

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 If you choose the second or third option, a name is still required, but it will not be published.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

20mph roads feel much safer to cycle on, and encourage me to do so. They are less stressful to walk beside because they are quieter. They are easier to cross. Central Edinburgh is dominated by the noise, pollution and priorities of motorised traffic. 20mph helps tips the balance back towards walkers, cyclists and a more pleasant environment .

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

Unsure

**Please explain the reasons for your response**

I don't know enough about the processes involved to comment.

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

It would remove the confusion of drivers not knowing the speed limit and defaulting to 30mph. It would normalise driving at approx. 20mph in residential areas. It would overcome localised objections and spread the benefits across the country. It would reduce implementation costs for councils and again reduce local objections.

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

For myself and my neighbourhood, I don't see any.

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.

Police enforcement would be vital, I see in Edinburgh that 20mph is frequently ignored. The road infrastructure often encourages fast driving and cornering. I would like roads to be designed to slow traffic down to safer speeds, for example tighter corners, narrower roads, more pedestrian crossings.

## 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 impact I care about is on people's safety and quality of life. I really don't know what the financial implications are, but I imagine the NHS would make good savings.

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

If our towns were nicer, safer places then people would be more inclined to visit and walk about, and once they're there I'm sure they can be persuaded to spend money. Increased cycling, increased time outdoors for children, anyone with mobility problems feeling happier about crossing the street... generally a more relaxed atmosphere.

## 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**

Erm, I assume this is a standard question? I'm sure all protected groups will benefit, unless they think they have a right to drive fast through residential neighbourhoods.

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

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?

**Please explain the reasons for your response:**

Meaning a negative impact? I think the social and environmental impact would be very positive if the 20mph limit was enforced and respected. I don't know what the economic impact would be, but personally I'm more likely to spend time - and money - in an area where the traffic is less intrusive.

## 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?

In my own experience as a not-very-confident cycle commuter, I am much happier cycling on 20mph urban roads. 30mph roads feel threatening - they are too fast, they feel aggressive, and drivers take greater risks with the safety of others. I want the public spaces in our towns to feel welcoming and 20mph would support this.