

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 If you choose the second or third option, a name is still required, but it will not be published.

NHS Health 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

The current evidence related to introducing 20mph limits in restricted streets has identified positive health benefits for those populations seen as most vulnerable (Transport Scotland 2016; RoSPA 2017; Jones 2017; Steinbach 2011; Cairns 2014; NICE 2010). These benefits have been clearly highlighted in the proposed bill itself which includes: • reduced accidents amongst both young and elderly pedestrians and cyclists, especially in disadvantaged areas; • reduced air pollution which affects the elderly and young children and those with respiratory disease. Replacing the current 30mph default speed limit on restricted roads with a 20mph limit therefore has the potential to help reduce inequalities amongst those most at risk. However, there is still some ambiguity regarding exhaust emissions for cars driving at slower speed in a lower gear compared to faster in a higher gear. This is obviously dependant on the type and age of car but does require close monitoring. Although the evidence is limited (20's Plenty 2011), only introducing 20mph around schools - or other identified high risk areas - rather than full coverage (with the exception of main arteries) could lead to confusion amongst drivers and increase the likelihood of non-compliance. It is worth noting also that children will (or would want to) walk or cycle a considerable distance to and from the school and therefore 20mph zones would need to be extended to facilitate this.

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

No

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

The evidence presented in this proposal is clear and NHS Health Scotland is broadly supportive of it. The evidence (Cairns 2014; NICE 2010; Grundy 2009; Steinbach 2010; Bristol city 2011; Edinburgh Pilot 2013; RCP England 2016; 20's Plenty 2010) points to the main advantages of the proposal being:

- A reduction in road traffic accidents and, as a consequence, a reduction in the severity of injuries to vulnerable road users.
- Safer walking and cycling routes to school/work potentially leading to an increase in uptake of active, sustainable and shared travel and/or for leisure-time activities.
- Safer neighbourhoods for both older people and children.
- Potential reduction in air pollution in built up areas.
- Smoother, consistent traffic flow on restricted streets. However, this depends on drivers' attitudes.
- Potential reduction in inequalities.

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

There is the potential for slower traffic at peak times, as well as motorists exceeding the 20mph when the roads are quiet. Careful planning of which roads are exempt and would retain 30mph+ speed limits needs to be undertaken to avoid potential residential road use in some areas.

There is also potential for failure of motorists to comply with speed limits. This may lead to children and older people having a false sense of security within the newly-restricted areas which may increase the number of accidents.

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.

There is a need for clear signage for all 20mph roads and for continuity in areas without roads having a mixture of 20 or 30mph stretches. Although the evidence is limited (Peden et al., 2004) on the effectiveness of mass media campaigns, reduced speed campaigns, aimed at changing motorists' behaviour and outlining reasons for 20mph and its benefits, could support compliance, as these target all drivers rather than specific population groups. Similar campaigns such as wearing seat belts and motorway speed limits in the past have had considerable success and learning may be available from them in relation to new 20mph speed limits (<http://think.direct.gov.uk/speed.html>, <http://www.roadsafetygb.org.uk/news/5701.html>, <http://www.roadsafetyweek.org.uk/>).

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 is a potential for both a significant one-time cost (i.e. signage and campaign expenses) to the Scottish Government and Local authorities for the roll-out of the proposal and a cost associated with the ongoing maintenance (signage and traffic-calming measures) of affected areas. There is also the potential for additional costs related to further awareness campaigns following the results of any impact evaluation.

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

Key benefits are stated in the proposal itself. That is, reduced accidents leading to increased safety for pedestrians, improved air quality and a reduction in noise pollution. These changes can often help reduce inequalities in more disadvantaged areas.

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

The evidence suggests that the proposal would provide safer areas for pedestrians (especially children and older people) to both walk and cycle within affected areas. The measures outlined in the Bill could promote social cohesion and integration if people walk around and engage with the community. Again, this would be of particular benefit to older people.

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

We do not believe that there will be any negative impact on equality as a result of the implementation of the proposed Bill.

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:

Implementation of the proposed Bill could provide long-term social and health benefits such as; increased community cohesion; increased opportunity for children to be active and play within a safer environment, and; providing a supportive environment for older people's increased mobility. There is also the potential for private transport users to change their behaviour towards active travel options if the economic and health benefits – as well as a potential reduction in congestion – were made clearer (Jones et al., 2017).

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?

NHS Health Scotland is supportive of the proposal to replace the current 30mph default speed limit on restricted roads with a 20mph limit. NHS Health Scotland recently provided evidence in support of the introduction of mandatory 20mph zones within Glasgow City Council area. The letter of support will be emailed separately for reference.