

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 If you choose the second or third option, a name is still required, but it will not be published.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

Reduction in road danger in built up areas, with possible improvements for (or fewer barriers to) use of other transport options.

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?

Reduced priority for the most dangerous road users  
Improvements in conditions for pedestrians and cyclists  
Less need for cyclists to use pavements  
Easier for pedestrians and shoppers to cross busy roads  
Lower speed accidents and collisions, which cause less damage and fewer injuries  
Reduced costs for emergency and health services  
Limited degree of compliance required to reduce speeds in busy conditions  
Less use of residential roads as short cuts for motorised traffic

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

*No Response*

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.

Current 20 mph zones are widely disregarded by many drivers so a change in culture will ultimately be required to one which believes that public spaces should be for the people that inhabit them rather than somebody else's preferred mode of transport.  
Other measures which aim to reduce car use, e.g. reducing the number of residential through routes without preventing pedestrian or cycle access, and encourage motorised traffic to use larger and less residential routes would contribute towards many of the same aims (lower traffic speeds in populated areas), and would also contribute towards reducing traffic densities and by reducing some of the existing barriers which prevent people from not using cars for short journeys.  
Legal systems which place the burden of responsibility onto those which introduce hazards onto the streets, by assuming by default that the larger, faster, and more dangerous road user is responsible in collisions would place more responsibility on motorists to watch out for pedestrians and cyclists, and therefore drive more carefully. This would also contribute to lower speeds and improved safety of vulnerable road users.  
Many residential roads in other countries are engineered in such a way as to make driving at speeds in excess of 20 mph challenging. In contrast virtually all road building in the UK has been aimed at increasing driving speeds (the junctions of many residential streets have a large radius on the corner, making the roadway very wide where pedestrians are most likely to try to cross). A change in the design philosophy of residential streets and in the culture of highways engineers will certainly be required in order to make 20 mph roads a reality without extensive enforcement action.

## 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**

Reduced costs of accidents, especially in terms of fatalities and serious injuries, although there may be a higher frequency of low speed incidents which have much more limited cost implications. Improved public health through reduced air pollution and increases in active travel as more people view cars as unsuitable for short journeys.

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

A small reduction in the self-righteousness of motorists in residential areas.

## 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**

Improved conditions for anybody and everybody in populated public places

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

*No Response*

## 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:**

The vast majority of impacts are likely to be 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?

Why has it taken so long?