

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 If you choose the second or third option, a name is still required, but it will not be published.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

I have seen the statistics on road casualties and the discussion on how 20mph can help redress health inequalities. I cycle regularly and feel less at risk in slower traffic. Towns and cities should be returned to residents to enjoy, not seen as transit routes.

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

Reducing the speed limit to 20mph hits so many of our current targets, particularly health, pollution reduction, encouraging active travel.

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

More people will consider walking and cycling, with health benefits. It will be safer to walk and cycle too. In some places, shopping will be pleasanter and shops will benefit from increased footfall.

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

It will be frustrating for drivers who are used to basing their estimates of travel time on the 30mph limits. We need to get used to allowing more time if we really need to drive in built-up areas.

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.

It should be easier to comply with the new limits if it is enshrined in law and taught with the highway code. The present system relies on the driver noticing the 20mph signs and there is so much street furniture that it is easy to miss the start of a 20mph zone. (There is in any case a need to review street furniture to minimise distractions for drivers.)

Currently in Edinburgh there is some confusion about where speed limits begin and end. If you miss a sign you are breaking the law. With a 20mph default, if you miss a sign you will be driving 10mph more slowly than you are allowed but not committing an offence.

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

In the longer term, improvements in mental and physical health will represent savings, as will the reduction in road casualties. Initially there will be significant expenditure in introducing the system but in the longer term there will be less spending on repairing roads if vehicles travel more slowly. I cannot put figures on these.

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

Already mentioned

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?

Slightly positive

Please explain the reasons for your response

Possible impacts are on health equality, in that some ethnic communities live in disadvantaged areas, many of them by busy roads and so they will benefit disproportionately from lower traffic speeds and pollution levels.

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

Not aware of any negative impacts

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:

It appears that implementation of a default 20mph will be less costly than the present piecemeal approach to creating 20mph. The public information campaign will be less complex if 20mph is the default speed.

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 I support the proposed Bill.