

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 If you choose the second or third option, a name is still required, but it will not be published.

Ferg McCulloch

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

It will make urban streets more useable by pedestrians and cyclists. It will improve safety for children, meaning they will enjoy a freer and healthier childhood. It will encourage people to make more journeys without a car as they are less likely to feel they need a car for their protection. It will make the streets quieter, more attractive places to be. It will make parents' lives less stressful as they will have to worry less about their children.

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

Legislation is an effective way to encourage drivers to behave responsibly and to make them aware that their behaviour is dangerous or antisocial. Drink-driving and seatbelt legislation are good examples.

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

It will make urban streets more useable by pedestrians and cyclists.
It will improve safety for children, meaning they will enjoy a freer and healthier childhood.
It will encourage people to make more journeys without a car as they are less likely to feel they need a car for their protection.
It will encourage people to make more journeys without a car because it may be quicker to cycle.
It will make the streets quieter, more attractive places to be.
It will make parents' lives less stressful as they will have to worry less about their children.

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

As a careful driver, I do not perceive any disadvantage.

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.

Speed-sensing signs to warn drivers who go too fast and congratulate those who don't.
Physical traffic calming measures such as chicane and obstacles.
Zebra crossings at regular intervals.
Strictly enforced priority for pedestrians and cyclists.
Narrower roads and wider footpaths.

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

Investment would be needed to make the changes work and to educate the public. Perhaps signage or advertising could be used to remind drivers that going at 20 instead of 30 will not significantly increase their journeytime. Drivers would use less fuel. The whole community would benefit from more useable urban routes and spaces.

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

Maybe it will help to remind people that roads are for everyone, not just for motorists.

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

Everyone, regardless of who they are, will benefit from cleaner, quieter, safer streets. Even the ones who think they get no benefit will actually benefit.

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

Education is needed to remind those who think they are adversely affected of the benefits to them and to others.

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:

The impact will be positive in all these areas.

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?

Consider speed limiting technology in New cars. My sat nav tells me (fairly reliably) the speed limit. If it were linked to a limiter in my car, I would have no option but to comply.