

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 If you choose the second or third option, a name is still required, but it will not be published.

Gordon Shepherd

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

In residential and shopping areas pedestrians in particular should take priority and walking & cycling should be encouraged . There are usually many children and older people around. I do not understand why motorists (including van & lorry drivers) feel they are more important than others; in residential and shopping areas 20mph (rather than 30 mph) will make little difference to the motorists' journey time but can make a huge difference to the safety of pedestrians and cyclists. The vehicle noise is also significantly reduced at 20mph. I strongly believe that pedestrians and cyclists should have the priority and that motor vehicles should be discouraged in these areas.

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?

The safety of pedestrians and cyclists is the number one benefit from a reduction of the speed limit in certain areas of our towns and cities. A further benefit will be that the use of private cars is discouraged in areas of towns & cities; the continuing growth in the number of vehicles on our roads is a major concern - clogged roads, emissions & pollution, noise etc - where will it end, if ever? A further benefit will be that walking and cycling (which is to be encouraged) will be much safer.

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

I am a motorist, as well as walker and cyclist. From a personal perspective I do not see disadvantage in a 20 mph speed limit in residential and shopping areas. In fact I do not see that motorists should even get a say in this matter. From a human safety perspective it is 'no brainer' to adopt a max of 20mph.

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.

Communication and education are very important, via publicity campaigns etc. I like the use of flashing signs which remind the driver he is exceeding the speed limit. After a trial period of up to one year heavy fines should be imposed.

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

It is very difficult to quantify the real costs to society. Looking at costs is a narrow view of the situation - if deaths and injuries in towns and cities can be reduced that is a major benefit. Also, arguably taking the existing 30mph speed limit as the starting point (for an increase or reduction in cost) is not appropriate yardstick. Also I do not buy the idea that motorists should be 'entitled' to drive at 30mph in these areas.

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

Where I live there are many roads with cars parked on either side, where vehicles drive at 30mph or more. Trying to cross the road is not easy and with children or as an elderly person it is fraught with anxiety and difficulty. This would be much less if vehicle speed was 20mph - it gives the other people more time to react, and vehicle noise is reduced too. A beneficial side effect may be that use of vehicles in towns is discouraged, with people making greater use of public transport and walking and cycling more.

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

Pregnant mothers and those with young children in these areas should benefit from slower speeds. The other groups are neither advantaged or disadvantaged.

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

I do not foresee any negative impact on these 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

Please explain the reasons for your response:

Reduced speeds may help in several ways - improved fuel mileage; lower impact or wear & tear on road surfaces; less pollution from vehicles. Most importantly less wear & tear on the human beings in the streets (and not in the cars)

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 am a motorist but I do believe that vehicles and their drivers are given too much consideration and too much priority in towns & cities. We need to get motorists out of their cars. In their sealed metal boxes they seem to believe they have a god-given right to speed on our roads, oblivious to the noise and safety risks experienced by pedestrians and cyclists. I think it is blindingly obvious that 20mph should be the max in many areas of our towns & cities especially in residential and shopping districts.