

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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.

Lizbeth Collie

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

This would help in the process of transforming our communities into places where residents and visitors alike can be active and social instead of cowering on the pavements and feeling that they have to be in a car themselves to be safe. The proposal would encourage and enable walking and cycling and so would benefit the local and global environment, individual health and the social and economic lives of our living places.

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

This measure would give a huge boost to all the other work communities and organisations such as Sustrans are doing. Making 20mph the default would release their energy to concentrate on other measures.

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

The proposal would encourage active travel which brings a wealth of benefits, see for example <https://www.gov.uk/government/publications/economic-case-for-active-travel-the-health-benefits> Having volunteered in my children's primary school on the Safer Routes to School group, I know that in our village the single biggest barrier to choosing active travel is the speed of cars. We are forever telling children to be more active but we as grown-ups don't make it safe and pleasant for them to walk and scoot and cycle and even just play and socialise in the streets they live in. In addition we are facing a health time bomb due to an ageing population and enabling more active lives for all ages will help tackle this alarming problem. All other measures to promote active travel, support local economies and revitalise our communities will be "multiplied up" by the proposal.

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

6 months of people complaining before they accept that it is a good idea. Like the smoking ban.

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 indication signs, police enforcement, but most importantly the installation of traffic calming measures which are well designed with strong input from communities rather than being "bolted on".

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

This measure would hugely encourage active travel, and the economic case is clear eg as above <https://www.gov.uk/government/publications/economic-case-for-active-travel-the-health-benefits> Motorists would benefit by slightly reduced fuel costs but mostly because it would be easier and more attractive to not drive, saving money and becoming a citizen first and a motorist second. I'm a driver and a cyclist and a pedestrian and a runner etc etc but I am a person, not just a mode of transport.

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

Tons, as above. Economic, social, environmental, health. Fun! It's no fun living somewhere when you can't cross the road or chat to a neighbour for the traffic danger, noise and pollution.

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

The least well off, who don't drive, will benefit because the cheapest modes of transport will become more pleasant. The elderly will benefit because the streets will be more social and safer to use. Anyone who takes a bit longer to cross the road will benefit: some disabled people, pregnant women, people pushing prams or walking with children etc. With more people using the streets rather than simply speeding through, women will be safer: noone likes walking alone down a deserted street to the bus stop with cars whizzing by.

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

I can't think of anything negative.

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:

This measure is really really cheap to implement and will bring huge benefits. It's a no brainer.

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?

You'll gather from my responses that I feel really strongly about this... Especially with the very welcome announcement of the doubling of the budget for active travel, it would show that Scotland is looking to the future of our communities and our place in the world. It is straightforward and it is cheap. It makes a lot more sense financially socially and environmentally than dualling the A9, say...