

# 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 If you choose the second or third option, a name is still required, but it will not be published.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 think it's important to prioritise people using streets in built up areas - people who live, work, study or shop in our communities - above people driving through them at life-threatening speeds. I have felt safer as a cyclist and pedestrian in Edinburgh since the 20mph roll out here.

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?

It would reduce road traffic incidents and reduce the chance of death or serious injury for those that do occur  
It would encourage more people to travel by bike or on foot  
It would refocus our towns and cities towards people and away from cars  
It would have positive health outcomes in terms of increased physical activity and reduced exposure to pollution  
It would present Scotland as a forward-thinking, modern country which cares about the wellbeing of its citizens

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

If the Edinburgh example is anything to go by - a few grumpy whingers in the local press banging on about it for a bit until they get over themselves...  
Issues around enforcement and signage.

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.

Police enforcement would be necessary, but could possibly be tapered off as people get used to the new limit.  
Signage that feeds back to drivers about their speed.  
Park and ride or other measures to keep cars out of town and city centres

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						

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**

Positive impact on age and disability groups through making streets more people-friendly and welcoming.

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

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?

**Please explain the reasons for your response:**

There would perhaps be some costs attached to the changeover, but I believe the longer term effects would be positive in all these 3 areas.

## 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*