

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 If you choose the second or third option, a name is still required, but it will not be published.

Kevin Duffy

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

I cycle to work every day and I'm actively trying to encourage my two kids (aged 12 & 13) to cycle more. Anything that makes the roads safer is good. I've also done some advanced driver training and giving drivers extra "time to react" to hazards by driving slower will reduce the chance of collisions.

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

Legislation is required as voluntary schemes will not be widely followed.

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

As per previous response, safer roads and more cycling participation.

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

Driver frustration, leading to inappropriate actions, e.g. dangerous overtaking. Also, increased use of "rat runs" as drivers try to shave a few seconds off of their increased journey times.

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.

As you suggest, signage and police enforcement; at least as a start. I once read that the three "E's" were important for road safety: Education, Engineering and Enforcement. Tell drivers what you're doing and why. Alter the physical road structure to support positive behaviours and limit negative behaviours. Along with adequately resourced police to oversee compliance.

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			

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

Motorists		X				
Other						X
Police Scotland						

Please explain the reasons for your response

Taken holistically, fewer accidents means less stress on the NHS. Plus less absence from work or school, etc. Does slower traffic mean less physical damage to roads, so a saving on road maintenance costs? Overall environmental benefits also.

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

Might persuade more people to take an alternative (non-car) mode of transport.

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?

Unsure

Please explain the reasons for your response

Only PC that I can see that's relevant here is age. Younger people can be less predictable on the roads due to inexperience. I might add that I'm a solicitor who specialises in employment law.

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

n/a

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:

For the aforementioned reasons, I think this bill would have a proactively positive effect on society and the environment.

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?

This is only one (albeit important) part of an overall road safety strategy. To get fewer cars on the road we need to make the alternatives as attractive as possible. As an entirely biased and partisan supporter of cycling, having more cycle lanes and - just as importantly - secure and weatherproof cycle storage at common destinations (city centres, for example) is required.