

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 If you choose the second or third option, a name is still required, but it will not be published.

20's Plenty for Us

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

20mph limits are acknowledged as the right speed limit for residential and most urban roads. This is endorsed by many organisations including the World Health Organisation who say that 30kmh (18.5mph) is the correct speed limit where motor vehicles are in conflict with pedestrians and cyclists. Rather than setting a 20mph limit authority by authority as exceptions to a general urban 30mph limit, the adoption of a general 20mph limit with exceptions decided where safe and appropriate offers many advantages. These include :- 1) The setting of a social norm that 20 is plenty where people are. 2) Lower signage and administrative costs from implementing a 20mph default. 3) More effective marketing and engagement at national level. 4) Clearer limits because drivers know that 20mph is the default unless otherwise signeged.

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

Whilst over 25% of people in UK live in authorities with a policy of most roads having a 20mph limit this is entirely dependent upon the empathy of the local authority with community needs. The Scottish government has the opportunity to now set a national urban limit and streamline the ability for local authorities to exempt certain roads. This power only exists with the Scottish Parliament.

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

Consistency of setting limits.
Reduced costs compared to authority by authority.
More effective national consensus to maximise compliance.
A smarter way of setting limits than the piecemeal authority by authority English approach.

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

We see no disadvantages. Whilst there will be some costs centrally, these will be more than offset by the overall savings in implementation costs.

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.

We believe that the requirement for repeater signage should be reversed. Whilst the requirements for repeater signage on 20mph roads have been reduced, it would be far more consistent to remove it altogether and apply repeater signs to the excepted 30mph roads. This would then be consistent with the requirement to put repeaters on other excepted roads in urban environments such as those set at 40mph or 50mph. Signage would still be required at boundaries between 20mph and other limits.

Enforcement is important. But this does not require heavy policing so much as the inclusion of 20mph roads in routine community road speed enforcement. We believe that selecting roads for enforcement randomly would greatly increase compliance due to drivers not making pre-emptive decisions about where non-compliance is less likely to be detected. Automated enforcement would also be important in reducing the manpower costs of enforcement. Training courses are also available for 20mph offences as an alternative to fixed penalty notices. These should be made available in all areas and would reduce police administrative costs and maximise enforcement effectiveness.

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

The cost reductions come from the wide benefits of 20mph limits. These go well beyond casualty reduction and include community cohesion, active travel (and therefore public health), emission reduction, noise reduction. By implementing an national roll-out of 20mph limits then the benefits are greater and the costs reduced. The differences between authority-by-authority and national roll-out are well documented in a 20's Plenty for Us briefing at http://www.20splenty.org/20_scotland_options In fact a national roll-out will save some £330m compared with doing nothing and £170m compared to implementing 20mph limits on an authority by authority basis.

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

It will align Scotland with many European countries that have already set 30kmh as the speed limit for most urban roads including Netherlands, Sweden, Norway, Denmark, and many others. It will set a foundation for active travel in Scotland.

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

20mph roads have huge benefits for many people with protected characteristics, especially where their access to motorised mobility is unequal. In particular those who have disability, are young, or old have less acuity to detect motor vehicle speeds above 20mph and also less physical capabilities to avoid vehicles. With mothers being the predominant parent accompanying children to school they have far greater exposure as pedestrians or cyclists when doing so. These groups not only experience the danger from faster vehicles but also, because of their reliance on walking, not being allowed to drive through age or

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disability and the economic cost of using motor vehicles, are exposed to higher emissions where vehicles travel faster or with greater acceleration and deceleration.

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

There is no negative impact on these protected groups.

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 impact will be entirely positive.

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?

Much more information on 20mph limits, their effect and cost may be found on our website with approximately 80 briefing sheets at <http://www.20splenty.org/briefings>