

# 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 would like this response to be anonymous (the response may be published, but no name)

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 If you choose the second or third option, a name is still required, but it will not be published.

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**

Urban areas would be safer, cleaner, and less stressful under a 20mph blanket limit. A safer option should be the default, with justification required for less safe, faster, limits. I recently visited Iceland where 30km/h (18.6mph) limits in urban/residential areas are the default and was struck by how much more relaxed their towns felt (especially welcome as a drive-on-the-left tourist when the risk is looking the wrong way before stepping out into the road - with tourism so vital to Scotland the same would no doubt be welcomed here). And of course, anything to improve safety for cyclists (and to encourage its uptake) has to be a good thing.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

No

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

See previous text box, but:

Safety (especially for tourists)

Less traffic, especially the sort that doesn't absolutely have to be there.

More cyclists

Less pollution (noise and air)

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

Push-back from the car and fossil fuel lobby, and the sort of selfish drivers who currently flout the 30mph limits.

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.

ANPR cameras and speed cameras.

## 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				

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

<b>Local Authorities</b>		X				
<b>Motorists</b>				X		
<b>Other</b>					X	
<b>Police Scotland</b>						

**Please explain the reasons for your response**

The Scottish Government and Local Councils will have to pay for the necessary infrastructure to ensure compliance. Motorists will save money by spending less money on fuel, or by using other forms of transport in urban areas. The NHS should see a reduction in air pollution related illnesses and make a large saving as a result over the long term.

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

*No Response*

## 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?

Slightly positive

**Please explain the reasons for your response**

Less traffic and more cycling or pedestrian or public transport usage will result in more contact between all members of the public, which may encourage positive interactions and a more cohesive society as a whole.

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

*No Response*

## 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:**

Over the long term the benefits will outweigh the initial infrastructure costs.

## 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?

*No Response*