**About you**

Before you answer the consultation questions, we need to find out a little about you.

Please note that all personal data entered will be handled in accordance with the Data Protection Act 1998.

Further information on how your data will be handled is contained within the Privacy Notice, which can be accessed via the following link:

[**Privacy Notice**](https://files.smartsurvey.io/2/0/N7LLD3TE/Mark_Ruskell_Privacy_Notice.pdf)

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

* an individual
* on behalf of an organisation

### [Consultation Document](https://files.smartsurvey.io/2/0/IRQ8JRPG/20170622_FINAL_VERSION_NGBU.pdf) 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".) \*

* Politician (MSP/MP/peer/MEP/Councillor)
* Professional with experience in a relevant subject
* Academic with expertise in a relevant subject
* Member of the public

### 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
* I would like this response to be anonymous (the response may be published, but no name)
* I would like this response to be confidential (no part of the response to be published)

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 If you choose the second or third option, a name is still required, but it will not be published.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

1. 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
* Partially supportive
* Neutral (neither support nor oppose)
* Partially opposed
* Fully opposed
* Unsure

Please explain the reasons for your response.

**Most members of C&PSCC support 20 mph limits.**

**There are several trials taking place in East Lothian; three areas are currently advertising intention of ELC to make the areas permanent. South Dunbar is already permanent and the north area is trialling.**

**Due to the extensive, evidence based information and support for 20 mph limits this Community Council believes implementation to be in best interests of all communities.**

2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

* Yes (if so, please explain below)
* No
* Unsure

Please explain the reasons for your response.

**Should happen Bill and Bill ensures legality**

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

**Most important is that deaths/severe injuries are less likely to happen at 20mph**

**More people would be confident to cycle or walk: an increase in healthier lifestyles would follow.**

**Children cannot correctly judge speed and 20 mph limits lessen the danger of a child being killed or severely injured.**

**Cost effective.**

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

**Some people would drive over the limit and there is not enough police to manage "speeding" unless more community and road policing employed.**

**However, with vast savings on health etc. would pay for this.**

5. 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.

**Ads, signage as well as police enforcement would help maximise compliance.**

**Also, information leaflets, severe penalties for drivers who do not comply.**

 6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

**Scottish Government**

* Significant increase in cost
* Some increase in cost
* Broadly cost-neutral
* Some reduction in cost
* Significant reduction in cost
* Unsure

**Local Authorities**

* Significant increase in cost
* Some increase in cost
* Broadly cost-neutral
* Some reduction in cost
* Significant reduction in cost
* Unsure

**Motorists**

* Significant increase in cost
* Some increase in cost
* Broadly cost-neutral
* Some reduction in cost
* Significant reduction in cost
* Unsure

**Other**

* Significant increase in cost
* Some increase in cost
* Broadly cost-neutral
* Some reduction in cost
* Significant reduction in cost
* Unsure

Please explain the reasons for your response

**Scottish Government and LAs would benefit as costs for health, well-being, accidents and deaths would reduce.**

**Motorists - Driving at 20 is safer and it is therefore less likely that a driver will have serious accident.**

**Pedestrians would be less exposed to pollution, accidents and death. Healthier, happier communities could develop due to better sense of well-being, less noise, more cycling and walking.**

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

 **Environment - global warming: using less fuel as more people likely to walk and cycling.**

**Savings for Scottish Government and Local Councisl - money could be used for benefit of communities, education, jobs, etc.**

8. 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
* Slightly positive
* Neutral (neither positive nor negative)
* Slightly negative
* Negative
* Unsure

**Creating more equality and protection is a way to create better health - disabled, elderly, parents and their children would benefit most.**

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

**Positives should outweigh any possible negatives. It could be beneficial for Government and Councils to continue with Road Safety advertising and learning opportunities via schools.**

10. Do you consider that the proposed Bill can be delivered sustainably i.e. without having likely future disproportionate economic, social and/orenvironmental impact?

