

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 If you choose the second or third option, a name is still required, but it will not be published.

Pedal on Parliament

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**

Lower default speed limits, particularly in built-up areas, have long been in the Pedal on Parliament manifesto. Since then, the evidence for the benefits of lower speed limits has continued to mount up, particularly for the most vulnerable road users. With Scotland professing to be working towards Vision Zero for road deaths, we need to enact this simple and effective measure as quickly as possible.

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 current piecemeal approach of having local authorities create individual 20mph zones is too slow, costly, and confusing to motorists. Only a bill will enable this to be rolled out right across the country in one go, which saves time and reduces confusion over what speed limits apply where.

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

- it will make active travel safer and more attractive
- it will save lives, both in terms of reduced traffic deaths and better health from increased active travel
- it is far more cost effective than individual local authorities needing to roll out their own 20mph schemes
- it will be more likely to be complied with as a national speed limit than if each town and city had a different mix of 20mph and 30 mph roads
- it is more equitable, bringing safer streets to the whole country, not just those parts where people are able to lobby for it.

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 national public awareness campaign, explaining what the change is and why it's happening
- changes to the UK Highway code, to make drivers aware longer term
- a consistent programme of enforcement, backed up with cameras.
- changes to our road design manuals so that new roads in built-up areas do not invite higher speeds
- encourage 'road diets' that narrow existing urban roads, for example using cycling infrastructure or safer crossings (humped crossings at the level of the pavement) so that there is less temptation to speed.

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 Scottish government will need to run a national campaign to raise awareness about the new speed limit, rather than leaving it up to local authorities as before. In the long term, this increased cost should be outweighed by savings in health costs and a reduction in road casualties. The UK government estimates that each death on the road costs the economy £1.78 million overall (<https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents>). Local authorities which were going to bring in 20mph schemes will see a significant reduction in cost, as they will no longer have to run their own marketing campaigns, or pass so many TROs. Local authorities that were not planning on bringing in 20mph schemes will have slightly increased costs as they will need to consult over which roads should remain at 30mph and re-sign as necessary, but these costs should be outweighed by the overall savings. There is very little published or trustworthy evidence either way that 20mph speeds affect fuel efficiency, but any perceived or actual small reductions in fuel efficiency among older cars at the lower limit should be outweighed by the fact that motorists will be more likely to walk or cycle, reducing travel time and congestion for other motorists and as a result thereby saving fuel. Fewer road casualties and a more active population should reduce costs for the health services. Fewer road collisions will free up the Fire and Rescue services. Policing costs will increase slightly due to more enforcement but may be offset by speeding fines.

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

Our towns and cities will become more pleasant environments as people are encouraged to walk and cycle more rather than use cars for short journeys. This will also reduce air pollution and contribute towards Scotland's carbon emissions targets.

## 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**

Children and people with restricted mobility will benefit from lower traffic speeds making it easier to cross roads and safer to walk and cycle.

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:**

See above for the many benefits of this bill

## 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