

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".)

Member of the public

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 If you choose the second or third option, a name is still required, but it will not be published.

Bob Downie

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

While I have ticked that I am fully supportive of the 20mph Bill, I do have a concern that there will be strong pressures not to have 20mph on many urban main roads. The STATS19 data show that accidents to cyclists and pedestrians concentrate on many main roads, especially where there are shops, parked cars and numerous junctions. I have done an analysis that I present here <https://glasgowcycleman.files.wordpress.com/2015/10/ctc-2015-agm-20mph-presentation-final-revised-motions.pdf>. While I support 20mph in residential areas, the main roads are where most accidents occur and it is imperative that the "shopping" streets be made safer, 20mph being one small part of the solution. However, as these shopping streets are often parts of the "through routes", there will be strong pressures from bus companies and taxi drivers to keep these at 30mph. These pressures should be resisted. I also have concerns about high rates of accidents to cyclists at certain urban roundabouts (see the above linked presentation). Can slowing traffic at these roundabouts also be taken into account?

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

Leaving this to local authorities will mean a continuation of the piecemeal approach that we currently have. Some local authorities such as Edinburgh have "bought-in" to the idea of 20mph as a default, but others such as Glasgow have created a patchwork of 20mph zones leaving motorists unsure as to whether they should be driving at 20mph or 30mph. Only by top-down legislation will we get 20mph as the normal speed limit. Also, by getting a top-down approach, we can have a national campaign to advertise the fact and get people to buy into it. As a for-instance, about a year ago Glasgow slowed the city centre to 20mph. There was no mass advertising campaign and it's almost as if it didn't happen. Driving behaviour has consequently changed little. Not only do we need to change the speed limit to 20mph, we need to tell people that it has changed and explain why. A National advertising program will be much more effective than local programs.

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

Slower speeds mean:

Less harm to vulnerable road users in the event of collision

Less pollution

Streets that are less threatening to cycle on or cross on foot (lowered perception of danger)

Lower traffic noise

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

There are no disadvantages that are material. There is a concern from some that journeys will be slower but experience shows that overall journey times at 20mph maximum are only increased by about 30 seconds per mile travelled compared to travelling at 30mph (see <http://www.gobike.org/wp-content/uploads/2015/03/GoBike-20mph-Press-Release.pdf>).

Assuming a typical urban journey of 5 miles, that would only be about 2-3 minutes longer.

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.

Enforcement is always an issue, but then it's always an issue whatever the speed limit. The police do not have the resources to impose speed compliance on drivers, but they can act to actively monitor streets where speeding is flagged as a problem.

At the end of the day, I see that compliance is best done through penalties. For example, if a driver is caught at 30mph in a 20mph limit, he/she is breaking the limit by 50%. That should be seen as a serious infringement, arguably similar to doing 105mph in a 70mph zone. Penalties should be commensurate. If drivers pick up large fines and licence points for 30mph in 20mph and their insurance costs rise steeply, the message will get out that speeding on 20mph roads is not a good option.

If the National speed limit is set at 20mph, then it will be much easier to get the Police, Courts and Procurators Fiscal to actively support it through appropriate speed monitoring and penalties for infringement. At the moment, the Police/Courts seem reluctant to get involved as 20mph is (unfortunately) seen as an optional speed limit.

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 current preferred method of creating 20mph "zones" with traffic calming is very expensive. 20mph though signage is considerably cheaper. There will be costs to government but whether the cost is borne by central or local government depends on future funding arrangements.

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

I have already listed the main benefits: less harm to vulnerable road users in the event of collision, less pollution, streets that are less threatening to cycle on or cross on foot (lowered perception of danger) and lower traffic noise.

However, taken as a package, there is a hope that the above will make our cities and towns nicer places to live in, a general improvement of environment, especially if the slower speeds encourage more people out of their cars and onto their bikes.

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

For those who are less mobile, the disabled and elderly in particular, slower speeds will make crossing roads much less fraught.

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

None identified

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 only downside to 20mph is slightly longer urban travel times, but in the context of the existing slow traffic times caused by urban congestion, this difference will be minimal.

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?

Most people and most local authorities have bought into the principle of urban 20mph, the problem is in the implementation: complexities in TRO's, costs, lack of joined-up thinking.

Only by having 20mph as a nationally mandated default on restricted roads will we achieve blanket 20mph and make Scottish towns and cities better places.