

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 If you choose the second or third option, a name is still required, but it will not be published.

John Lafferty

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**

As a cyclist and pedestrian I would feel safer if the speed limit was 20mph. I believe it is also the case that the extent of injuries suffered in the event of collisions is vastly reduced if speed is restricted to this level. This in turn would mean less cost to health services treating victims. As a driver I feel that the imposition of such a limit would contribute greatly to the safety of all road users. The main issue with this idea however is how it will be policed because only if offenders are caught and prosecuted will it have the desired effect.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

Unsure

**Please explain the reasons for your response**

I'm not sure if local authorities could successfully impose such restrictions but think that maybe if legislation was at a national level then consistency would be assured.

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

Children and adults might be more likely to walk and cycle if the streets were safer, thereby helping to promote health.  
A reduction in accidents and the consequent cost of accident and emergency care.  
Less collisions and hopefully a reduction in insurance costs for road users.

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

The only disadvantage which occurs to me would be the additional cost of policing the new limit.

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.

Television advertising of the new limit accompanied by details of the benefits would put the message across to the general public. Posters in every fuel supplier's forecourt would remind drivers at frequent intervals. An increase in the use of random speed checks, perhaps carried out by traffic wardens who would pass details of offenders to the police.

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**

Finance for changes to signage and the provision of additional policing would fall on both central and local government but be slightly offset by savings in health care and infrastructure damage. Motorists would hopefully save on fuel and repair costs if a reduction in collisions ensued.

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

More people might use public transport, walk and cycle if they realised that it was quicker cleaner and safer to do so rather than getting in to their car without a second thought.

## 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?

Slightly positive

**Please explain the reasons for your response**

safer streets mean more people will use them and this will have a general benefit in terms of public health.

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

Don't know.

## 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?

Unsure

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

Their may be some additional costs to distributors and suppliers of goods in the more time will be required to deliver goods to outlets which implies greater staff costs for the extra time but the benefits to society generally would outweigh the impact of those.

## 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?

It should be combined with the improvement of safe cycle infrastructure and more policing of pavement parking.