

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 If you choose the second or third option, a name is still required, but it will not be published.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

This is a thoroughly sensible measure which would (if enforced) help to make our built up areas safer for everyone. There is no logical reason to put peoples health and physical safety at risk by maintaining the current 30 mph limit. The only reason for the current 30mph limit is historical and was a compromise to get the 1937 Road Traffic Act through the Westminster Parliament. Before the disastrous Road Traffic Act 1930, the default speed limit in most built up areas had been 20 mph or lower. The 1930 Act scraped speed limits and caused over 100,000 deaths. Even today road deaths are regarded as acceptable collateral damage by the motoring lobby, it is time this changed!

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

There is a mass of evidence to show that enforced speed limit save lives. As the West Midlands Police Traffic Unit have recently pointed out: "The self-enforcing 20mph limit is a myth, take it from experienced traffic officers who regularly pursue vehicles over and around all manner of traffic calming measures at speeds in excess of 60mph, there is no such thing. So when some state 20mph limits shouldn't be enforced, they are in effect "voluntary" we sit here with a quite quizzical look upon our faces. You see no other speed limits have to be self -enforcing, when we drop limits in rural areas, say villages or particularly hazardous country roads, we enforce to ensure compliance, "Smart" motorways with their variable limits have galleries of enforcing cameras. We know 20mph limits are evidently the most important speed limit to our communities, and have the largest potential of any limit to positively effect lifestyle choices and reduce the amount of people killed or seriously injured on our roads, so why not enforce them?"

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

The main advantages of lowering the statutory speed limits in built areas from 30mph to 20mph would be:

Increased safety for ALL

Reduced air pollution

Reduced noise pollution

Making Scotland a better place to live.

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

None

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.

All of the international evidence show that enforcement is the most effective way to maximise compliance, whether that be by the use of speed cameras (these are best hidden and not advertised, the law is there for a reason, it should not be regarded as optional) or active police enforcement.

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						
Police Scotland						

Please explain the reasons for your response

This measure would cut the costs of road maintenance Local Authorities, i.e. lower speed lead to reductions in motor vehicle collision with street furniture. Likewise reductions in the number of motor vehicle collision will lead to reducing the costs of motor insurance and reduced fuel cost.

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

It will make our towns and villages better places to live, where it will be easier, safer and more pleasant to travel from A to B by active means, this will improve the general health of the whole population

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

It will make it easier and safer for people with disabilities to travel by active means in safety and allow them greater freedom of mobility. Currently motor centric policies disadvantage people with disability who do not have access to a motor vehicle, and the majority do not have access to a motor vehicle.

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

There are no negative impact of the proposed Bill on any of these protected groups. In what way is making the roads safer going to be a negative impact?

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:

The proposed Bill, if passed and enforced, will have a positive economic, social and environmental impacts. The current situation is sustainable

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 long over due