

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 If you choose the second or third option, a name is still required, but it will not be published.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

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 am a cyclist, pedestrian and driver. When I drive, there are sufficient traffic calming measures on our roads. We have speed bumps, variable traffic warning lights near schools. These measures in my opinion will not bring the stated benefits of reducing injury rates and deaths as stated in the aims of this consultation. My opinion is that the focus needs to be on driver behaviour and improved public transport, not another traffic calming measure in areas where the traffic is already slow because of congestion, speed bumps and poor public transport or non-existent cycle lanes.

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

Yes (if so, please explain below)

**Please explain the reasons for your response**

Look at pedestrianising where possible, and coupling this to improvements to retail access on foot/public transport/cycling. Encourage people to get out of their cars. Spend money on multiple systems of transport, rail/tram/cycling/bus. Address road deaths & injuries by analysing the data and targeting the cause.

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

The only advantage I can think of is people will think it is easier to walk/cycle than driving at 20mph.

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

Lack of enforcement means it is likely that the public will exceed the limit anyway.

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.

I am opposed to a 20mph speed limit, however the only way I can think of that would guarantee compliance is speed cameras and law enforcement. This will be costly, and I think the benefits of 20mph will be limited.

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						
Local Authorities	X					
Motorists						
Other						
Police Scotland						

**Please explain the reasons for your response**

This measure will require more road furniture, signage, speed cameras, policing, education campaigns.

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

I cannot think of any other benefits, other than making driving redundant where you have a choice of other modes 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?

Neutral (neither positive nor negative)

**Please explain the reasons for your response**

I dont think speed limit changes are going to uniquely impact any specific group of society.

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?

No

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

No. If the bill is introduced, then ongoing compliance will require ongoing effort, and this will cost money. If the aim is to reduce injury and death by vehicle accident, then more research on the design of roads is needed. Reducing traffic to a crawl in urban areas may just mean that you have the same number of cars moving slowly down the road at 20mph generating pollution. What about looking at the phasing of traffic lights. In Berlin the traffic lights are phased to cycle quickly so cars do not sit and wait for long. You could standardise the through put speed and put up signs saying, lights phased for 30mph on this road etc.

## 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?

Yes - don't focus on speed which is just one parameter of transport and safety.  
Focus on a more integrated systems approach so that the result is efficiency and safety.  
Get an expert party together and take all the money that would have been spent on this bill, and set this aside as their budget for a workshop or set of consultations with the goal of reducing injuries and deaths and improving individual choices for transport.