

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

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

an individual

Which of the following best describes you? (If you are a professional or academic, but not in a subject relevant to the consultation, please choose "Member of the public".)

Member of the public

Please select the category which best describes your organisation

No Response

Please choose one of the following; if you choose the first option, please provide your name or the name of your organisation as you wish it to be published.

I am content for this response to be attributed to me or my organisation

Please insert your name or the name of your organisation. If you choose the first option above, this should be the name as you wish it to be published. If you choose the second or third option, a name is still required, but it will not be published.

Derek Manson-Smith

Please provide details of a way in which we can contact you if there are queries regarding your response. Email is preferred but you can also provide a postal address or phone number. We will not publish these details.

Page 7: Your views on the proposal

Q1. 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

Q1. 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.

Please explain the reasons for your response

As a motorist, I find no inconvenience with the current 20mph zones in the centre of Glasgow (why only the centre?), which make no difference to my travel times. As a cyclist, which is most of the time, the proposed 20mph default will make me both feel and be safer on urban streets. Furthermore, I find the research behind this proposal to be fully convincing in its evidence and likely effects. Basically, it's a no brainer. The alternative of introducing piecemeal zones and areas will take forever; is confusing for road users; and compared with this proposal the costs are simply unjustified.

Q2. 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

As in my previous answer, the alternative of local authorities introducing piecemeal zones and areas through TROs will take forever; is confusing for road users; and compared with this proposal the costs are simply unjustified.

Q3. What do you think would be the main advantages, if any, of the proposal?

A reduction in accidents, injuries and deaths
Safer for vulnerable road users
More use of restricted roads by vulnerable road users
The associated health benefits of more cycling and walking
Lower emissions - while these are minimal for petrol, the widespread introduction of lower speeds will eventually incentivise manufacturers to design appropriate engines
Health benefits for all associated with lower emissions
Lower costs to local authorities, compared with introducing piecemeal TROs
Lower costs to local authorities in roads maintenance and repairs
Lower costs to the NHS and other public bodies

Q4. What do you think would be the main disadvantages, if any, of the proposal?

None

Q5. 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 national limit on restricted roads would reduce the need for signage if the same provisions for currently defining a restricted road as having a 30mph limit apply
As with other measures, such as wearing seat belts and not using mobile phones while driving, this would require appropriate publicity and it will take time but as with smoking, it will eventually come to simply be antisocial to break the speed limit on restricted roads.
Police enforcement will need to be adequately financed and resourced for this to work. Seat-belt wearing has largely become the norm but the ban on mobile phone use has been slower to take effect, largely I believe, through the lack of enforcement. The benefit to the public purse needs to be set at a higher level than Police Scotland's budget

Page 12: Financial implications

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

	Significant increase in cost	Some increase in cost	Broadly cost-neutral	Some reduction in cost	Significant reduction in cost	Unsure
Scottish Government			X			
Local Authorities					X	
Motorists				X		
Other					X	
Police Scotland						

Please explain the reasons for your response

SG costs would be neutral if the benefits are balanced with the costs LAs would save on the piecemeal introduction on TROs and road maintenance and repairs Motorists would save on running costs and the costs of repairs associated with accidents Other includes the NHS, vulnerable road users throughout a reduction in accidents, injuries and deaths and the general public through lower emissions

Q7. Do you believe there will be any other benefits to reducing the speed limit from 30mph to 20mph?

A more civilised society

Page 14: Equalities

Q8. 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?

Positive

Please explain the reasons for your response

It would certainly benefit people with disabilities and pregnant women, though I don't see any distinctions with the other groups listed

Q9. Could any negative impact of the proposed Bill on any of these protected groups be minimised or avoided?

I don't see any negative impacts

Page 16: Sustainability of the proposal

Q10. 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

Please explain the reasons for your response:

Fro all the reasons I have given earlier, the bill would have future sustainable and positive impacts on the economy, society and the environment

Page 17: General

Q11. Do you have any other comments or suggestions on the proposal to establish a 20mph default speed limit on restricted roads?

Bring it on