

Pedal on Parliament response to the 20mph bill consultation

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

Please explain the reasons for your response.

Lower default speed limits, particularly in built-up areas, have long been in the Pedal on Parliament manifesto. Since then, the evidence for the benefits of lower speed limits has continued to mount up, particularly for the most vulnerable road users. With Scotland professing to be working towards Vision Zero for road deaths, we need to enact this simple and effective measure as quickly as possible.

2. 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.

The current piecemeal approach of having local authorities create individual 20mph zones is too slow, costly, and confusing to motorists. Only a bill will enable this to be rolled out right across the country in one go, which saves time and reduces confusion over what speed limits apply where.

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

- it will make active travel safer and more attractive
- it will save lives, both in terms of reduced traffic deaths and better health from increased active travel
- it is far more cost effective than individual local authorities needing to roll out their own 20mph schemes
- it will be more likely to be complied with as a national speed limit than if each town and city had a different mix of 20mph and 30 mph roads
- it is more equitable, bringing safer streets to the whole country, not just those parts where people are able to lobby for it.

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

- none

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.)

- a national public awareness campaign, explaining what the change is and why it's happening
- changes to the UK Highway code, to make drivers aware longer term
- a consistent programme of enforcement, backed up with cameras.
- changes to our road design manuals so that new roads in built-up areas do not invite higher speeds
- encourage 'road diets' that narrow existing urban roads, for example using cycling infrastructure or safer crossings (humped crossings at the level of the pavement) so that there is less temptation to speed.

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

- Some increase in cost

The Scottish government will need to run a national campaign to raise awareness about the new speed limit, rather than leaving it up to local authorities as before.

In the long term, this increased cost should be outweighed by savings in health costs and a reduction in road casualties. The UK government estimates that each death on the road costs the economy £1.78 million overall

(<https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents>).

	£2015	
Accident/casualty type	Cost per casualty	Cost per accident
Fatal	1,783,556	2,005,664
Serious	200,422	229,757
Slight	15,450	24,194
Average for all severities	53,878	76,466
Damage only	-	2,142

1 The costs were based on 2015 prices and values

2 The number of reported road accidents were based on 2015 data

(b) Local authorities

- Some reduction in cost

Local authorities which were going to bring in 20mph schemes will see a significant reduction in cost, as they will no longer have to run their own marketing campaigns, or pass so many TROs

Local authorities that were not planning on bringing in 20mph schemes will have slightly increased costs as they will need to consult over which roads should remain at 30mph and re-sign as necessary, but these costs should be outweighed by the overall savings.

(c) Motorists

- Broadly cost-neutral

There is very little published or trustworthy evidence either way that 20mph speeds affect fuel efficiency, but any perceived or actual small reductions in fuel efficiency among older cars at the lower limit should be outweighed by the fact that motorists will be more likely to walk or cycle, reducing travel time and congestion for other motorists and as a result thereby saving fuel.

(d) Other road users and members of the public

- Broadly cost-neutral

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

- Significant reduction in cost

Fewer road casualties and a more active population should reduce costs for the health services. Fewer road collisions will free up the Fire and Rescue services. Policing costs will increase slightly due to more enforcement but may be offset by speeding fines.

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

Our towns and cities will become more pleasant environments as people are encouraged to walk and cycle more rather than use cars for short journeys. This will also reduce air pollution and contribute towards Scotland's carbon emissions targets.

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

Please explain the reasons for your response.

Children and people with restricted mobility will benefit from lower traffic speeds making it easier to cross roads and safer to walk and cycle.

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

N/A

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

General

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

No