

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 If you choose the second or third option, a name is still required, but it will not be published.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

If we want to take road safety as seriously as other areas of our society, 20mph default is a obvious step towards that. We should be aiming for zero road deaths. It also makes it more fair on those who can't or don't want to rely on cars to travel.

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**

Any other way of getting large areas of roads to 20mph will take too long and involve wasted effort on individual implementation of small areas.

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

- Its a relatively cheap measure that gives a big impact to road safety over Scotland. Avoids many individual consultations of smaller areas with costs resources, time and money.
- Consistency. It raises the bar on how safe we want our streets in all towns and cities, drivers will be expected to drive more slowly.
- Saves lives.
- When building new streets or redesigning new streets, by default its clear to design to 20mph. Design standards would require separate legislation, but is another, important, story.

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

None.

It is true that it won't address the layout of 20 mph streets that are easy to speed on. But redesigning a street for 20mph needs its speed limit reduced anyway. Lets get that speed limit step out of the way.

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.

- New standards for 20mph roads, the environment should intrinsically feel you can't drive faster than 20mph. Existing streets should be modified to prevent stretches of long wide straight roads. Rat-runs to be eliminated. Surface changed from smooth tarmac to sets, like brick common in the Netherlands; the extra sound created makes drivers go slower. Side road entrances should have pavement extended over the side road, better for people walking, makes drivers go slow.
- National campaign so people are aware of new law.

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**

It depends on the time-scale of the financial implications. I'm thinking about 10 years from now. There will be some upfront costs to implementing the 20mph default but the potential savings should cover that. - Local councils won't have to implement their own individual schemes. -Savings from reduced accidents, it is a financial burden on everyone involved in KSI incidents. Costs of Emergency services, medical cover, loss of earnings. -Health saving from average improved health, 20mph can contribute to walking and cycling becoming more attractive due to safer, more pleasant environment. -Energy savings for cars, a steady sub 20mph speed is more efficient than speeding up to higher speeds and breaking heavily again at the next junction/traffic lights.

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

Generally streets could become a bit more pleasant to be around, high streets would be a more attractive place to stay and sustain a local economy. Invisible people in society may show up more. Of course, traffic volumes may still need to be reduced to get the full potential of pleasant high streets.

## 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**

This would be an improvement to many invisible people in society, disabled and children are not able to easily travel independently and safely. Right now there is a significant portion of society physically isolated because they cannot get out and about the town or local area due to the hostile motor traffic. I understand that 25% of people in London with physical disabilities use bicycles, it is easily a mobility aid, not the preserve of fit and strong. You can see how much freedom children and disabled people have in the Netherlands, they just don't face the same obstacles we do in the UK and they can contribute better to society as a result. The speed limits implemented in the NL have contributed to this enabling environment, many residential speed limits are down to 10 mph.

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

I don't see any negative impact to these groups.

## 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:**

Not passing this bill would be the opposite of sustainability. This bill can contribute to an environment more suited to walking and cycling. We really have to reduce our motorised transport use and travel more using our own power. We often forget that even though cars get more efficient we just use them more, which negate the efficiency gains many times over. Human powered transport also has huge boosts to health savings. For elderly people, if they can't drive any more, they may be able to get 10 more productive years by being able to travel independently by scooter or cycling.

## 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?

Often you have country roads that don't have a central marker. Visibility can be low and have tight bends, yet national speed limits apply. Up to 60mph.

Of course you can say that you should drive to the road conditions, but from the point of view of people walking, horse-riding or cycling, even that's not enough. Especially if driving standards are not as high as they should be. It can be isolating in the countryside if a narrow country road is used as a rat run and there's no public access paths to use to enjoy the countryside or do a run or to cycle to town. Especially if you are a child.

Perhaps for country roads below a certain width or without a central line, a default speed limit should be used rather than 60mph.