

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 If you choose the second or third option, a name is still required, but it will not be published.

Ron Lawie

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 is evident from professional enquiries that slower speed in the event of a road traffic accident helps considerably in the reduction of injury and likelihood of survival. Nationally there is concern with increasing obesity of the population through inactivity, which in the long term creates pressure on Health services. Health professionals are encouraging people to take more exercise and leave vehicles at home for short distance travel. Furthermore Cycling Scotland and Cycling UK are also encouraging people to get out on their bikes through the big bike revival. I am both a keen walker and cyclist with many years experience of both. Cycling in traffic does not concern me personally, but I started at a time when most families used bicycles as a means of transport with fewer cars. I lead rides for groups and when talking with parents, the greatest obstacle is the fear of fast moving vehicles on busy roads. Walking an elderly friends dog around residential areas is relaxing until one hears a car coming, at which time alertness is necessary due often to the excessive speed of a vehicle for the environment. Reduced speed limits helps with noise pollution, makes drivers more aware and they can react and stop quicker in the event of the need to do so.

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**

Most people lead busy lives and are in a hurry. By introducing the Bill it will become a legal matter and much easier to enforce in the event of breaches. Over time it may be possible to change opinion and behaviours but that would take years to achieve and the legal position would remain at 30mph therefore difficult to address through legal channels. It is a fact of life many people speed at different times and for different reasons but we all run late and pressurise ourselves to be on time. Speed restriction help control this.

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

Noise reduction, improved conditions to allow children to play around their home environment, walking, cycling and in doing so help with their knowledge of road safety. It should also encourage families to walk or cycle locally.

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

The impact on delivery drivers with increased delivery schedules and I am advise Heavy Goods Vehicles also find the 20mph speed difficult to maintain.

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.

A strong and consistent marketing process through media and advertising long before the change is implemented. Robust initial policing with a first offence warning then charges for further breaches. Installation of speed cameras at specific locations of likelihood to speed, i.e..on long stretches or busy pedestrianised areas. Changes to the Highway Code and driver training techniques. Where signage is required changes would be necessary and new schemes installed with traffic calming measures as part of planning consent.

## Page 12: Financial implications

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**

In respect of Scottish government and Local authorities funding would be necessary for the initial campaign to plan, advertise and implement both with education and physical cost of the necessary road signage changes and relevant literature changes i.e. Highway Code, learning packages etc. Motorists would benefit in the long term through reduced fuel costs potentially lower insurance claims/ cost. Other being pedestrian users and children who would all benefit from safer roads to walk, and cycle.

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

Yes. All as previously stated and evidence from current locations, schools etc where the limit is presently in place.

## 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**

other than certain disabilities it would be Neutral with the change of speed beneficial to all public and pedestrians. It may have slight benefits for some people with say hearing or sight impairment and also those less mobile.

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

I cannot foresee any negative impact to the proposal.

## 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:**

Numerous changes to speed limits within towns and cities take place almost annually, this is simply another. road repairs and alterations are a good example and we adapt to these.

## 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?

Given the concerns regarding increasing traffic generally together with the campaign to get people active through walking and cycling and as a means of short travel, I think it is a positive step in the right direction.