

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 If you choose the second or third option, a name is still required, but it will not be published.

Guy Johnson

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 an excellent proposal, for a variety of reasons, including improved road safety at lower speeds, making cycling safer and more attractive, reducing costs to individual, society and the NHS from fewer road-related injuries and deaths, and from reduced harmful emissions from diesel vehicles. From an administrative point of view, it will save councils many millions of pounds from no longer having to follow the complex TRO route to reduce urban speed limits, or put up large numbers of 20 mph signs.

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**

My understanding is that a Bill in the Scottish parliament is the only way to make 20mph the default speed limit for all restricted roads in Scotland.

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

As I've previously stated:

A reduction in fatalities and injuries on Scottish roads, with significant financial savings to the NHS and society, as well, of course, to the individuals spared serious and life-changing injury.

Increased cycling, as roads feel and are safer with lower speed limits, and consequent improvements in air quality, health from the exercise benefits of cycling, and lower CO2 emissions.

Reduced emissions of NOX and particulates from diesel vehicles at lower speeds, and consequent health benefits, especially re respiratory and heart disease.

A positive impact on inequalities in society, as the benefits would be felt most by the least well-off, who are the least likely to own a car.

Significant cost savings to hard-pressed councils, as they will no longer have to engage in the complex TRO process, and erect lots of 20 mph signs, when they wish to reduce urban speed limits.

When 20 mph becomes the default speed limit on urban roads throughout Scotland, I expect there will be a gradual 'cultural' change among drivers, who will find it more acceptable to drive at slower safer speeds.

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

Initial hostility from some drivers, but I hope most of this will disappear over time.

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'm not an expert. Maybe roadside placards, social media and TV publicity campaigns, which should emphasise the positive benefits of the new speed limit. I would welcome more police enforcement than at present. I've lived in a 20 mph zone for several years, which is frequently violated, and I've never seen any cars stopped by the police. I don't think the police should be excessively heavy-handed, but I think it would help if drivers knew that there was a realistic chance of them being stopped/fined/having points added, especially if they were still driving at near 30 mph.

## 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**

Major cost reductions likely to be from savings to NHS and broader society from reduced accident rates, and to local councils for reasons given in previous answers. Motorists may experience less wear and tear on vehicles, and possibly ,eventually, reduced insurance premiums ( this is speculative!)

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

Apart from the benefits I've already mentioned, the reduction may ,paradoxically, speed up bus journeys, as it will be easier for them to re-enter traffic flows from bus stops when the traffic is moving more slowly.

## 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**

Positive for these groups to the extent that I believe the proposal will benefit society generally. Older people and those with disabilities should find it easier and safer to cross and negotiate roads.

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

I can't think of a 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:**

I've already explained why I expect the Bill to have social, environmental and financial benefits for Scottish society. So, yes, I'm sure it can be delivered sustainably.

## 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