

SUSTRANS SCOTLAND

SUPPLEMENTARY WRITTEN SUBMISSION

We are happy to provide the ICI Committee with our early thoughts on how Scotland might sensibly improve conditions for pedestrians and cyclists in our villages, towns and cities by reducing the urban speed limit from 30mph to 20mph. Additional benefits would come in reducing noise, improving liveability and ambience, encouraging more people to choose to walk and cycle thereby improving public health and reducing the burden on the NHS, improving air pollution levels and following the example of similar small, Northern European countries. Clearly, with only a week to submit our thoughts we recommend the ICI Committee instructs us to conduct a more far ranging and deeper analysis to take the proposal forward, but nevertheless, after consulting local authorities and other partners our initial thinking and castings are set out below.

There are 3 potential options for introducing 20mph zones across all residential and shopping streets in Scotland:

1. Implementation of physical infrastructure: Over the past 12 years, Fife Council has been installing mandatory 20mph zones in all residential areas relating to school catchment areas. They now have 95-98% coverage. Speed cushions have been most widely used to reduce traffic speeds as they are suitable for buses and ambulances to use with their wider wheel base, thus causing less inconvenience to passengers. The average cost per school zone to install these measures has been approximately £50,000. The work covered all residential streets within school catchments, with the only streets excluded being the key corridors between residential areas which remained at 30mph but had additional Toucan crossing facilities installed.
2. Non-physical infrastructure interventions: The City of Edinburgh Council principally used signage in its 20mph pilot project, employing both road signs and 20mph roundels painted onto streets. The pilot cost a total of £214,000 for 40km, therefore coming in at £5,350 per km. However, only £2,825 of that was the physical implementation costs: there were significant costs incurred for staff time, market research, consultation and advertising. The Council now intends to roll out 20mph zones across the capital, where appropriate. They expect the cost of the citywide project to come in at under £5,350 per km for a number of reasons including lower staff/design costs than was the case for the pilot and changes to the Traffic Signs Regulations and General Directions due next year are likely to reduce signing requirements.
3. Legislative change: The current legislation could be changed by the Scottish Parliament to ensure that, Scotland wide, all streets in residential and shopping streets are 20mph with enforcement by Police Scotland or Local Authority employed wardens or similar. We consider that this approach would be the lowest cost option but we do not have a precise figure to put on it.

We strongly recommend that the Committee:

1. Recommends progressing the Parliamentary route to lowering the speed limit for all shopping and residential streets in Scotland from 30mph to 20mph. In other words, 20mph becomes the default speed limit with '30 becomes 20'.
2. Commissions Sustrans, SCOTS, CoSLA, Transport Scotland and others to assess the detailed costs of the interventions set out in 1 and 2 above to provide a full analysis set against the cost of the Parliamentary process.

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