

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 If you choose the second or third option, a name is still required, but it will not be published.

Glasgow City 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**

**Environmental Benefits** There is also a number of studies into the effect of vehicle speed and air quality, e.g. an Evaluation of the Estimated Impacts on Vehicle Emissions of a 20mph Speed Restriction in Central London, by Transport and Environmental Analysis Group of Centre for Transport Studies, Imperial College London which noted: • "It is concluded that it would be incorrect to assume a 20mph speed restriction would be detrimental to ambient local air quality, as the effects on vehicle emissions are mixed." The report noted that air quality was dependent on a number of issues including vehicle type, driver behaviour and road conditions, e.g. whether or not there is traffic calming. However, as noted above, the environmental benefits of a modal shift and behaviour change to active travel could see real improvements in air quality. **Health Benefits** The health benefits from the introduction of reduced speed are also well documented. There are positive reductions in the number of accidents and the associated reduction in casualty severity. However, the health benefits should not be solely attributed to accident reduction and the positive benefits associated with an increase in active and sustainable travel should also be considered.

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 existing Traffic Regulation process is cumbersome, expensive and does not guarantee that the order can be made. It has universal right of objection and implementation is dependent on the number of objections.

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

The main advantages are: -  
Improved road safety - reduction in number and severity of accidents.  
Improved place making with a better environment for walking and cycling.  
Improved health benefits.  
Improved environmental benefits.  
Consistency throughout the country which will help change the current driving culture.  
reduced number of signs.

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

The proposal may require additional enforcement resources from Police Scotland.

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 national education and publicity campaign is an important element of the proposed Bill. This should be undertaken by Central Government with assistance from local Council's and bodies e.g. Go Safe Glasgow. Consideration should also be given to alternative penalties e.g. driver re-education.

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**

The implementation will require a concerted effort from local authorities to implement the proposed Bill. There needs to be dedicated additional staff to undertake this work. The team would be required to process legislation and any official consultation that would be required. Following this the team will be required to amend any on street signs and markings. As previously noted, a national education exercise will also be required. It is unlikely to increase costs to the motorists and may result in positive reductions in insurance premiums as severity of accidents and reductions in vehicle damage reduce payouts. Financial and emotional cost to society at large will also be reduced for the reasons above.

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

As noted previously, the main advantages are:-  
 Improved road safety - reduction in number and severity of accidents.  
 Improved place making with a better environment for walking and cycling.  
 Improved health benefits.  
 Improved environmental benefits.  
 Consistency throughout the country which will help change the current driving culture.  
 reduced number of signs.

## 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?

Neutral (neither positive nor negative)

**Please explain the reasons for your response**

A full EQIA assessment should be undertaken as part of the legislative process.

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

As noted in Q8

## 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:**

A full assessment on the environmental impact of the Bill should be undertaken.

## 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 culture shift will be required to make the Bill successful and appropriate resources should be identified to ensure this. Targeted enforcement allied with new technology could assist this.