

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 If you choose the second or third option, a name is still required, but it will not be published.

John Chivall

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

The huge reduction in death and injury risks when motor vehicles travel at 20mph compared to 30mph is sufficient justification for decreasing the speed limit in built up areas. When the threat of motor vehicles is reduced, people will once more start to feel that the streets belong to them. Cycling and walking will become more realistic transport choices for many, enabling more children to travel to school independently - reducing congestion during "school run" times, and creating a positive feedback loop where a reduced volume of cars around schools will allow more parents to feel comfortable with their children walking and cycling to school. Adults will feel more able to choose active travel modes for everyday journeys, reducing future costs to the NHS as rates of diseases of inactivity are reduced. Traffic noise will be lowered, reducing a source of chronic stress. Air pollution will be reduced with consequent large positive impact on population health. The need for expensive speed cushions and other traffic calming measures will be removed. Road maintenance costs will decrease as slower moving vehicles cause less damage.

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

Without legislation in the Scottish Parliament, local authorities will be left to implement 20mph zones on their own, leading to an inconsistent and confusing patchwork of speed limits. A simple single national limit will be easier to educate drivers on and will be simpler to enforce.

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

See answer to Q1.

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

There will be significant pushback from certain road user group lobbies which will need to be countered with careful and positive messages.

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.

More policing resources will be needed to ensure widespread compliance with the new speed limit. Enforcement measures must be sustained and not just fade out after the initial introduction. Much more widespread use of average speed cameras should be considered to help motorists comply. A positive side effect of more police resource enforcing the speed limit will be better detection of dangerous drivers for other reasons.

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

After the initial signage change, the reduced burden on the health services will more than offset any increased enforcement costs. Local authorities will see reduced road maintenance costs. As more people choose alternatives to car transport, usage costs to motorists will reduce.

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

There will be significant social advantages as streets are rebalanced in favour of people. Small retail businesses will find increased custom as walking and cycling to local shops becomes easier.

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?

Neutral (neither positive nor negative)

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

Please explain the reasons for your response:

All environmental, social and economic impacts will be net positive

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?

This can't come soon enough!