

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 If you choose the second or third option, a name is still required, but it will not be published.

Lizzie Reather

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

Reducing vehicle speeds results in fewer and less severe collisions, particularly for vulnerable road users. It also makes for a more pleasant and subjectively safe environment which is likely to be better for businesses (contributing to regeneration of our high streets), tourism, air quality etc. Lower vehicle speeds contribute to children being more likely to travel actively to school, which increases their happiness, health and independence.

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 don't believe so. I have seen local efforts to reduce speed limits but these tend to be limited and piecemeal. In my view a blanket reduction of the default across Scotland would be the simplest and most effective option. It would also set a good example to the rest of the UK.

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

Road danger reduction and improved safety, especially for vulnerable road users.
Cleaner, quieter and safer-feeling streets (there may also be a reduction in traffic in built up areas as drivers may change their journeys to reach trunk roads with less time spent in built up areas, instead of rat-running)
Positive health and wellbeing impacts from increased active travel.
Sends a clear signal that the Scottish Government values vulnerable road users and wants to promote active travel.
Streets with lower average speeds promote social interactions and lead to more cohesive communities.
There is plenty of evidence to support these views:
<http://www.brake.org.uk/assets/docs/GO20toolkit/GO20-report-sep15.pdf>
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1127572/>
<http://www.roadsafetyknowledgecentre.org.uk/downloads/20mph-reportv1.0-FINAL.pdf>

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

Some people who drive, and think they have a right to drive faster than is safe for the surroundings, may be upset and try to raise negative publicity for the Government on the issue.

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.

Public education campaign similar to the successful drink driving and speeding campaigns, to make careless and dangerous driving as socially unacceptable as it should be.
Police enforcement.
Local enforcement through initiatives such as community speedwatch.
Education in schools (not the awful victim-blaming road safety campaign that places all the responsibility on children to make themselves safe, <http://www.gosafewithziggy.com/> but real Road Danger Reduction approaches that put responsibility with the source of risk, and support people to challenge dangerous and careless behaviour by drivers.
Traffic light cameras to penalise drivers for jumping red lights would also be useful.

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					X	
Police Scotland						

Please explain the reasons for your response

Expect that there will be an initial increase in cost as signage has to be replaced: this burden will probably fall on local authorities. Revenue could be raised from speed cameras and traffic light cameras to offset this and reinforce the message. Health and wellbeing benefits from crash reduction and increases in active travel will, over time, outweigh the setup costs.

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

See earlier answer and the references cited there - there are lots of positives from reducing the speed limit including more cohesive communities and improved environment for local business and tourism, etc.

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

Women are less likely to be drivers, and more likely to walk or use public transport and so will benefit from this change.

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

NA

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 this Bill is essential for sustainability, as it helps to move Scotland away from unsustainable modes of transport and towards a more economically, socially and environmentally sustainable future.

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?

All the evidence supports this measure and others like it. Please do it!