

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 If you choose the second or third option, a name is still required, but it will not be published.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

A 20 mph limit would make life safer and more enjoyable for everyone ... children, pedestrians, blind, disabled, wheelchair users, mobility scooter users, cyclists, elderly car drivers. Also, it would help more people to get out of their cars and walk or cycle, leading to a healthier society and reduced costs for the NHS (long term thinking vs short term gain). Apart from those who have a need for speed, everyone benefits in the long run.

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**

Along with 20 mph limits, we should have more segregated cycle lanes and implement presumed liability to further enhance the safety of pedestrians and cyclists, etc.

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

Such a change must not be communicated as just being for the benefit of cyclists. A 20 mph limit would make life safer and more enjoyable for everyone ... children, pedestrians, blind, disabled, wheelchair users, mobility scooter users, cyclists, elderly car drivers. I've seen 30 kph zones in residential areas in Germany & the Netherlands which work really well in my experience of living in Europe. Also, it would help more people to get out of their cars and walk or cycle, leading to a healthier society and reduced costs for the NHS (long term thinking vs short term gain). Presumably roads deteriorate less quickly with reduced speed so maintenance costs would also reduce. Apart from those who have a need for speed, everyone benefits in the long run.

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

None I can think of.

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 marketed poorly, cyclists could be blamed and be the target of road rage (even more so). It must be sold as a benefit to everyone!  
There will always be people who ignore the rules of the road so there would need to be ongoing campaigns to improve peoples' awareness (as has been fairly successfully done with drink driving over the last 20-30 years).  
Signage is important ... occasionally driving in Edinburgh, I find it's not always totally clear which roads are 20 or 30 mph.

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						
Police Scotland						

**Please explain the reasons for your response**

Improved health from walking/cycling would reduce NHS costs over time. Additional costs of signage and advertising campaigns should be offset by reduced road maintenance over time.

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

Reduction in carbon dioxide, particulates, etc. resulting in cleaner air for everyone.

## 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**

Disabled and elderly people would benefit from safer roads. Can't think of any negative impacts for these groups.

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

n/a

## 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:**

Already explained in previous answers

## 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?

Better and cheaper public transport is needed in order to get more people out of their cars (especially in Aberdeen where I live). Buses here are disproportionately more expensive than anywhere else in the UK as far as I'm aware (I used to work for First Bus!).

Presumed Liability is needed to protect pedestrians and cyclists.

Where possible, more segregated cycle lanes are needed to protect cyclists.