

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 If you choose the second or third option, a name is still required, but it will not be published.

Alison Clark

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

I consider the safety and well being of myself and my family to be important. A speed limit of 20mph would encourage me to allow my children to cycle and walk more independently around the town. Walking and cycling would be safer and more enjoyable for all in the less threatening environment of a 20mph zone. This would lead to a healthier lifestyle, in terms of physical fitness, but also mental wellbeing - fresh air and less rushing with time to walk and talk/think. If children are allowed out alone to walk to school or other places (because roads are safer) then they will build independence and resilience (which is severely threatened by the 'cotton wool' culture we have developed in recent years). As a result of children taking themselves to places, and adults choosing to cycle/walk, less short car journeys will be made. This will further improve the urban environment in terms of safety and pollution. In fact, a lower speed limit should be implemented around schools, and in the busy high street shopping areas a 'shared space' approach - with a presumption of pedestrian priority (for cars and cycles to accommodate). As a driver, a lower speed limit in town allows a much more relaxed and enjoyable experience of driving. Once accepted as the norm, it will help to reduce stress levels in drivers. It can enable eye to eye contact to be made with other road users, and builds an appreciation of car drivers as just one of many road users.

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

I don't know much about the legal processes involved, however making 20 mph the national default speed limit in the built environment seems an efficient and effective way to promote equity in terms of access and safety across the country. It is a simple approach for drivers to remember.

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

Clear and consistent instruction to drivers across the country.
Easily promoted by a national awareness raising campaign.

Cheaper to enforce than a piecemeal approach, saving local councils a lot of money and time.

Benefits to the environment, in terms of less pollution (because of lower emissions, but also because it is likely that fewer short car journeys would be made if walking and cycling was safer)

Benefits to public health - encouraging walking and cycling leading to physical and mental wellbeing/
reducing air pollution.

Benefits to children in terms of independence, as a result of walking and cycling more.

Creating more equitable communities, where all road users are treated with equal importance. All users are better able to access the spaces on and around our roads.

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

I do not see any disadvantages of this proposal.

Any driver frustration which may be anticipated is likely to be offset by the reduction in stress levels resulting from driving at a safer speed.

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.

Change road speed signs from 30 to 20mph.

National awareness raising campaign to introduce the change.

The wheelie bin signs that say '20's plenty' and such things are good and cheap to roll out. It also shows that this is an initiative which is supported by the affected community.

Physical signifiers of the 'gateway' such as road surfaces and pavement widening to show that a slow zone is being entered. This is a long term approach that could be built on year by year in local areas as deemed appropriate by Area Partnerships and Local Councils.

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

In the long term local authorities will not have to pay the costs of complicated legal arrangements to move to 20mph. Apart from an initial advertising campaign and new signs, there are not a lot of costs for the Scottish Government. Motorists will use less fuel, and have less crashes. Other road users will have less crashes. Some people may be encouraged to exchange car journeys for walking/cycling which is cheaper. There will be a reduction in the costs associated with air pollution.

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

As we become used to the slower pace, and begin to change habits such as walking and cycling more instead of choosing to use a car for a short journey, we will see a reduction on the pressure for car parking.

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

disability groups may find it safer and more encouraging to use the roads/cross roads. Old people and slow moving pregnant women (perhaps with a toddler or pram in tow) will feel safer using/crossing roads.

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

I do not think this bill would have a negative impact on any group.

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:

This bill would positively encourage a more sustainable lifestyle, more resilient communities, and reduce costs to motorists.

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?

It is a brilliant idea. Why has it taken so long !!!