

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 If you choose the second or third option, a name is still required, but it will not be published.

Moritz Kraft

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**

Residential streets need to be transformed back into the public spaces they used to be. Along with car-free city centres, 20mph limits are a good first step in that direction.

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**

Extending 20mph limits to all residential areas is only a first step but a vital one.

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

Increased safety, decreased pollution, more pleasant streets. An opportunity to encourage more use of public transport and active travel.

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

Not seeing any disadvantages.

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.

More police presence would certainly help, as would more positive publicity.

## 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

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

Police  
Scotland

**Please explain the reasons for your response**

Not given this a lot of thought to be honest, but in my view this is the kind of thing that money should be spent on anyway.

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

Could be a stepping stone to a less car-centric society.

## 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**

If streets become more liveable public spaces again that's certainly positive for everyone, but especially for less mobile people.

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:**

It alleviates the past and present disproportionate economic, social and environmental impact of the car culture - so, 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?

I'd probably look into dropping the speed limit even further in some areas.