

SUBMITTING EVIDENCE TO A SCOTTISH PARLIAMENT COMMITTEE

DATA PROTECTION FORM

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Date:	28/01/2019
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Topic of submission:	RESTRICTED ROADS (20 MPH SPEED LIMIT) (SCOTLAND) BILL

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RURAL ECONOMY AND CONNECTIVITY COMMITTEE

RESTRICTED ROADS (20 MPH SPEED LIMIT) (SCOTLAND) BILL

SUBMISSION FROM **SEStran**

Is reducing the speed limit to 20mph the best way of achieving the aims of the bill?

In line with SEStran's objectives laid out in our Regional Transport Strategy (RTS)¹, SEStran believes that the available evidence demonstrates that a change to the default speed limit to 20mph on restricted roads will improve safety for road and transport users and as such achieve the aims of the bill.

The aims of the bill align strongly with SEStran's key objectives relating to safety and health for the South East of Scotland including:

- Improve safety
- Reduce accidents
- Increase trips by walk/cycle
- Improve air quality
- Reduce transport noise

As outlined in our submission to the initial consultation on this bill, the reduction in the speed limit to 20mph could help to meet the above objectives and equally the aims of the bill. In summary:

- the Royal Society for the Prevention of Accidents' Road Safety Factsheet² demonstrates a fatality risk of 1.5% at 20mph versus 8% at 30mph. Clearly, a link exists between average speed limits and the number and severity of collisions. It is therefore likely that changing the default speed limit from 30mph to 20mph on restricted roads will reduce accidents and improve safety.
- SEStran encourages active travel as a mode of transport. From the 2014 Steer Davies Gleave Report 'Research into the impacts of 20mph speed limits and zones'³, it is noted that 20mph schemes may encourage walking and cycling by positively affecting safety and perceptions of safety.
- A 2018 Department for Transport report⁴ found that 20mph limits result in small increases in the number of people reporting travelling on foot or by bike. The proposed Bill would improve the perception of active travel as a safe and healthy

¹ <http://www.sestran.gov.uk/wp-content/uploads/2017/01/Regional-Transport-Strategy.pdf>

² <https://www.rospa.com/rospaweb/docs/advice-services/road-safety/drivers/20-mph-zone-factsheet.pdf>

³ <http://www.roadsafetyknowledgecentre.org.uk/downloads/20mph-reportv1.0-FINAL.pdf>

⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headlinereport.pdf

alternative to the private car. SEStran fully supports measures which increase levels of active travel within our Region.

- The City of Edinburgh Council reported from their South Edinburgh 20mph pilot that reducing the speed limit to 20mph calms traffic noise and improves the environment for local communities. There is also evidence from a City of London report⁵ that particulate emissions through tyre and brake wear are lower with a 20mph limit.

Further to the benefits arising from the reduction to 20mph outlined above, a national approach as opposed to an area by area approach will support a clearer message for the public toward expected speeds in urban areas. A national approach could also address inequalities in casualties from road accidents between deprived and non-deprived areas that could arise through an area-based approach.

SEStran supports lowering the speed limit to 20mph on restricted roads however we also recognise that this change would pose a cost for local authorities. The ease with which Local Authorities can implement proposals, along with the need for monitoring and enforcement of the speed limit are likely to be key characteristics for success. Proper consideration should be given to the resource implications and practicality of delivery for Local Authorities.

It is proposed that a national awareness campaign is required to introduce a 20mph speed limit. Do you agree with this? And if so – what shape should any campaign take?

SEStran agrees that a national awareness campaign is required to introduce a 20mph speed limit. A national awareness campaign should focus on creating a change in social and cultural attitudes towards road safety as outlined in the aims of the bill. Such a change will require a strong campaign with targeted delivery to both local and national audiences. The wider societal benefits outlined in response to the previous question should be central to the campaign. There was a largely supportive response to the initial consultation, which suggests that the public will be receptive to the implementation of a 20mph speed limit on restricted roads.

⁵ <https://www.cityoflondon.gov.uk/business/environmental-health/environmental-protection/air-quality/Documents/speed-restriction-air-quality-report-2013-for-web.pdf>