

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 If you choose the second or third option, a name is still required, but it will not be published.

Louise Brown

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.

Partially opposed

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 think changes in limits need to be considered over the piece as part of a strategy not a stand alone answer to all the issues listed as justification. I am not convinced by the evidence for reduced emissions/CO2, particularly street furniture is used to obtain these limits (speeding up/slowing down wastes fuel. Cyclist/pedestrian safety can be compromised by slower speeds (less attentive drivers) and requires other provision such as segregated lanes. Public transport in many areas of Scotland is limited and/or expensive, limiting alternative options (what is the impact of lower speed limits for the same traffic density - surely greater congestion and longer journey times?). The option to retain 30 mph limits on 'main thoroughfares' does not tie with the 'greater equality' aim, as often poorer housing and schools in more deprived areas are located on these main thoroughfares, with more expensive housing in suburbs away from the busier roads.

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

Yes (if so, please explain below)

**Please explain the reasons for your response**

Retaining LA powers to determine speed limits, with mandatory requirements for action in the case of areas with proven air quality and/or casualty/accident statistics

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

Slower speeds are likely to reduce casualties, although not necessarily total number of accidents

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

It may remove incentives for LA's to invest in other, better ways of promoting sustainable transport or tackling air quality as it is seen as 'dealt with' by the 20 mph limit.  
Enforcement of the limits  
Additional travel time and impact on work/life balance (50% increase on journey times) where transport by other means is not an option  
Issues described in Question 1

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.

*No Response*

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**

Costs of implementation and enforcement will rise for a significant period (see eg implementation of mobile phone ban). Additional non-fatal accidents may cost more in medical treatment, insurance costs etc. Supporting policies (eg public transport subsidies, cycle lanes) will also cost LA's and Scottish Government. Motorists may have additional costs relating to increased journey times - eg extra childcare.

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

*No Response*

## 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?

Unsure

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?

No

## 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*