

# 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 would like this response to be anonymous (the response may be published, but no name)

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 If you choose the second or third option, a name is still required, but it will not be published.

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**

The high number of road casualties must be addressed. The priority of movement on the streets between pedestrians and wheeled traffic is unreasonably biased to the latter. Pedestrianised areas can provide a more enjoyable experience. The cost to the community of the traffic casualties in hospital treatment and personal circumstances is not acceptable. Speed limits must be enforced. Parking offences are fined heavily but parking is not the cause of the traffic casualties. Speeding kills and injures but is not being appropriately dealt with. 20mph zones should not be confined to towns and cities. There are many country lanes and villages where 20mph limits would be appropriate. The scheme should be applied across the whole of the UK.

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**

This enforcement of new speed limits must be applied UK wide

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

The application and enforcement of this bill should not be piecemeal but UK wide. The purpose being to introduce a safer and more considerate environment on our streets and roads. Payment of road tax should not be seen as an entitlement to a priority on the roads.  
A reduction in road casualties will save money and more important it will save lives.

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

As a motorist for 50 years and cyclist for 70 years and a pedestrian for longer I believe this is an important step in improving our environment.  
I can see no disadvantages.

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.

Advertising should emphasise the advantages to our safety and improved environment.  
Enforcement should be strict but appropriate. At low speed small infringements easily occur eg 25 mph but 30 mph is deliberate and should be dealt with as such.

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**

The cost to the government should be significant with a reduction in road casualties. The savings to local authorities and road users may be less but worthwhile in encouraging better driving skills and allowing all road users to use them more safely therefore healthily by cycling and walking.

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

As a motorist I have noticed an improved attitude in driving behaviour and an acceptance of the benefits of a more considerate driving experience. Speed encourages an aggressive driving attitude and more intolerant behaviour with consequences for peoples mental and physical health. It saves on fuel too!

## 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**

A considerate attitude in everyday behaviour is beneficial to all society and driving is a significant activity in that it affects all in the society.

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

There will be a minority who will object to what they see as infringement of their liberty to do as they wish whatever the consequences to other people. Their is a role for the motor manufacturers to change their advertising approach to emphasis the benefits of considerate driving skills to all.

## 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:**

The future for traffic control in society is moving quickly to robotic vehicles. Speed controls and automatic collision avoidance are all available and will contribute to a safer and therefore more economic environment.

## 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?

The 20mph bill is big step in the direction of control of traffic to be a means of safe convenient travel and not the dangerous threat to every day safety for people that it is at the moment.