

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 If you choose the second or third option, a name is still required, but it will not be published.

L.Hunter

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

When 20mph was trialled in a neighbourhood I lived in, the difference was amazing. In the longterm, being able to cross the road without feeling like a scared rabbit, made me feel more relaxed and improved my sense of wellbeing. Noise was also reduced. I sometimes cycle, and I also noticed a real difference in how I experienced my travel when cycling. Definitely less stressful and more enjoyable. There seems to be some fault in driver education, that plants in people an idea of having greater entitlement to urban streets than unprotected road users or residents. This must change, and the 20mph legislation will be a strong message that could enhance a new take on driver education that emphasises courtesy, safety and humility in traffic. We must also start to influence vehicle manufacturers to stop using marketing that sells their product on the basis of it being "fun" or "powerful" or even "sexy". This type of marketing is part of what leads to cars/lorries being used in aggressive, violent ways and people exhibiting irresponsibly dangerous driving styles. Everyone who drives must be taught to be constantly aware that they are personally creating more than a reasonable amount of air and noise pollution, and that they must take steps to reduce this impact whenever possible. The 20mph limit is a start to increasing this awareness and behavioural change. I strongly support this legislation.

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

Respectful and safe driving must be enforceable by law. It won't happen by itself.

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

- reduced air pollution
- reduced noise pollution
- a new climate of respect and courtesy on urban streets
- reduced mortality and injury among unprotected road users
- longterm health benefits in terms of reduced stress for pedestrians and cyclists
- people-friendlier cities and towns
- makes Scottish towns and cities more attractive to tourism
- makes Scottish towns and cities more attractive to business (business can more easily attract the best workers)
- lessens the load on the NHS and emergency services

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.

I have been told by police officers that there was an issue with the duration of stop signals at intersections that would need to be adjusted in areas moving from 30mph to 20mph. Resources will have to be allocated to make this adjustment.

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.

I think the advertising campaign being used in Edinburgh. where children are making the 20 mph point to motorists is very effective.

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 | | |
| Local Authorities | | | | | X | |
| Motorists | | | | X | | |
| Other | | | | | | |
| Police Scotland | | | | | | |

Please explain the reasons for your response

There will be a reduction in costs for the NHS and emergency services because there will be fewer accidents and injuries, and the effects of those accidents that do occur will be less severe because of the reduced speed. This is a cost reduction for the Scottish Gov't. Driving efficiently reduces fuel consumption and lowers stress. Fewer and less catastrophic accidents saves money on insurance. Switching to public transit and active travel when possible improves health and well-being and lowers costs. This is a cost reduction for motorists. Safer, traffic-calmed urban centres will find it easier to attract businesses to establish manufacturing and services in Scotland. This brings in more council tax and more inhabitants to use and pay for council services.

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

Please see my earlier responses.

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

Lowering of speed limits leads to safer, quieter, less polluted streets for older people, pregnant women and

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?

mums with small children. There is no point in promoting exercise and active travel if there is no environment in which it can happen that is safe and has clean air. The amount of anti-social driving we now have, for example in aggressive, hostile behaviour in traffic towards cyclists and pedestrians would be reduced. It's hard to drive too fast when everyone else is doing 20 mph. The 20 mph speed limit sends a clear message that just sitting in a car or a lorry does not make you "King of the Road". Anti-social driving is a greater threat to women, POC, people who dress in a way reflecting their gender choice, religion or ethnic origin as these people are more often targeted. For example, a same-sex couple walking hand in hand down the street, can awaken road rage in a homophobic motorist and are then at greater risk when the speed limit is higher than 20 mph.

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

I cannot see that there is any negative impact on any of the protected 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:

I think we are at a juncture in time when motorised vehicles will be transforming, with regard to the technologies used. The unrealistic 20th century ideal of people living in the suburbs and driving, one person per car, into the cities is inappropriate in the 21st century, due to growing population and increased urbanisation. I think we will see legislation in the future limiting the size and type of vehicle that will be allowed into urban areas. Urban areas will become walkable and enjoyable places to live, work and shop, instead of polluted, noisy unsafe and stressful car sewers. A healthier, less stressed populace can only have positive effects on a country's economy, environment and social well-being.

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?

Let's get it done as soon as possible!