

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 If you choose the second or third option, a name is still required, but it will not be published.

Sally Hinchcliffe

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

It would save money overall, speed up the process of bringing 20mph to restricted roads, and be easier for drivers to understand. Overall, 20mph limits are needed if we are to have safer streets for vulnerable road users

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

Local authorities are largely too cash strapped to prioritise 20mph limits out of their limited Cycling Walking and Safer Streets funds. Also it is easier for the Scottish Government to shrug off noisy opposition by a small minority of road users than councils are.

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

- reduction in child pedestrian deaths
- much reduced cost compared to each local authority having to do it piecemeal
- a consistent speed limit making it easier for drivers to comply
- tilting the balance of our streets towards active travel.

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

- if poorly enforced, widespread flouting of the speed limit might bring speed limits overall into disrepute.
- poorly designed traffic calming measures may make roads less safe for cyclists, so this should be tackled in the implementation stages to make sure councils don't feel obliged to put in speed cushions

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.

- speed cameras
- better design of streets overall (for future works), e.g. narrowing carriageways and reducing sight lines to encourage drivers to slow down naturally.

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

Scottish government would take over responsibility for implementing 20mph roll out, thus freeing up local authority funds for other measures Local authorities would not have to implement TROs or run expensive public awareness campaigns Motorists would see small reductions in costs as they would save fuel if driving an electric/hybrid or suitably designed car. If they are encouraged to walk and cycle more as a result then they will see significant reductions in costs, as well as huge health benefits

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

Yes - more people would be willing to cycle and let their children cycle if speed limits were lower (and also the time differential between driving and cycling in urban areas would be reduced, making the bike a more practical means of transport). As some strategic roads would likely remain 30mph, rat running through residential streets would also be slightly reduced.

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

Older people, children, people with disabilities and people caring for children would benefit from safer streets and greater freedom to choose active travel modes.

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

Any enforcement measures should be done automatically (through cameras etc.) to avoid any prejudice against minority ethnic drivers.

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:

By delivering benefits to public health, reduction in traffic casualties and less driving and ultimately lower congestion, the Bill's impact on the environment and economy will be broadly positive. As more deprived communities benefit disproportionately from lower speed limits and are less likely to have access to a car, the social impact would also be positive.

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