

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 If you choose the second or third option, a name is still required, but it will not be published.

Gareth Cheeseman

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**

From the evidence I have seen this will reduce the number and severity of traffic injuries suffered by pedestrians and cyclists; especially children. Further I think by making the roads safer and more people will be willing to try cycling instead of driving.

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**

I feel that the current situation, where 20mph zones are created piecemeal and often public spaces are not inviting to pedestrians and cyclists, is evidence enough that other ways of delivering the aims of the proposal are not sufficient.

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

A reduction in the number and severity of traffic inflicted injuries, especially in children. An increase in active forms of transport and consequential reduction in the use of private vehicular transport.

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

None.

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 cameras. Advertising campaigns similar to those that have made drink driving such a socially unacceptable activity. Appropriate punitive measures for breaking the limits, such as automatic points off driving licenses.

## 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	

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

<b>Local Authorities</b>					X	
<b>Motorists</b>			X			
<b>Other</b>					X	
<b>Police Scotland</b>						

**Please explain the reasons for your response**

I would imagine there would be a reduction in costs for both the immediate cost of treating injuries but also longterm healthcare costs as more people fit exercise into their daily commute. There may even be a reduction in costs for motorists' fuel as slower moving traffic could flow more smoothly with less stopping and starting.

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

Generally our urban areas will be more pleasant, especially if it helps with a reduction of the use of private motor vehicles.

## 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**

It will have positive effect for everyone; for protected and unprotected groups alike.

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

I can't envisage any negative impact that would need to be minimised or avoided.

## 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

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?

**Please explain the reasons for your response:**

The bill would have positive impacts for sustainability – increasing exercise, reducing healthcosts, reducing fuel use and air pollution.

## 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?

*No Response*