

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 If you choose the second or third option, a name is still required, but it will not be published.

Aoibhe O'Callaghan

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 recently relocated to Eskbank from Leith, I was surprised at the speed of vehicles on residential roads such as Abbey Road, Eskbank Road and Dalkeith Road. One of our reasons for moving was to enable a better quality of life where we would get around on foot more. My children walk to school and the speed of cars on Abbey Road in particular is dangerous and most cars drive over the 30/40mph. There is a pedestrian crossing and cars often don't see it in time and drive through the red light with children about to cross the road. Similarly in the St David's housing development, where we now live, the vehicular traffic especially of non-residents, is of concern to parents whose children play out on the streets and cycle on the roads. St David's would also greatly benefit from a 20mph speed sign and road markings. This would make the whole area far more child, pedestrian and cyclist friendly. Dalkeith town centre would also benefit from a slide pace of traffic. A greater awareness of the importance of driving at safe speeds in residential areas would benefit Dalkeith overall.

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**

In order to be taken seriously it needs to be a legal requirement with enforceable penalties if drivers don't comply.

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

A reduction in accidents or incidents caused by speed.  
A greater awareness among drivers of safe speeds and of other road users and pedestrians.  
An encouragement to residents to walk and use the paths with less risk from speeding cars.  
Creating an environment that respects pedestrians and cyclists and encourages children to walk and cycle to school and hobbies.

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

If the proposal was carried out or implemented in a blanket manner for all roads in the area (would cause driver frustration) or with inconsistent or irrational sequences or changes in road speed limits (would cause irritation and lack of attention to changes in road speed limits).  
A hearts and minds campaign would help gather public support and consultation where possible as well as a staggered transition with a good communications and advertising strategy (e.g. Fliers in school bags advertising benefits of speed reduction and statistics on road safety and benefits for children and those on foot as well as drivers).

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.

Consistent signage and some kind of staggered or staged signage for 'counting down' from a 30 to a 20mph speed limit.  
Painted signage on the tarmac and SLOW DOWN warnings.  
An awareness campaign promoted through schools and clubs so that children bring home the message to parents/carers (drivers) that the restrictions will result in improved quality of life for all.

## 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**

My guess is that initial outlay for implementation would be costly but over time, the speed restrictions would reduce costs of services because of reduces number of road accidents, improved standard of living and increased uptake in exercise allowed by safer roads leading to fewer health complications caused by inactivity.

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

Overall I believe that in the long term health outcomes will be improved from increased walking/cycling due to safer roads.

## 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**

Because all groups benefit from a reduction in road accidents and improved road safety and greater numbers of people cycling and walking on safer, slower roads.

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

The opportunity should be taken to create cycle lanes and make roads and walkways and paths more user friendly for wheelchairs and mobility scooters.

## 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

## 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 would assume this to be a positive step.