

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 If you choose the second or third option, a name is still required, but it will not be published.

Cycling UK

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**

Cycling UK fully supports the proposal to replace the 30mph default speed limit on restricted roads with a 20mph limit. We are about to publish a briefing on this issue and would welcome the opportunity to forward this information onto you when it is available.

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**

This proposal is the best way to deliver on its aims and on Scottish Government policy, which supports 20mph zones or limits in residential areas. Yet currently local authorities must embark on an expensive, time consuming process to change the limit. Some authorities are more willing than others to undertake this work. The result is that the policy is inconsistently applied

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

The proposal will make our streets cleaner, healthier and safer. It will unlock the potential for higher rates of walking and cycling, leading to modal shift and lower overall levels of air pollution and carbon emissions from the transport sector. There is also evidence that 20mph zones and limits encourage smoother driving and therefore fewer emissions, particularly of nitrous oxide and particulate matter from diesel cars.

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

We do not see any disadvantage with the proposal.

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.

The bill can be enforced the same way 30mph speed limits are enforced. This could be backed up by a combination of a national advertising campaign, signage, and police enforcement. However we would strongly urge that the introduction of the legislation is accompanied by high-profile public awareness campaigns to build support for the measure, followed by a period of police enforcement to ensure that drivers understand the implications for breaching the rules. Experience from tackling drink-driving has shown the importance of linking awareness of enforcement campaigns directly. Awareness campaigns help demonstrate and strengthen public support for enforcing the rules. Some visible enforcement activity then maintains this support, by preventing the minority who might otherwise flout the rules from being seen to "get away with it".

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						
Police Scotland						

**Please explain the reasons for your response**

The proposal has the potential to create financial savings for Scotland and in particular, for local authorities. The current model of creating multiple 20mph exemptions to a 30mph limit is inefficient. Furthermore, safer and cleaner roads will save public services, such as the NHS money as they will not be required to treat injuries and illnesses that result from road accidents and air pollution

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

Safer streets will make for more pleasant and cohesive urban environments with potential benefits to local businesses, happier residents, and more thriving communities. Fewer road casualties, the potential increases in walking and cycling, and reductions in pollution will lead to a healthier and more active society, with associated cost savings to the NHS.

## 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?

Slightly positive

**Please explain the reasons for your response**

Some protected groups will benefit from the Bill, such as those that have some disabilities or are pregnant, due to reduced speeds enabling it easier and more pleasant to walk or use another active mode of travel for short journeys. Outwith the specific protected groups, there are benefits to other more vulnerable people in our society. Evidence also shows that people living in deprived communities are more likely to suffer in road crashes, so making streets safer will contribute to a more equal society. There is evidence to show that those on lower incomes are more likely to walk, cycle and use public transport as their main means of getting around. Creating a safer and cleaner road environment will benefit those on lower incomes.

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

There is no negative impact of the Bill on equality and is in fact a positive move to redress the balance between vulnerable road users (often older people, children and women) and cars

## 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:**

Cycling UK strongly believe that the proposed bill can be delivered sustainably and without having likely future disproportionate economic, social and/or environmental impacts.

## 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?

Thank you for considering our response