

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 If you choose the second or third option, a name is still required, but it will not be published.

William Milne

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 believe the balance in many areas of our cities should be taken away from car use to cyclists and pedestrians. Most drivers in my experience ignore the 30 mph speed limits in towns and cities making the roads dangerous for vulnerable road users like cyclists. Even at 30 mph, the consequences of pedestrians or cyclists being hit by a car can be extreme while far less so at 20 mph or less. There is a pressing environmental need for our roads to be less congested, and many areas register unacceptable emission levels. At the same time, there is an obesity epidemic in this country which is blighting the lives of an increasing number of people and costing the NHS billions. By including exercise from cycling as a regular habit in our daily routines, e.g. by commuting regularly on a bike or walking to work, we would dramatically reduce the incidence of obesity. The infrastructure and the dangerous driving habits, including excessive speed, of motor vehicle drivers seems to be the main reason for putting people off taking up cycling as a regular activity. Anyone who cycles regularly or has tried cycling on our roads will be well aware of this and in agreement, unless they are a motoring correspondent or in total denial.

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

It is difficult enough to enforce legal speed limits in cities. Any attempt to get people to drive at 20 mph without their being mandatory would be futile.

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

Greater feeling of security and safety by pedestrians, cyclists and all road users, and a reduction in the number of fatalities.

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

None.

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.

Heavier fines should be imposed for anyone who breaks the law when behind the wheel of a potential 2 tonne killing machine. This applies to dangerous driving as well as mobile phone use. Speed cameras should be in place wherever possible.

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 net benefit in monetary terms over time could be enormous. For the NHS savings in the care for obesity-related disease if cycle use increased as a result of safer roads would be significant.

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

People would feel safer walking about residential areas, and feel that their children would be safer outside.

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?

Unsure

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

I can't imagine what negative impact speed restrictions would have on such groups.

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:

I would argue that the absence of the proposed Bill would be less sustainable: road use and therefore congestion in our cities would continue to escalate, resulting in greater pollution and associated costs, a need for more money to be spent on roads for increased traffic. With safer roads as a result of a 20 mph limit, less commuters would be in cars and congestion would decrease. Any initial costs for infrastructure change would eventually be outweighed by the benefits already mentioned i.e. less contribution to local and global pollution and less burden on the health service.

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?

I don't think we can afford to hesitate too long on this. I also believe it is one thing to introduce a law e.g. speed limits and use of mobile phones while driving, and another to enforce it. It should be obvious to anyone that a large number of drivers regularly ignore these laws if they think they can get off with it.