

# 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

Third sector (charitable, campaigning, social enterprise, voluntary, non-profit)

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 If you choose the second or third option, a name is still required, but it will not be published.

Living Streets Scotland

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**

Replacing the default speed limit will make driving at a lower speed the norm and will acclimatise drivers to driving at lower speeds. It will create a more logical approach to speed limits and therefore will be easier to understand and adhere to. This approach will be easier to enforce than the patchwork of 20 mph areas which currently exist and will give those walking and cycling greater assurance that they can feel safe in residential and built up areas. It will ensure that there is a balance in our streets between the needs of vehicles, walkers and cyclists. It will also over time encourage more people to leave their cars at home for shorter, more local journeys.

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**

It is important that the default speed limit is reduced, and a Bill is the most appropriate way to ensure that this is undertaken timeously There is no scientific reason for making 30mph the default speed limit. Conversely, a basic understanding of the physics of collisions involving vehicles and the human body indicate 20mph offers significant benefits in terms of reduced injuries and prevention of deaths. It is important that the national speed limit for urban settings is appropriate in terms of safety. 20mph is much safer than 30mph and this needs to be a message made the national not just local level. At present Scotland has two speed limits being applied to similar settings in different local authority areas, this is confusing and makes behaviour change more challenging. Continuing a local approach, that incrementally rolls out 20mph, will take years to complete and will be more expensive. In some locations, due to low levels of pedestrian or cycling activity 30mph may still be acceptable and safe. Local authorities would still have the opportunity to retain these limits, subject to an equalities assessment, ensuring no protected group would be effected.

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

Currently there are a patchwork of 20 mph areas across Scotland. Their implementation has been dependent on local authority will, policy and financing. This has led to a situation where drivers can be confused about the speed limit of an area they are entering. It also often leaves the onus on local people to campaign for the introduction of 20 mph areas, and can mean their implementation can be impeded by a lack of funding at local authority level.

The increasing numbers of cars and other vehicles in our society is leading to a situation where streets are becoming increasingly dangerous for walkers and cyclists, and this is exacerbated for children, older people and other vulnerable groups. A 20 mph default speed limit, by reducing the speed in residential and built up areas, would lessen the risks for walkers and cyclists.

A default speed limit of 20 mph would make the speed limit in residential and built up areas more logical to drivers therefore easier to comply with - it would become the norm. It would also be easier for Police Scotland to enforce, as they currently do with the 30 mph limit.

20 mph speed limits have been shown to increase safety in residential and built up areas, through reducing accidents and the severity of accidents.

Reducing obesity and increasing the amount of exercise which people take are core priorities in both increasing the health of Scotland's population and preventing ill health. A 20 mph default speed limit is a major component of this. By making the streets in residential and built up areas feel safer and less 'vehicle heavy' people will over time increase the number of journeys which they take on foot and by bicycle, rather than the car being the default mode of transport for short or local journeys.

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

If the proposal leads to reductions in speed on residential and shopping streets there will be no disadvantages.

In theory a reduction in the speed limit could lead to longer journey times. In practice, for most short journeys in urban areas, the impact on journey time won't be noticeable.

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.

Signage will be important - as it is currently with the 30 mph limit.

Police Scotland currently enforce the 30 mph limit and should transfer this enforcement work to 20 mph, in particular at its introduction to ensure that drivers comply with the speed limit and to give reassurance to walkers and cyclists.

In addition, a nation advertising campaign will be needed to ensure that everyone is aware of the speed limit change, the reasons for change and the benefits this will bring.

To fully reap the benefits of the change to the default speed limit, it will be important that a behaviour change programme is also put in place. 20 mph, by making streets safer and less 'vehicle heavy', should encourage more people to walk and cycle. However, this change will not come by itself and will need to replicate the successful campaigns on drink driving and wearing seat belts.

## 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**

Although there will be costs in transferring from 30 to 20 mph, these costs will be short term. Over the longer term, costs will be neutral if not reduced. Currently, costs are accrued in maintaining, replacing and erecting 30 mph signs. These costs will be subsumed by the 20 mph default limit. Currently local authorities accrue costs in implementing 20 mph areas - these costs will no longer be necessary. The Scottish Government budget over the long term will benefit from the health benefits of people being more active. Reducing the number and severity of accidents will reduce financial pressures on Police Scotland and the NHS, although the overall benefit will be difficult to quantify. If motorists drive efficiently and the speed limit is more consistent, this could reduce fuel use, through less acceleration and braking.

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

As previously stated, the long term benefit will be in the increased activity levels as people switch from the car to walking or cycling for shorter and local journeys. This benefit is probably the most important one for society as a whole, as the impact of sedentary lifestyles in the modern world is becoming more apparent. However, for this to be realised, it will be important that a behaviour change programme is set up alongside the change to the default speed limit - e.g. community level promotion of cycling and walking.

## 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**

As previously stated the main impact will be to older people, children and those with a disability. By making streets safer, vulnerable groups are less likely to be involved in accidents and are more likely to feel safer walking and crossing roads.

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

The main beneficiaries will be children, parents, older people and people with disabilities. However it will be important that the introduction of the default speed limit is accompanied by an enforcement campaign by Police Scotland to ensure that motorists comply with the change. Without reinforcing behaviour change messages actual reductions then the benefits will not be realised

## 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 long term benefits to the health of Scotland outweigh any initial costs. This includes reducing the direct costs of accidents on the NHS and longer term benefits if more people walk or cycle.

## 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?

A wider review of the TRO process is needed, in terms of the purpose and effectiveness of Traffic Regulation Orders. As a means of public consultation they aren't effective.

A review would assist in rolling out a 20mph default, especially if there was a stronger focus on consultation, engagement and equalities as part of the process.