

# 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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.

Tim Pharoah

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 benefits are clear in terms of safety, noise, even pollution (providing that speeds are steady). Traffic queues at junctions are usually reduced with 20mph limit. The disbenefits are few. Average journey speeds in urban areas are influenced more by the frequency of intersections than by running speed.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

Unsure

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

A change of culture, away from the "car is king" attitude and towards a more caring, aware approach to travel.  
Opportunities opened up for creating streets as places rather than as just thoroughfares.  
Street dimensions can be reduced with 20mph, thus creating opportunities for more space for pedestrians (and/or cyclists, public transport)

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

The need for attaining compliance, so that the few do not spoil driving conditions for the many.  
Campaigns and training may need to be enhanced.  
Speeding needs to develop in the culture as "uncool"  
Colin Buchanan once said "I enjoy the luxury of driving a large powerful car slowly!"  
Eventually, with 20mph the norm, the desire for powerful cars should diminish, saving more in terms of non-renewable resources.

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.

Spot checks with radar are effective. Fixed cameras can help. Average speed cameras are effective out of town, but probably not appropriate in urban areas.  
It can be done without issuing fines, just issuing warnings, which saves on resources.  
But there must also be the threat of penalties.

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**

The costs are mostly up-front costs to roll out the 20mph network. However, there will be some ongoing costs if opportunities are taken to improve the design and layout of streets. These will produce larger benefits however.

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

See earlier answers

## 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

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

Can't think 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

## 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?

Yes - do it as soon as possible!

But please ensure that it is backed by efforts to change the driving culture, not just the legal speed limit.