

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 If you choose the second or third option, a name is still required, but it will not be published.

Sarah Robinson

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.

Partially 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**

In order for this to be effective I believe that the specific areas in which the 20 limit would be applicable needs to be more clearly defined.

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**

If the aim is to reduce injury/death in residential areas it may have some impact, however, enforcement of 30mph is difficult and enforcement of 20 might be even harder. A reduced policing capacity means that speeding is low on the agenda. Better education campaigns about road crossing, etc, is crucial particularly with the distraction of mobile phones as demonstrated by all types of road users. If the aim is to improve air quality then electric cars need to be brought in earlier. If the aim is to improve health, I do not think that a 20mph speed limit will encourage more people to walk or cycle. People walk if they feel safe enough to do so and this is mostly dependant on such factors as pavement, a safe place to cross, street lighting. Cyclists will cycle if they feel safe to do so.

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

Hopefully more residential areas where there is a dense population of people and a greater number of children (e.g. housing estates) with a lower speed limit.

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

Costly to implement  
Difficult to enforce  
Further takes away the individuals sense of their own responsibility for acting in a safe manner

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.

Buy in from people. In order to adhere to it they need to agree that it is the right solution.

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 do not see any potential cost saving. It would be expensive to implement (new signage for example) and the local council and tax payer would bear the brunt of this. Given the shocking state of education and the NHS I am sure that most people would not see this as a priority.

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

Difficult to see at this moment in time what the benefits will be.

## 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**

I cannot see that this is relevant at all.

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

I would like to think that when we are discussing a topic such as this which effects everyone we need to consider what is best for everyone!

## 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?

No

**Please explain the reasons for your response:**

It is difficult to say. There is no indication of how much this is likely to cost (not just in money, time also). There is no cost/benefit analysis.

## 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 needs to be looked at a lot more carefully. A broad brush approach will not work. This change needs to be fully costed and a cost benefit analysis undertaken. It also needs to be made clear who will bear the burden of the cost. The Scottish Government should not make legislation which it expects local councils to enforce without providing them with the funding to do so.