traffic calming has proved its worth in Fife and is necessary if 20 mph speed limits are to be at least partially self enforcing.

Police enforcement in Fife has been part of the mix of actions which has made the 20 mph zones in Fife so effective. If the aim is to maximise compliance then enforcement is a key issue and brings into focus the use of Safety Cameras - average speed cameras have recently been deployed in Edinburgh - perhaps more of this type of enforcement is required but there are ongoing resource implications in this approach.

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

If 'other' is society in general then there are significant benefits in terms of amenity and the ability of NHS budgets to be able to use the freed up monies to better effect than dealing with casualties. Scottish Government would over time see a reduction in NHS costs as health benefits from increased walking and cycling feed through to an improvement in chronic health conditions. In the short term there should be cost savings in a reduction in the number of road casualties and savings in Police/Fire/Ambulance resources engaged in dealing with crashes. Local Authorities, apart from those with current well developed 20 mph speed limits should have a cost benefit in implementing the 20 mph speed limits. There would be costs for retaining 30 mph speed limits and for those like Fife needing to remove signing and resign parts of their

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

network. Motorists would possibly see costs increase in the short term if they took some time to adjust their driving behaviour and if this attracted fines and penalty points on their licence.

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

Reducing speed limits to 20 mph has amenity benefits - more walking and cycling leads to health benefits and lower speeds result in less traffic noise.

Engineering a network of roads within an area to take account of through traffic can help improve air quality close to schools and childrens play areas - utilising 20 mph zones and 30 mph routes as part of the road hierarchy can be part of the initiative.

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

Improved road safety and better air quality will be of general benefit. This is particularly the case for children but also for those with compromised and chronic respiratory conditions - especially the elderly.

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

There are no negative impacts for these 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?

Unsure

Please explain the reasons for your response:

To make the changes in default speed limit on restricted roads sustainable and effective will require resources in the short to medium term. The evidence from Fife however supports the view that over time drivers can adjust their behaviour and become more compliant with 20 mph speed limits.

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?

No