

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 If you choose the second or third option, a name is still required, but it will not be published.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

20mph is a far safer speed limit than 30mph. 30mph speed limits are too fast for residential areas, creating a hostile street environment which discourages people from walking and cycling and children from playing. This has also created a vicious circle where people drive as the default mode of transport, bringing with it huge compromises to our physical and mental health and wellbeing and to the appeal of our towns and cities.

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?

Creating safer street environments which will encourage people to walk and cycle and allow children to play in our streets.

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

Traffic enforcement resources would be required to instil the change and improve driving behaviours in residential areas.

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.

Edinburgh is setting a good example with signage, it needs to ensure the signage is maintained until the current generation of drivers changes their driving habits. However, far more enforcement is required – as it stands, I don't think the majority of the driving public acknowledge or adhere to the 20mph limit in Edinburgh.

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						
Police Scotland						

Please explain the reasons for your response

I would see some increases in costs for the government and local authorities with regard to adding and maintaining new signage and in enforcing the new speed limit. Hopefully these would be medium term while the driving culture changes.

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

I believe this reduction will save countless lives, dramatically improve the environment of our towns and cities, have long-term positive impacts to our health and wellbeing and make our country a place that's more desirable to live and invest in if properly enforced.

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

30mph speed limits instil a car dominated environment in our towns and cities which, at it's root, creates inequality that vulnerable groups such as children, the elderly and the disabled are disadvantaged by. Reducing the speed limit to 20mph goes some way to address this inequality.

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

I don't foresee any negative impact on these groups.

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

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?

Please explain the reasons for your response:

The bill will require some short to middle term investment, I think it will have huge benefits to us socially and environmentally.

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 think the bill will go some way to correct the mistakes made historically around how we let car culture dominate the places we live and, if it's passed, I think it would show strong leadership by the Scottish Government to make our country fit for purpose in the 21st century.