

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 If you choose the second or third option, a name is still required, but it will not be published.

Ian Nicholson

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.

Partially 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**

Fully supportive of 20mph being the default speed limit in residential and retail environments. Where there is an arterial route through a town the default should be 30mph.

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**

Piecemeal designation by local councils is too slow and in many cases relies on non-mandatory speed limits. It's confusing for motorists to have different speed limits in different cities or even different areas of the same city, a default 20mph would make life simplest for motorists as well as safer for pedestrians and cyclists.

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

Increased safety for pedestrians and cyclists.

In turn this should lead to more people choosing to walk or cycle and therefore less polluted, pleasanter urban environments.

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

It will take time for motorists to acclimatise to the change.  
Some journey times may be increased.

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.

Apparently many, older speed cameras cannot be set to a low enough speed - though 25mph would be a perfectly acceptable setting).  
Where possible older cameras in urban areas should be moved to other locations and replaced with newer models.

## 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**

For a brief period, new signage would increase costs for Government and local Government. However, once the system is in place there would be no difference from the current situation. Motorists may find the lower speed limit marginally affects fuel economy - research seems to suggest they'd be better off but many motorists dispute this as it would mean driving in a lower gear. As streets would be safer and less polluted this would encourage some to take up cycling or to increase the number of journeys they make on foot or by bike which would save them money on fuel and/or public transport.

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

Much pleasanter urban environments which would be good for retailers, cafes, etc.  
Less pollution and more people walking/cycling would be good for the health of the population and reduce costs to the NHS.

## 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 for elderly and disabled people.

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:**

A previous answer - apart from a short period which would involve initial costs to alter existing signage the costs should be negligible.

## 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 Response*