

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 If you choose the second or third option, a name is still required, but it will not be published.

Gary Walsh

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 am particularly supportive of the proposal on the grounds of improving safety, improving health, reducing collisions and reduction in air pollution. I would also suggest that noise pollution would be reduced as a result of this measure, which is of particular interest to me as I live adjacent to a main road.

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**

I am fully supportive of this Bill, however I do not think it is the only way of tackling the problems outlined in the consultation document. In addition to this Bill I would suggest that greater priority and investment in the following areas would also have a significant impact. - Regular advanced driving tuition: I believe this should be obligatory for all motorists. I would suggest that drivers should be required to undertake regular advanced tuition and achieve a minimum standard in order to continue to have a licence to drive. I would also suggest that road traffic offences relating to excessive speed should result in mandatory training and examination. Excessive speed is not the direct cause of road fatalities, it is a symptom of poor/dangerous driving. This problem will remain regardless of speed, even if a new 20mph limit is introduced. Tackling driver 'attitudes' through media campaigns is not sufficient. Driver skill needs to be continuously improved by means of regular advanced tuition. Scottish Government could learn a lot on this point from organisations such as Royal Society for the Prevention of Accidents (RoSPA) and Institute of Advanced Motorists (IAM). - Adequate provision of funding for traffic police. There is no point in introducing a new 20mph limit if it is not adequately enforced. - Incentives for active, healthy lifestyles and use of public transport: Provision of city centre bicycles for public use, cycle to work schemes, improved public transport links etc. - Provision of investment and incentives for clean technology e.g. electric vehicles, electric charging points etc.

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

If enforced correctly and complimented with other measures aimed at improving driver skills, improving public transport, investing in clean technology for vehicles, I believe the main advantage would be a cultural shift in attitudes and behaviours relating to transport, health, safety and the environment.

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

If the new laws are not enforced properly through adequate provision of traffic officers, it would make a mockery of the Bill and its intentions.

If the Bill is not seen as part of broader efforts to improve driver skills, reduce collisions, improve health and lifestyles, reduce vehicle emissions etc., it will only serve to prolong the existing piecemeal approach to such issues.

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.

- Obligatory advanced driving tuition at regular intervals for all motorists (20mph requires different use of gears, clutch control, observations etc compared to 30mph).
- A positive points/endorsement system for licencing i.e. points awarded for level of driving proficiency

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.

attained through advanced tuition.

- In addition to fines, mandatory advanced driving tuition for motorists who are cautioned for driving at excessive speeds.
- Increased presence of traffic officers.

## 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						

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?

Positive

**Please explain the reasons for your response**

An increase in levels of health, safety across an entire population will have proportionate effects and particular advantages for protected groups according to their specific circumstances e.g. children will be safer during school pick-up etc.

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

Improvements in public transport (including access) would help to mitigate against any unintended disadvantages

## 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:**

Savings will be made if the desired outcomes are achieved

## 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*