

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

RENFREWSHIRE COUNCIL'S RESPONSE

QUESTIONS

SECTION 1 - ABOUT YOU

1. Are you responding as:

- ☐ an individual – in which case go to Q2A
- ☒ on behalf of an organisation? – in which case go to Q2B

2A. Which of the following best describes you? (If you are a professional or academic whose experience or expertise is not relevant to the proposal, 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

2B. Please select the category which best describes your organisation:

- ☒ Public sector body (Scottish/UK Government/Government agency, local authority, NDPB)
- ☐ Commercial organisation (company, business)
- ☐ Representative organisation (trade union, professional association)
- ☐ Third sector (charitable, campaigning, social enterprise, voluntary, non-profit)
- ☐ Other (e.g. club, local group, group of individuals, etc.)

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 If you choose the second or third option, a name is still required, but it will not be published.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

RENFREWSHIRE COUNCIL

4. 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.)

Contact details:

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PAISLEY
PA1 1BR
TEL: 0300 300 0300
EMAIL: ES@RENFREWSHIRE.GOV.UK

SECTION 2 - YOUR VIEWS ON THE PROPOSAL**Aim and approach**

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.

The following points express our support for the proposal:

- Studies have shown reducing speeds reduces accidents and their severity;
- It promote sustainable travel modes;
- It promotes a positive street atmosphere amongst residents;
- It provides national and local consistency with regard to speed limits and promote cultural change amongst drivers and other road users.

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.

The national coverage and consistency can only be achieved using a bill in the Scottish parliament. Individual traffic regulation orders for each roads authority have been inconsistently taken forward and are unattractive because of the resource requirements in terms of cost, people and time taken to implement.

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

- Studies have shown reducing speeds reduces accidents and their severity;
- Promote sustainable travel modes;
- Promotes a positive street atmosphere amongst residents;

- Provides national and local consistency and cultural change;
- Aligns with the public's desire for 20 mph speed limits in residential areas.

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

No disadvantages. However, it is a cultural change for Scotland and would require support to enable the change through advertising and enforcement. Bus companies and commuters if travelling for a period of time through restricted roads may feel impacted through longer journey times

5. What measures do you think would be needed to maximise compliance with the new national 20mph speed limit on restricted roads? (Examples might include advertising, signage or police enforcement.)

Collectively measures would be:

- A national advertising campaign;
- Police enforcement;
- Signage;
- Driver support.

Financial implications

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

(a) the Scottish Government

- ☐ Significant increase in cost
- ✓ ☒ Some increase in cost
- ☐ Broadly cost-neutral
- ☐ Some reduction in cost
- ☐ Significant reduction in cost
- ☐ Unsure

(b) Local authorities

- ☐ Significant increase in cost
- ✓ ☒ Some increase in cost
- ☐ Broadly cost-neutral
- ☐ Some reduction in cost
- ☐ Significant reduction in cost
- ☐ Unsure

(c) Motorists

- ☐ Significant increase in cost
- ☐ Some increase in cost
- ✓ ☒ Broadly cost-neutral
- ✓ ☒ Some reduction in cost
- ☐ Significant reduction in cost
- ☐ Unsure

(d) Other road users and members of the public

- ☐ Significant increase in cost
- ☐ Some increase in cost
- ☒ Broadly cost-neutral
- ☐ Some reduction in cost
- ☐ Significant reduction in cost
- ☐ Unsure

(e) Other public services (e.g. NHS, Fire and Rescue Services etc)

- ☐ 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.

To introduce 20 mph limits on restricted roads will require financial resource to plan, promote, develop and implement the change. Costs will include signs, order preparation, advertising and promotion. These costs will apply to both and, or either Scottish Government or local authorities depending on how transition from 30 mph to 20 mph is taken forward. Motorists, other road users and members of the public are not likely to increase costs and may decrease costs due to less fuel and wear and tear on cars through reduced speeds.

For public services the NHS should see a reduction in the amount and severity of road accidents they require to support. The costs for Police Scotland should be broadly neutral as they are implementing the speed limit as they do at the moment. There may be an additional cost of introduction if there is an enforcement push to support the change.

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

- Pedestrians walking alongside the traffic and cyclists are less likely to be intimidated and more people may be attracted to these modes of travel.
- It supports the attractiveness of place and its development.

Equalities

8. What overall impact is the proposed Bill likely to have on equality, taking account of the following protected characteristics (under the Equality Act 2010): age, disability, gender re-assignment, marriage and civil partnership, pregnancy and maternity, race, religion and belief, sex, sexual orientation?

- ☒ Positive

- ☐ Slightly positive
- ☐ Neutral (neither positive nor negative)
- ☐ Slightly negative
- ☐ Negative
- ☐ Unsure

Please explain the reasons for your response.

The aged, young and disabled are more likely to be able to find an acceptable gap in the traffic to cross the road more easily.

9. Could any negative impact of the Bill on equality be minimised or avoided?

Sustainability of the proposal

10. Do you consider that the proposed bill can be delivered sustainably, i.e. without having likely future disproportionate economic, social and/or environmental impacts?

- ☒ Yes
- ☐ No
- ☐ Unsure

Please explain the reasons for your response.

Environmental

- Free flowing traffic conditions, likely to be created by a 20 mph limit, will help prevent stop/start motoring which increases emissions.
- Slower speeds create fewer emissions from diesel engines.

Social

- A more pleasant street atmosphere will advantage pedestrians and cyclists.

Economic

- The potential negative impact of slower speeds on public transport, deliveries and the journey to work are offset by not implementing the 20 mph limit on major A & B roads.

General

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

None.