

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 If you choose the second or third option, a name is still required, but it will not be published.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

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

I would be fully supportive if: - 20, 30, and 40mph zones are clearly marked - there'd be 30 and 40mph through-routes to ease traffic congestion - more cycle paths that are physically separated from motorised traffic (railings, etc.) be provided to encourage cycling, as road safety is a major deterrent for taking up cycling, especially with children.

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

Unsure

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

- 1 - safety
- 2 - noise reduction
- 3 - pollution reduction (car emissions + non-motorised transport)

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

- 1 - congestion
- 2 - piecemeal or slow implementation leading to confusion (and fines)

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.

- Clear, unambiguous signage.
- Positive messaging around safety, environment protection, etc. in the media and billboards around town.
- No or very low fines, at least at first, to preempt this being seen as a cynical scamming / hidden tax measure.

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			

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

Motorists			X			
Other				X		
Police Scotland						

Please explain the reasons for your response

- Short term: investment in signage, etc. - Mid-term: mostly neutral as compared to current speed limits - Long-term: savings for NHS (fewer accidents, reduced health complications due to air pollution)

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

Reducing noise pollution in cities would be a huge benefit that would reduce chronic stress and improve general health and wellbeing.
Encouraging non-motorised transport (bicycles, roller-skates, etc.) -- if suitable cycling paths are provided -- would increase physical activity.
Together, such measures would contribute making inner cities more people-friendly and less for cars.

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

Generally, protected groups would all benefit to the same extent as the rest of the population. It may be that people with disabilities may benefit even more if they are disproportionately victims of road accidents?

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

I can't think of how a difference in 10mph could be disproportionately negative for any of the protected groups.

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 Response