

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 If you choose the second or third option, a name is still required, but it will not be published.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

it lowers the risk of fatal injuries in road accidents with car involvement it means it is safer to cycle and hopefully more people will get cycling (as safety is usually the number 1 reason why they don't). following on from that, congestion, obesity and air pollution are all improved - major win for everyone and a massive saving for individuals, the NHS and the council

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

top-down approach to make it the same everywhere also makes it easier to remember for drivers

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

more active travel, i.e. cycling and walking
healthier people (lower obesity rates, lower asthma and other pollution-related illnesses)

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

n/a

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.

- a national public awareness campaign, explaining what the change is and why it's happening
- changes to the UK Highway code, to make drivers aware longer term
- a consistent programme of enforcement, backed up with cameras.
- changes to our road design manuals so that new roads in built-up areas do not invite higher speeds
- encourage 'road diets' that narrow existing urban roads, for example using cycling infrastructure or safer crossings (humped crossings at the level of the pavement) so that there is less temptation to speed.

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

Scottish Government - some increase for campaigns in the short term (reduction in the long term via health savings) Local Authorities - some decrease no campaigns any more as now done on national level motorists - some decrease reduced congestion means faster travel times, slower speed means better fuel economy a few (many?) would also be tempted to use other means of transport, thus saving even more (refer to study that on average you could save £9k a year if you switch your car for your bike for short trips) other - significant reduction services: fewer casualties, faster response times (for emergency services), less burden on the health service (obesity and pollution-related illnesses), reduced losses due to employees being ill public: reduced health costs, higher productivity, possibility of switching from car to bike

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

built-up areas will be much nicer environments

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

children and people with reduced mobility will be able to participate in traffic much more as it is safe and easy to do so

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

N/A

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:
see previous answers

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?

N/A