

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 If you choose the second or third option, a name is still required, but it will not be published.

Transform 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

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 would be too costly for Local Authorities to pursue this on a piecemeal implementation of Traffic Regulation Orders.

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

Lower speeds in towns and cities has multiple benefits, namely safer streets for pedestrians and cyclists; potential to increase the number of people walking or cycling for work and leisure; and a more enjoyable and pleasant urban environment. Reducing speed limits will also decrease the risk of injury to pedestrians, cyclists and motorists.

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

None.

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 crucial part of any change to the default speed limit would be to run a wide and effective public advertising campaign to make people aware of both the changes to the law and the benefits of driving at 20mph. As is the case with 'A' roads and motorways, police enforcement will be necessary to ensure that the law is obeyed and respected by all vehicle drivers. However, the police have committed no new resources to enforcing speeding offences in recent years, hence police enforcement cannot be the only means of enforcing speed limits. Where appropriate, the use of cameras should be used to monitor urban speed limits.

## 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	

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

<b>Police Scotland</b>						
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**Please explain the reasons for your response**

A default 20mph speed limit would have significant cost-saving benefits when compared to localised speed reduction targets (e.g. traffic calming measures). Evidence also shows that lower numbers of accidents and injuries at 20mph result in significant financial benefits due to reduced spending on the health service. There will of course be costs involved with public engagement, changing road signs, changing road markings and similar.

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

A reduction in speed limits will create more pleasant and liveable environments, helping to make it easier for people to walk and cycle to work and for leisure. This has clear benefits for improving public health, reducing air quality and cutting carbon emissions.

## 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)

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

N/A

## 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 social and environmental benefits will be overwhelmingly positive. There will be some initial financial costs associated with implementing the legislation, but this will be outweighed by the large positive wider economic benefits that would be expected to result.

## 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 Response*