

## **PROPOSED RESTRICTED ROADS (20MPH LIMIT) (SCOTLAND) BILL**

### **RESPONSE FROM CYCLING UK SCOTLAND COMMITTEE**

This response is on behalf of Cycling UK Scotland, a membership organisation representing the interests of cyclists across Scotland and a member of Cycling UK, the UK national cycling organisation. In that capacity, we are happy for this to represent the views of Cycling UK Scotland.

Cycling UK Scotland consider that it is difficult to argue against the proposed reduction from 30 mph to 20 mph for restricted roads in Scotland. We consider that the benefits to public health and wellbeing in respect of both a likely significant reduction in fatal, serious and minor accidents and a reduction in pollution provide compelling justification in favour of the implementation of such legislation as soon as possible. Thus, Cycling UK Scotland gives the proposed Bill its full support.

We think that legislation is the most effective method of achieving the aims of reducing fatal and serious accidents and improving the air quality in Scotland. We recognise that there will be significant economic benefits accruing from the proposals but the principal benefit will be to the safety of the walking and cycling population in general terms of increased road safety as well as the benefits to the population as a whole in terms of improved air quality and a reduction in harmful emissions.

We consider that there are no disadvantages arising from these proposals. Whilst we accept that concerns will be expressed by the motoring lobby, the benefits identified above will accrue to them equally and must be in the interests of everyone, even if they are not prepared to admit it at this time.

The single most important measure to ensure compliance with the new proposed speed limit is proper enforcement. This will require a commitment from Police Scotland to provide **ADEQUATE** resources for speed enforcement which they do not do at present. Unless there is a visible presence of roads policing officers properly enforcing this reduction, we consider that the effort will be wasted.

We consider that this, therefore, requires a commitment from Scottish Government to properly resource Police Scotland, both physically and financially, but also to require them to give this proper priority in their supposed commitment to making Scotland Safer. However, a proper marketing and advertising campaign to raise the

awareness of the motoring public to the changes will also be required and this will also need to be regularly refreshed.

In terms of equality, there is a clear view that the motoring lobby has a disproportionate amount of influence on the prevailing view of transport in Scotland (and, indeed, in the wider UK) and the proposed changes will redress the balance. Slower moving traffic will benefit those without access to motorised transport, should lead to an improvement in the efficiency of public transport and benefit those with mobility difficulties. It will also benefit those in areas of urban deprivation who have less access to motorised transport than elsewhere.

We do not consider there to be disadvantages for emergency services arising from these proposals. The exemptions that exist at present will, it is assumed, be carried into new legislation which will allow for them to exceed speed limits when responding to emergencies and where it is safe to do so. We see no reason to change these exemptions.

We have no doubts that the proposed changes can be delivered sustainably without disproportionate effects. Arguments to the contrary are relatively easily challenged and, with an element of imagination, particularly in considering a shift from road transport to rail transport for goods, there should be no reasons for economic disadvantages as might be argued.

The key issue for Cycling UK Scotland is that of enforcement and this is a matter for both Scottish Government and Police Scotland to address as a priority. In spite of what might be argued, a requirement by the Government to Police Scotland to guarantee proper and effective enforcement is not an interference in operational matters, it is a case of emphasising the benefits to everyone in Scotland and making these a priority.

**DONALD URQUHART,  
SECRETARY, CYCLING UK SCOTLAND**