

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 If you choose the second or third option, a name is still required, but it will not be published.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

As a pedestrian and cyclist I think a speed limit of 20mph is safer for everyone and particularly the elderly, children and animals. At the moment it is a hassle for local authorities to apply to redesignate roads as 20mph and this would turn current practice on its head.

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

Of course it is now possible to redesignate roads as 20mph but that, as I said in the answer to 1, is a hassle, so making 20mph the default would be an improvement.

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

Roads in built-up areas would be safer for the most vulnerable users, i.e. those not protected by metal shells. I hope that in turn would mean more children could cycle to school (for instance).

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

Drivers will complain that they can't go so fast (but I think priority should be given to the most vulnerable road users).

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.

I think Edinburgh City Council can give best advice on this, given that they have already rolled this out.

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		

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Other				X		
Police Scotland						

Please explain the reasons for your response

Scottish government - reduction in serious injuries would mean a reduction in health care costs; reduction in air pollution (particularly if more people walk or cycle) would again reduce health care costs. Local authorities - cost of signage etc as against savings from not having to put speed bumps on roads Motorists - careful driving at more consistent, lower, speeds will mean fuel savings. Individuals are less likely to be injured and prevented from working. If more people can cycle or walk, they will save money over the cost of driving.

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

As in answer to 6 above, potentially considerable health benefits from reduction in injuries and fumes and increase in walking and cycling.

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?

Neutral (neither positive nor negative)

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

I cannot see any negative impact

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:

Costs of signage, education, etc. far offset by savings in health care. The environmental impact would be very 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?

I note that speed bumps are often ignored, particularly by those with large cars which can drive over them without risking damage.

I understand there is evidence that walkable streets increase shop footfall and social interaction, mean children are more likely to play outside, and make it easier for senior citizens and those with disabilities.

I hope we can adopt this in Scotland to make all our towns and villages places in which everyone can live, move around and interact safely, and not just places for those with cars .