

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 If you choose the second or third option, a name is still required, but it will not be published.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

Partially opposed

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**

I am in favour of 20mph in cul-de-sacs, residential side streets and places where it is genuinely beneficial such as outside schools or on narrow roads. As a blanket change however, especially on main routes, this is a very bad idea. There needs to be an appropriate balance between safety and getting around efficiently. Main roads, especially those used by buses need to be kept at 30mph. Many people taking a bus have onward connections for trains and other buses. If the first bus is slowed because of a lower limit, the connection may be missed. This might make the journey 20 or 30 minutes longer, each way. This in turn makes the car more attractive especially if it can take a more direct route. In larger cities, a public transport journey without connections can be 45 mins (e.g Napier University to Leith). Add in a slower route and a missed connection then the total journey time is now more like 90 minutes. Car a better option. Asking people to walk or cycle is not a sensible option for many who are elderly, have disabilities or certain health problems (e.g. cancer), plus the Edinburgh weather. The *\*fundamental\** problem is that roads are not safe. If there was *\*less traffic\** they would be safer. You only have to look at how quiet the roads are on public holidays to see that a lot of the traffic is generated from commuters, so cut the unnecessary commuting. There are certain jobs for which appearing in an office is simply cultural and the job can be done just as well from home - clearly jobs such as nursing, teaching, security, social work, shipping goods, emergency services and working in shops on the high street require a person to go there. Going to an office to be on the phone, sitting at a desk or typing at a computer do not. Mandating that such jobs require 2 days a week work from home min (my last two roles have had 2 days a week work from home) would cut *\*unnecessary\** commuting by 40% and have a far bigger impact than the speed limits and would then speed up the roads (to the speed limit) for people who genuinely need them - emergency services, public transport and have a smoother flow of traffic across the city. This is the sort of big picture thinking we should be doing to help disabled people, those with childcare costs and transport costs rather than simply looking at the narrow picture of just speed limits. It is far better to reduce transport needs than to reduce transport speeds. Greener too! Healthier air! Safer streets! Scotland a world leader in using technology!

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?

Some streets would be safer.

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

Public transport would be held up  
Journey times longer  
Vehicles would be travelling in a lower gear for longer, adding to pollution

Misses the point. Reduce transport need, not reduce transport speed.

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.

Really I think the police have enough on their plate without this being added to it.

## 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						

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

no

## 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?

Negative

**Please explain the reasons for your response**

Disabled people: Not all qualify for a blue badge. For them, cycling often not an option. Longer journey times by public transport not attractive.

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

Make sure any route with a bus stays at 30mph.

## 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?

No

**Please explain the reasons for your response:**

Explained earlier. Longer bus times will result in shift to car for some journeys. Slower speeds will result in longer times in lower gears thus adding to pollution. Missed opportunity of reducing transport need, not transport speed. Get people working from home - THAT is a HUGE environmental benefit as well as cost saving especially to the low paid. Scotland could be a world leader here!

## 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?

already covered