* Yes
* No
* Unsure

Please explain the reasons for your response:

**The evidence available is vast. Some are listed below:**

**1.**

[**https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution**](https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution)

**2.** [**https://www.gov.uk/government/uploads/system/uploads/attachment\_data/file/556396/rrcgb2015-01.pdf1730fatalities2015**](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/556396/rrcgb2015-01.pdf1730fatalities2015)

**3.** [**https://www.gov.uk/government/uploads/system/uploads/attachment\_data/file/420385/veh0203.xls**](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/420385/veh0203.xls)

**Summary of Costs and Benefits of 3 Options for Scottish Road Speeds – The Impact of the 20mph National Default Limit**

**We give our best estimates of the options for rolling out 20mph limits across Scotland. The country will have the benefit of learning from the success of other countries 20mph/30kmh implementations, especially England where 25% of the population lives in local authorities who are or have already implemented 20mph limits for most roads. But Scotland can follow the "English" way by implementing authority by authority subject to local political support and funding, or take a more radical and cost effective route by making a national plan for country-wide implementation.**

**This allows the avoidance of the need for repeater signs on 20mph roads and simplifies the whole implementation process. Local authorities will still be able to nominate roads which will remain at 30mph as exceptions.**

**Here we present our best estimates of the cost and benefits for each. Transport Scotland will be well placed with its access to street and road detail to produce a more accurate costing and we would be pleased to work with them on such an exercise.**

**Impact:**

**Option Zero. Do Nothing. Keep 30mph limits**

**Option A: Scottish National Default 20mph limit for Urban Roads (assumes 15% fewer casualties)**

**Reduction in casualties vs Option Zero**

**Option B: Local Authority by Authority 20mph localism (assumes 50% of councils at 20mph & 15% fewer casualties)**

**Reduction in casualties/costs vs Option Zero**

**Casualties pa on 30mph roads (base is 2011-2015 average) :-**

**Option Zero: 49 deaths, 823 serious, 5,410 slight 6,282 total**

**Option A: Casualties saved 7 deaths, 123 serious, 812 slight, 942 total**

**Option B: Casualties saved 4 deaths, 62 serious, 406 slight, 471 total**

**Casualty £ pa:-**

**Option Zero: £267M cost; Option A: £56M saving; Option B: £28M saving**

**5 year casualty £ Saving:**

**Option Zero: £0; Option A: £280M saving; Option B: £140M saving**

**Implementation Comment:**

**Default sets majority of urban roads to 20mph with LAs able to raise limits on selected roads to 30mph where warranted.**

**Patchy risk and casualty reduction effects for ‘lucky few in a postcode lottery’ based on the history of local political support & funding for 20mph in each LA.**

**Inactivity Cost/ Benefits**

***Health costs of inactivity. This is currently estimated at £1,153M pa based on Public Health England stats for the Scottish population.***

**Assuming a very conservative effect of reducing this by 1% over the whole population the saving is £11M pa or £55M over 5 years**

**Assuming a very conservative effect of reducing this by 1% over half the population the saving is £5.5M pa or £27.5M over 5 years**

**5 year casualty and inactivity saving:-**

**Zero: NA; A: £335M; B: £167.5M**

**Direct Costs to Local Authorities (LAs) / Gov’t :-**

**Zero: £0**

**A: Approx. £4.5M from Gov’t. Replace 30mph with 20mph signs on entrances to communities and 20/30 signs for any roads left at 30mph. No requirement for repeaters. Plus National engagement and ads £0.5M. In total approx. £1 per head of Scottish population. We ask Transport Scotland to provide accurate costing.**

**B: £8.6M for 50% of urban Scottish population outside Edinburgh (1.925M people). Implemented slowly, as funds become available, funded by LAs. (Estimated costs are based on Edinburgh where it cost £2.2M (£4.46 per head) to sign 80% of Edinburgh’s roads at 20mph).**

**FYRR and 5 year Benefit to cost ratio:-**

**Zero: NA**

**A: 1,100% FYRR on casualty reduction and 67:1 benefit to cost ratio over 5 years on casualty and inactivity reduction.**

**B: 325% FYRR on casualty reduction and 19:1 benefit to cost ratio over 5 years on casualty and inactivity reduction**.

**Comment:**

**Zero: Litigation risks from poor air quality and spiralling social care costs. Vulnerable are unprotected. This option also creates the greatest transport and health inequality.**

**A: Consistency improves compliance and casualties saved. Potentially hundreds of life years saved due to more physical activity and improved air quality. Dominant option for active travel (heart disease and obesity), lower noise levels, greater social inclusion, greater community cohesion and local business viability.**

**B: Benefits of reducing avoidable risks in selected places. Higher levels of activity and exercise and better quality of life, improved air quality vs Option Zero.** **Lower total benefits and higher total costs than Option A. Takes longer to implement than Option A.**

**5 yr Summary:-**

**Zero: Not recommended**

**A: Net £330M saved vs Option Zero - The dominant and recommended option**

**B: Net £159M saved vs Option Zero, but not as cost effective as Option A.**

11. Do you have any other comments or suggestions on the proposal to establish a 20mph default speed limit on restricted roads?

P**roposal for this Bill is welcomed.**