

# Proposed Restricted Roads (20mph Limit) (Scotland) Bill

## Page 2: About you

Are you responding as an individual or on behalf of an organisation?

an individual

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".)

Professional with experience in a relevant subject

Please select the category which best describes your organisation

*No Response*

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 would like this response to be anonymous (the response may be published, but no name)

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 If you choose the second or third option, a name is still required, but it will not be published.

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.

Partially 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 benefits of 20mph limits in urban areas are well documented. 30 kph is the limit for residential areas in many European countries, particularly those with good pedestrian road safety records (ie Netherlands and Sweden). I agree that real-life lower speeds will encourage more walking and cycling although whether a 20mph limit on its own will achieve the required lower speeds and just as importantly, the perception of lower speeds remains debatable to me. As an occasional cyclist, I am much more inclined to cycle on quiet residential streets than on busy city streets, even if actual speeds are well below 20mph. Ongoing enforcement will therefore be crucial to success. However, if the goal is to achieve widespread consistent approach to 20mph implementation, there is no doubt in my mind that changing the default limit for restricted roads would be the most cost effective and quickest way to achieve this. Local authorities have many competing demands and varying local priorities and many are unlikely to prioritise significant resources to implementing widespread 20mph. Guidance on how to decide which roads to exempt will be needed for Local Authorities - local political pressures may lead to some continuing inconsistencies, particularly on urban 'distributor' roads where there is little or no direct frontage access. On these roads, 20mph is unlikely to be self enforcing and there is likely to be pressure to maintain a 30mph limit. Whilst in some cases, this might be positive in that the introduction of 30mph repeater signs might actually reduce speeds, there are likely to be many circumstances where a 30mph limit will not achieve improvements for pedestrians and cyclists. One other point to make is that in Scotland, the definition of what is a 'restricted road' is not as straightforward as your consultation implies. Class A and Class B roads are not automatically restricted roads even if they have the required system of street lighting. This is explained below: Section 82(1) of the Road Traffic Regulation Act 1984 (RTRA) sets out which roads are 'restricted roads' and therefore subject to a speed limit of 30mph. These are roads that are of a class prescribed in regulations and which have a system of street lighting (lamps placed no more than 185m apart). The Restricted Roads (Classification or Type) (Scotland) Regulations 1985 specify that Section 81(1) of the RTRA applies to C class and unclassified roads. Local authorities may have made local orders which make some or all of their urban Class A and Class B roads restricted roads in which case changing the default limit for restricted roads to 20mph would work. However, if a local authority has made a local order to impose a speed limit of 30mph on a specific road (rather than define the road as a restricted road), the change to the default for restricted roads would not apply to that road. Slightly complicated I know but something to consider.

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**

Scottish Ministers now have the powers to set the speed limit for restricted roads (Section 42 of the Scotland Act 2016) and so this is the best way to achieve the aims of the proposal.

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

It would ensure more consistent widespread adoption of urban 20mph limits in the most timeous and cost-effective manner.

Significant cost savings over the current piecemeal approach adopted by local authorities.

Shows true commitment from Scottish Parliament to the concept of 20mph in urban areas.

Best chance of achieving significant cultural change.

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

Scottish Government would need to fund the implementation of the change. Local Authorities are unlikely to be in a position to fund.

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

Enforcement would need to be significant and this may lead to pressure from Police Scotland for Local Authorities to introduce physical measures to make 20mph streets self enforcing.

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.

Widespread national awareness campaign backed up with targeted police enforcement over a significant period of time.

## 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**

Scottish Government would see long-term reductions in healthcare costs if the widespread introduction of 20mph led to increased active travel. Local authorities would have to introduce and maintain signs although these costs would be significantly less than introducing 20mph limits under the current regime.

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

*No Response*

## 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?

Unsure

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

*No Response*

## 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

## 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*