



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

Consultation response from Transform Scotland¹

2 August 2017

1. How supportive are you of reducing default speed limit from 30 to 20?

We are very supportive of a default speed limit of 20 mph in urban areas.

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

It would be too costly for Local Authorities to pursue this on a piecemeal implementation of Traffic Regulation Orders.

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

Lower speeds in towns and cities has multiple benefits, namely safer streets for pedestrians and cyclists; potential to increase the number of people walking or cycling for work and leisure; and a more enjoyable and pleasant urban environment. Reducing speed limits will also decrease the risk of injury to pedestrians, cyclists and motorists.

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

None.

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.

A crucial part of any change to the default speed limit would be to run a wide and effective public advertising campaign to make people aware of both the changes to the law and the benefits of driving at 20mph. As is the case with 'A' roads and motorways, police enforcement will be necessary to ensure that the law is obeyed and respected by all vehicle drivers. However, the police have committed no new resources to enforcing speeding offences in recent years, hence police enforcement cannot be the only means of enforcing speed limits. Where appropriate, the use of cameras should be used to monitor urban speed limits.

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

A default 20mph speed limit would have significant cost-saving benefits when compared to localised speed reduction targets (e.g. traffic calming measures). Evidence also shows that lower numbers of accidents and injuries at 20mph result in significant financial benefits due to reduced spending on the health service. There will of course be costs involved with public engagement, changing road signs, changing road markings and similar.

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

A reduction in speed limits will create more pleasant and liveable environments, helping to make it easier for people to walk and cycle to work and for leisure. This has clear benefits for improving public health, reducing air quality and

¹ The consultation was published as a we survey (hosted at <http://www.parliament.scot/gettinginvolved/104723.aspx>). These are the answers that we provided to the text elements of the survey.

cutting carbon emissions.

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?

Neutral.

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

N/A.

10. 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.

The social and environmental benefits will be overwhelmingly positive.

There will be some initial financial costs associated with implementing the legislation, but this will be outweighed by the large positive wider economic benefits that would be expected to result.

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Transform Scotland is the national alliance for sustainable transport, bringing together organisations from the private, public and voluntary sectors. Transform Scotland Limited is a registered Scottish charity (SC041516).

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