

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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.

Anna Semlyen, 20's Plenty for Us

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

20mph limits are key to safer streets, Vision Zero (zero road deaths), are popular, affordable and have a host of benefit for the environment and quality of life - quieter, cleaner, better for anyone vulnerable, encouraging walking and cycling, traffic reduction, reduced loneliness, better for local shops, reduced congestion and more

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 national default 20 is the best way to get compliance from drivers with slower speeds. Cheaper for local authorities, more understanding from drivers. A national marketing campaign is cheaper overall than authorities doing it individually

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

Safer, clear, cleaner air quality, encourages active travel, savings to NHS and social care budgets, prevents suffering, quieter

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.

National TV ads with sportsmen and women supporting it
Clear signing of roads at higher limits
Some high profile enforcement at first initially
Cameras
Council and licensed vehicles made to comply as pacer vehicles

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 govt saves in reduced NHS and social care costs. Local govts save in not having to do their own 20mph schemes with TROs. Roads dont deteriorate so quickly at slower speeds. Motorists reduce fuel use 12 % and crashes 20% . Thiswill positively affect maintenance and insurance claims/costs as well as avoiding pain and suffering or time lost from other activities such as work or care Businesses benefit from reduced sick leave

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

Lots of benefits on physical and mental health.
 Increase in physical activity levels has a massive health economic pay off
 Noise is halved
 Air quality improves
 There are so many benefits including community cohesion, local economy improves
 Children and olddr people gain more independent mobility which is a huge benefit. It frees up their carers to do other work

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

Vulnerable benefit from slower speeds. Its proven better for health equality

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

Not applicable

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:

Ver sustainable policy

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?

Consult with the expert Rod King MBE of 20's Plenty for Us