

# Proposed Restricted Roads (20mph Limit) (Scotland) Bill

## Page 2: About you

Are you responding as an individual or on behalf of an organisation?

on behalf of an organisation

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".)

*No Response*

Please select the category which best describes your organisation

Third sector (charitable, campaigning, social enterprise, voluntary, non-profit)

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 If you choose the second or third option, a name is still required, but it will not be published.

Norman Armstrong free wheel north

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**

To save lives and create better places for people, especially children and the vulnerable

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

Yes (if so, please explain below)

**Please explain the reasons for your response**

Streets designed for low speed, such as homezones and removing lanes. Also removing filter lanes and making one way streets two way.

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

Healthier more vibrant communities, the return to streets fit for children and stonger local economy populated by corner shops, post offices, primary schools and so on.

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

*No Response*

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.

Design speed is the whole thing. Policing around signage is irrelevant and completely ignored by drivers. speed is determined be the shape and width of the road. Homezone features however are profoundly 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	

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

<b>Other</b>					X	
<b>Police Scotland</b>						

**Please explain the reasons for your response**

Diabetes alone costs Scotland £3m a day. There are gigantic costs associated with obesity and air pollution. Speed reduction will make active street life possible and attractive, massively reducing the costs to society of everything from car crashes to respiratory diseases.

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

Quality of life will be immeasurably increased including reduction of chronic loneliness affecting especially older people imprisoned by high speed roads.

## 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**

Disabled people will be able to access their communities and cross the road. Pregnant women and their infants will have cleaner air

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

There are no negatives

## 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:**

Economic effects are wholly positive. Communities can knit back together forging links between local producers and consumers as people can better traverse space

## 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?

Do it rather than talk about ad infinitum