

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 If you choose the second or third option, a name is still required, but it will not be published.

Sarah-Jane McArthur

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

I regularly cycle and walk with my children to school and around the local area. It is too dangerous for them to cycle on the roads with a 30mph limit which means I often have them cycling on the pavement - which isn't very safe either. I'm also not keen on them walking to school alone as I'm not confident that there are sufficient safe crossing points. Drivers still drive far too fast through 'twenty's plenty' areas - taking insufficient account of the hazards of residential streets - parked cars, children crossing, pets on the loose, elderly residents etc. all either obstructing the road or without the same level of awareness or ability to react to fast moving traffic. A global 20 mph limit would, in my view, focus the minds of drivers as 20 would then be the 'norm' rather than the exception. I rarely drive above 20mph in a residential street - there is rarely sufficient space or sufficient visibility to go faster safely. It doesn't seem to impact my journey times and it provides a much more pleasant driving experience too.

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

Local authorities currently have powers to implement more 20mph speed limits but they have not done so for a variety of reasons. Many of them set out in the consultation document. The practical reality is that local authorities are resource constrained and many of them will be unlikely to dedicate the people or cash required to implement more 20mph speed limits. Implementing a default setting through a Bill in the Scottish Parliament would relieve that pressure albeit that there would need to be some resource dedicated to identifying the opt-out roads. And I'm sure that it is correct that there would be some roads where a 30mph limit would be appropriate.

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

Improved road safety for all - particularly vulnerable road users. And let me be clear, if that is the only advantage then the bill is worthwhile progressing.

Hopefully more children playing outdoors because it would be safer for them to do so.

Reduced vehicle pollution - particularly with the increase in hybrid vehicles which at that speed are more likely to be running on full electric.

Encouraging more people to walk and cycle on local journeys - particularly where it isn't much slower than taking the car!

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

Enforcement is probably the main disadvantage. Although it is not really a disadvantage of the proposal as such but more a limitation on its effectiveness. It is not realistic to expect speed cameras or traffic police on every street and so compliance will largely depend on encouraging behaviour change in the majority of drivers - perhaps by encouraging local campaigns. In problem areas, practical measures such as speed bumps should be considered.

There are probably roads where a 30mph limit is still appropriate - particularly those that join up urban areas and where pedestrians and cyclists may already be segregated. It may cause frustration for motorists if it takes local authorities too long to make sure that these roads are exempt. That may impact overall compliance with the measures.

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.

See response to Q4. Behaviour change is key. Campaigns similar to the smoking ban should be put in place. There is not an unlimited supply of police officers and so police enforcement should be targeted at particular problem areas however, resources should be set aside for an enforcement increase soon after introduction. More signage should be introduced (with or without the bill).

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

I'm unsure generally what budgets are currently allocated to this but I assume there would need to be a little additional resource allocated centrally for enforcement. Presumably for local authorities - opt outs would be cheaper than the volume of TROs to implement 20mph limits.

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

See answer to previous question on advantages.

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

Vulnerable road users - elderly, deaf, blind, children, wheelchair users would all be safer.

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?

Yes

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?

no