

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 If you choose the second or third option, a name is still required, but it will not be published.

Thomas McFadden

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 think that reducing the speed limit to 20mph in urban and residential areas will enable significant safety improvements whilst having a very low impact on drivers' journeys.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

Unsure

**Please explain the reasons for your response**

I don't think that all of the aims could be met in a better way, although increased enforcement of existing speed limits and of reckless behaviour by drivers of motor vehicles would help.

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

Fewer road accidents  
Less severe injuries to people when accidents occur  
Promotion of lifestyle changes, encouraging walking & cycling  
Reduced energy consumption and improved air quality

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

none

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 your question suggests, increased signage and police enforcement  
Good communications so that drivers know that the change is coming and understand why it is importance  
Communications also promoting alternatives to driving such as cycling, walking and use of public transport.  
Alignment of new limits with arrangements for improved facilities for pedestrians and cyclists

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**

I think that Scottish and Local Government will incur moderate/ low costs in implementing the new arrangements. Once operational, I expect that the arrangements would be cost neutral. I expect that the cost of enforcing the rules could be offset by revenue from fines levied on non compliant drivers. Motorists may see a very small increase in cost due to increased fuel consumption and wear & tear on vehicles. However, the improved environment for other road users such as cyclists and pedestrians could encourage motorists to seek other forms of transport, and save money as a result. As I mention above, increased use of alternative forms of transport will enable some people to save money.

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

I listed the main benefits I think will be achieved in question 3

## 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**

I think that the bill will have a positive impact across the whole population and that protected groups will benefit from the same advantages as everyone else. However, I don't think that any of the benefits will specifically support protected groups more than other areas of the population.

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

Similar to my response to question 8, I think that any negative impact would apply across the population and would not be specific to protected 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

## 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 Response*