

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 If you choose the second or third option, a name is still required, but it will not be published.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

1. Pedestrian & cyclist safety - by reducing the top speed of vehicles from 30mph to 20mph it takes over 50% Of the energy out of any collisions. 2. Lower top speed for motorised traffic may increase modal shift to active travel particularly for short distances

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

20s plenty - a quick snappy slogan to educate the public. Any other scheme is likely to be a massive nightmare of red tape & exceptions. Keep it simple. Perhaps roll standardised bus lane times in to the deal - 7am to 7pm, 7 days per week (rather than the hotchpotch seen today where some bus lanes are inactive more than they are active!)

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

Making streets more friendly to all pedestrians, vulnerable groups (like the elderly & infirm) and active travellers.

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

None. Apart from the hot air emanating from disgruntled motorists whining about it, never seeing that every one of them is part of the problem.

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.

Some Draconian police enforcement action early on, widely publicised - daily tallies of offenders detected & fined. No messing around with educational letters - straight in there with 3 points & £100 fine.

Slogans: "20s plenty"; "people friendly place"; "kill your speed, not a child"

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

Most currently 30mph roads are LA owned - I imagine there will be a big uptick in the need for 20mph signs (and 30mph signs) Motorists - providing they realise that they probably don't reach 20mph average in town should suffer no net cost increase or decrease. Perhaps if traffic light timings could be adjusted so someone traveling at 18mpg surfs the "green wave" and someone on the limit gets stopped at every light, you might encourage even greater speed reduction. Under no circumstances listen to taxi drivers - I continue to fail to see how they are allowed in bus lanes etc. Every passenger mile in a taxi is accompanied by another mile with no passengers (put another way, half as good as a private motor vehicle), often in clapped out diesel engined vehicles belching crap out of the exhaust. Not good for carbon emissions, air quality or health.

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

Health - as fewer people get run over by speeding vehicles
Air quality as hopefully more motorists opt for active travel for short distances

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?

Neutral (neither positive nor negative)

Please explain the reasons for your response

Other than those disabled persons that rely on door-to-door motorised transport, all other protected groups are regular human beings who are going to gain/suffer regardless of their protected/unprotected status. If the hoped for modal shift happens it may be slightly positive for those who rely on door-to-door motorised transport if traffic reduces.

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

Not in a straightforward fashion.

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:

Vehicle at 20mph is using 50% of the energy to move from A to B ($E=\frac{1}{2}mv^2$) so emissions should drop. If not, perhaps closing roads off to motorised transport is required.

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