

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 If you choose the second or third option, a name is still required, but it will not be published.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

The roads need to be safer for pedestrians and cyclists.

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

No

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

Fewer collisions involving vehicles.  
Less serious consequences of collisions involving vehicles.  
More people walking or cycling instead of driving.  
Less congestion and more reliable journey times, due to fewer vehicles on the road and smoother traffic speeds (less accelerating to 30mph between sets of traffic lights).  
Cleaner air, due mainly to fewer vehicles on the road.

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

*No Response*

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.

Education (on \*why\* we have 20mph speed limits) and police enforcement is very important. Drivers must believe they are better off adhering to the speed limit.

## 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?

<b>Police Scotland</b>						
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**Please explain the reasons for your response**

Whilst there will be some financial costs involved for the government and local authorities, I expect these to be offset by savings in health costs due to the reduced frequency and severity of collisions involving vehicles. Motorists should also benefit from lower congestion levels and more predictable journey times. People who feel able to walk or cycle instead of driving will reap significant financial benefits.

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

*No Response*

## 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**

There will be particular benefits for anyone who experiences greater than average problems crossing busy streets, or who may not normally feel comfortable walking or cycling along busy roads. These groups include people with disabilities, children, elderly people, people who are pregnant and those caring for young children.

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

I can't think of any negative impacts to be mitigated.

## 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 bill will have a positive effect on society and the environment, and is likely to have an overall financial benefit. It is inherently sustainable.

## 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?

Perhaps the bill isn't the place for this, but where there are multiple "arterial" roads running parallel to each other (as in South Edinburgh with Liberton Brae, Lasswade Road, Gilmerton Road and Dalkeith Road), \*at least\* one of them should be 20mph, so that there is always \*a\* safer route for cyclists. Obviously, the converse ("at least one should be 30mph") does NOT apply.