

# 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".)

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 If you choose the second or third option, a name is still required, but it will not be published.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

Having spent two years delivering activities to encourage adults to cycle, I found that the most common reason given for not wanting to cycle is that the roads are not safe. I believe that there is an element of truth to this, but that it is also a question of perception. I think that having a default 20mph speed limit in residential areas would help to address both of these issues: by reducing the speed of traffic, and by improving the perceived safety of the roads for cyclists. However, I think that the effectiveness of this will to a significant extent be affected by the extent and effectiveness of the associated publicity. In order to address both environmental protection (climate change and pollution) and social equality (enabling people without access to cars to access services and amenities), I believe that it is crucial to reduce the volume of cars on the roads and increase the amount of walking and cycling. I think that this proposed legislation could play a key role in achieving this, by encouraging people to walk and cycle more - which, in the long run, would hopefully lead to town planning focussing more on access by sustainable modes of transport than at present.

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**

I believe that the easiest way to facilitate more 20mph zones is through national legislation for two reasons: - making 20mph limits the default will alter people's awareness and behaviour more than the current piecemeal approach. - this will make it easier for councils to introduce 20mph zones - through my transport work with councils, I have become aware of the frustrating and time-consuming nature of the process of securing TROs.

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

- improved road safety for cyclists and pedestrians through reduction in traffic speed.
- improved perception of road safety for cyclists - thus encouraging more people to cycle on residential roads.
- increased levels of cycling leading to: improved air quality, more liveable neighbourhoods, better health, and safer streets.
- cost savings to the NHS through increased levels of physical activity and the resultant health benefits.
- cost savings to councils who want more 20mph zones.

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

If public support is not garnered, this could be unpopular with drivers, who may feel victimised and worry that their journey times will increase.

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.

Widespread publicity in advance of the introduction of the legislation to highlight the benefits of the scheme and garner public support.

## 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						

**Please explain the reasons for your response**

Presumably the cost of introducing the legislation and national publicity would be borne by the Scottish Government, rather than local authorities (LAs), as at present. It appears likely that LAs will save money by reducing the numbers of TROs required.

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

I think the main ones have been highlighted by the consultation document and my earlier answers.

## 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**

I think this would benefit people under 17, by helping to improve their transport options when they are too young to drive.

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

*No Response*

## 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:**

By encouraging more people to cycle, I think this could help to increase social equality, help the environment, improve health levels and save the NHS money. I think this proposal would bring about wide-ranging long-term benefits.

## 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 this is an excellent proposal and I fully support it.