

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 If you choose the second or third option, a name is still required, but it will not be published.

Alan McLeod

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**

The most precious in our country are our children. A child who innocently steps out in front of a car travelling at 20mph has a much better chance of survival than a car travelling at 50% more than that speed. Also, a car travelling at 20mph is less polluting and is much less noisy and intrusive. Noise pollution is a significant factor in stress related illnesses. If Scotland is serious about mental health it has to be serious about noise, disturbed sleep and mechanical intrusion into personal space.

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**

Like smoking and drink driving, slowing down requires a dramatic change to accepted social narrative. Car owners think they own the road. In truth, they are licensed to use the road under the good favour of society.

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

Less physical pollution.  
Less noise.  
Less stress.  
Children feeling less vulnerable on pavements.  
More children and adults walking.  
More cyclists commuting rather than eating up carbon.

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.

The lower courts should be allowed to accept phone video evidence direct from the public as proof of breaches. The Police are far too busy already to enforce this across the county.

## 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**

Local Authorities have to enforce and that will cost via signage. etc. In the longer term there will be an improvement in both air quality and health and so the demand on health budgets will be slightly reduced. Motorists will experience a marginal reduction in costs per mile whilst in a 20mph zone.

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

Yes, in time motorists, cyclists and pedestrians will grow more respectful of each other.

## 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**

If a car or van is going slower some if not all will feel safer. I am uncomfortable singling out particular groups but commonsense ought to be illustrative here.

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

There is no negative impact.

## 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:**

In economic terms, I believe there will be a net economic surplus to society. In non phenomenological terms, I believe well-being will be greatly enhanced.

## 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?

Yes, I don't think the measures go far enough. I believe that where there are pavements and where there a school children who could walk on those pavements to school but choose not to walk on account of traffic - then these roads too should be reduced to 20mph.