

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 If you choose the second or third option, a name is still required, but it will not be published.

Kate Sugden

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 have felt for a long time both as a driver and as a pedestrian and cyclist that 20mph is a more appropriate speed for vehicles to travel at within a town or city. I don't think it's right that people without cars or those who choose not to drive should feel threatened in the urban environment. It should be a shared, respectful place where a pedestrian can cross the road between cars safely, without hurry. I also feel the reduction in engine noise with bring benefits to the well being of those in urban environments.

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?

Enhancement to the lives of all people traveling around their city or town, particularly those traveling by bike or foot, by increasing safety. A change in culture to respect all users of the urban space, rather than motorised traffic dominating.

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

Some routes may end up taking longer for the driver, but the advantages make that acceptable and morally just to me.

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.

If the transition is highly publicised in advance so that everyone knows that on this date everywhere that was previously 30 is 20 then I believe that, like the smoking ban, it will be nationally accepted and broadly adhered to. A public awareness campaign highlighting major benefits of the new limit would help. High visibility police speed checks in the first few weeks.

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		

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

Motorists				X		
Other						X
Police Scotland						

Please explain the reasons for your response

Accidents and health problems are expensive. A reduction through a safe and less polluted environment will save money. Default limit means no need for extensive signage, road markings etc as it is implicit. Reduces lengthy and expensive bureaucratic process on introducing 20mph zones.

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

I think a calmer, less hurried driving environment will benefit driver mental health, as well as that of pedestrians and cyclists.

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

Everyone will benefit.

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

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?

Having felt the benefit of the 20mph zones across Edinburgh, where I live and work, I am now shocked to see traffic driving through busy town streets in other towns at 30mph. It seems so antisocial! I hope 20mph can become the new normal.