

20mph Private Members Bill

1. INTRODUCTION

1.1 This paper presents the consultation on a Private Members Bill to change the default speed limit in built up areas across Scotland from 30mph to 20mph.¹ The proposed Bill will reset the current default national speed limit from 30mph to 20mph for restricted roads. Roads that are close to housing, walkways or busy public spaces will automatically have the current 30mph speed limit replaced with a 20mph limit. This change will replace the current TRO process local authorities follow to create 20mph roads.

2. Consultation

2.1 The bill proposal set out in this consultation is to change the default speed limit from 30mph to 20mph on restricted roads (covering the vast majority of residential and built-up areas). Section 81(1) of the Road Traffic Regulation Act 1984 sets the current 30mph default speed limit. Powers over the national speed limit were devolved to the Scottish Parliament under the Scotland Act 2016. Under this Bill all restricted roads currently designated 30mph by default will be lowered to 20mph.

2.2 The arguments set out for 20mph speed limits can be considered in the broad categories of safety, health and reduced emissions.

- Safety - A reduced speed limit will not only reduce the likelihood of accidents occurring but if they do occur it will reduce the severity of the accident and will lower the chances of those involved being killed.
- Health - Lowering speed limits will help encourage 'active travel' where people choose to travel by foot, bicycle etc. An increase in mobility and active travel will have clear health benefits for all involved.
- Reduced emissions - Both petrol and diesel cars produce significantly less PM10 in 20mph limits than when in 30mph limits.

2.3 There are also implications for equality. The consultation document highlights a report by Fife Council reviewing their rollout of 20mph areas which noted the fact that SIMD (Scottish Index of Multiple Deprivation) areas show a greater reduction in casualties when compared to non-SIMD areas (34% vs 20%). People in lower incomes are less likely to drive to work or for leisure activities. As such, the bill proposal can have a greater positive impact on those on lower incomes.

2.4 The consultation¹ closes in August and Chief Officers are invited to discuss the proposal and the merits of collaborating on a SEStran response and the impact these proposals could have on the objectives and targets of the Regional Transport Strategy

¹ <https://greens.scot/sites/default/files/20mph%20Consultation%20paper.pdf>

3. CONCLUSION / RECOMMENDATIONS

- 3.1 The paper seeks to invite comment on the current 20mph Private Members Bill consultation and agreement that SEStran should respond to the consultation.

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Annex 1 – List of Consultation Questions

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.

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.

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

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

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.)

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.

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

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.

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.

General

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

ⁱ <https://greens.scot/sites/default/files/20mph%20Consultation%20paper.pdf>