

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 If you choose the second or third option, a name is still required, but it will not be published.

Tony Turvey

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

I fully support the proposed reduction of vehicle speed from 30mph to 20mph. Not only would this reduce injury in accidents between vehicles and pedestrians/ cyclists by reducing average speeds but it would allow drivers to have more time to react to situations. I am a regular cyclist and daily I see examples of very poor driving from a small number of people together with unintended careless driving practices by more. The vast majority of drivers are careful and courteous to other drivers, cyclists and pedestrians maintaining streets as safe places for people. However, the minority who drive at speeds in excess of the current speed limits, carry out 'close pass' or other dangerous manoeuvres increases risks particularly to walkers and cyclists. One major obstacle to achieving the benefits of increased active travel (improved health, reduced pollution etc) is that people do not feel safe amongst higher speed traffic. Reducing street traffic speeds to 20 mph would make streets places for people. Just as average speed cameras are making main routes safer by reducing average speeds the lower urban speed limit would bring great benefits to local communities.

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

A significant number of drivers expected the legal 30 mph limits. Legal enforcement of lower speeds will be needed to change their behaviour.

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

Many local communities are divided by busy roads with increased traffic making it hard for people to cycle along, or walk safely across roads. Lower speeds would increase time available for drivers to react and also reduce the injuries in any accidents (both fatalities and serious injury).

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

Initially there might be frustration at perceived longer journey times but if traffic flow systems are improved average speeds can be maintained. For example in London the traffic average speed is 13-14 mph so a limit of 20 mph would not necessarily increase overall journey times?

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.

Increased traffic police time to enforce adherence to lower speeds.
Trials of 'average speed' camera technology that is working well on arterial routes to busy urban routes - especially in peak traffic flow times.
Continued roll out of Police Scotland 'close pass' driver education projects to create safety around cyclists.
Improved public transport and active transport networks to give people alternative transport to cars.

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

Lower speeds should reduce fuel costs while driving, less queuing time at junctions should reduce fuel costs while idle. Police and council costs for improving active/public transport would be offset by reduced legal and healthcare costs due to accident investigations, prosecutions, and injury treatment and rehabilitation.

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

It will be safer for pedestrians to cross the road.
 Injuries at lower speed of impact are significantly lower - fewer fatalities or serious injuries would be expected.
 Cyclists would be closer to vehicle speed making for less risky overtaking on narrow busy roads, more time for drivers to make safe overtaking your lists to feel safer on the 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?

Neutral (neither positive nor negative)

Please explain the reasons for your response

I would expect everyone to benefit.

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

Not specifically.

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:

Reduced speed will lead to reduced pollution hot spots, this will have gains of reduced healthcare and environmental costs (including contribution to global warming) Delivery firms will creatively innovate to provide goods and services economically. Increased online working, reduced travel through home working or longer term shifts in people living close to workplaces will reduce total travel and commuting times.

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?

Public transport such as buses should have more priority lanes / points where they can overtake private vehicles especially in peak traffic times so public transport is quicker to make it more popular.