

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 If you choose the second or third option, a name is still required, but it will not be published.

Larry Egar

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**

This is a safer speed for motorised traffic to mix with pedestrians and cyclists. I currently don't like cycling on busy streets but would be happier to do so if traffic flowed at no more than 20mph.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

No

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

Safer for cyclists in particular and also pedestrians. It would increase the uptake of cycling for short journeys. Surveys regularly show plenty of people wish to cycle but are put off by the danger of mixing with traffic. It might also encourage drivers who otherwise were not considering cycling to try it as any journey time advantage of cars over cycling would be reduced.

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

None. Some whinging to start with but it would quickly become the accepted norm.

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.

Police enforcement mainly. How about innovative solutions like speed cameras on busses to monitor oncoming and overtaking traffic. Could have number plate recognition and automatically file any breaches to the police.

## 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			

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

<b>Police Scotland</b>						
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**Please explain the reasons for your response**

Costs for new signage and extra policing. But if automated solutions for policing (such as my previously suggested speed cameras mounted in busses) are adopted there would be an initial capital outlay but thereafter no ongoing costs.

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

Streets will become nicer social spaces with more community interaction.

## 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**

Disabled, pregnant or parents with young children, or anyone with reduced mobility would feel safer and more confident getting around by bike or foot.

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

Can't 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:**

As previously stated, policing of the 20mph limit can be automated, e.g. speed cameras on busses, which would only need an initial capital outlay and thereafter no ongoing costs. Streets would become safer and more conducive to community interaction.

## 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*