

# 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".)

Academic with expertise in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.

Dr Gordon Miller

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**

Strong negative correlation between vehicle speed and deaths and severe injuries 20 m/h is quite adequate for travel in urban areas Much urban traffic already proceeds at less than 20 m/h

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**

Bill in Scottish Parliament is surely the best way to restrict road speeds

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

Fewer deaths - particularly of children  
 Fewer serious injuries  
 Less strain on already overstretched NHS resources  
 Greater safety for cyclists

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

Perhaps more traffic pollution  
 Perhaps reduced fuel economy

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.

Clear signposting  
 Advertising campaign in all media  
 Well-publicised prosecutions of offenders  
 Severe penalties in terms of fines and driving bans

## 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				

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

<b>Local Authorities</b>		X				
<b>Motorists</b>		X				
<b>Other</b>			X			
<b>Police Scotland</b>						

**Please explain the reasons for your response**

Difficult to forecast but clearly some increase in costs - partially recouped by fines on offenders?

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

Much less stressful urban environment

## 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?

Neutral (neither positive nor negative)

**Please explain the reasons for your response**

Obvious answer!

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

Can't think of any negative impacts

## 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:**

Gains far outweigh any possible disadvantages

## 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?

None - just get on with it!