

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 If you choose the second or third option, a name is still required, but it will not be published.

Euan Muir

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

Safety: The slower an object is moving the less damage it does on impact. This is particularly true with vulnerable road users - pedestrians and cyclists. Subjective safety: The perceived threat motor traffic poses to vulnerable road users is, amongst others, dependent on the speed of said traffic. Reducing this speed will likely have a positive effect on reducing people's reluctance to engage in these active activities. Noise reduction: The faster a motor vehicle moves the greater the noise from friction. Motor traffic noise acts as a stressor on people's day-to-day lives and so reducing speed will likely have a positive impact on this. Restricting motor traffic: Send a clear message that our towns and cities are for people and motor traffic is a guest in this environment. SatNav: Reducing the average speed of a journey by motor vehicles through a town or city will encourage SatNavs to direct traffic to choose ring roads or bypasses, thereby freeing our towns and cities from motor traffic domination.

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

No

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

Changing the focus away from prioritising private motor traffic to other transport modes
Saving lives and reducing road traffic violence

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.

Self-enforcing speed limits are the most effective. This is done through changing our physical environments to send a clear message that motor traffic are guests and there are other road users. The Dutch are particularly good at this and developed a safety model known as "Sustainable Safety" or to put it in more accessible terms "Systematic Safety".

Examples of changes that can be made:

- Raised tables at junctions to slow motor traffic
- Noisy surfaces, such as bricks, to make it seem drivers are driving faster than they are
- Continuous pavements and cycle tracks over minor side roads
- Narrowing carriageways
- One way systems for motor traffic only
- Change road colour to be consistent with a residential area (often redish)
- Narrowing geometries to slow motor traffic at junctions
- Filtered permeability - preventing motor traffic from using short cuts through residential streets

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						
Police Scotland						

Please explain the reasons for your response

Scottish Government: -Increasing levels of active travel will have big reductions on the burden of poor health from inactivity on the NHS. It's one of the most cost effective measures we can take. -Active travel will become more available and thereby reducing problems of transport poverty. -Reducing the costs from handling the victims of road traffic violence
 Local Authorities: -Initial cost of implementing measures - Generally less externalities from motor traffic impacting on local populations and the associated problems generated

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

Start a discussion around how we design our physical environment and how we can move away from the motor traffic dominated design that we've used in the past.

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

People with a disability: They often use human sized transport and may need to "drive" on the carriageway. Slower speeds will help with that. Age: Loneliness and isolation is a problem in our elderly population, sometimes from the loss of driving. Cycling, in its various forms, or electric scootering can provide them the means to get around. Slower speeds will make that feel more safe.

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

No Response

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 bill will likely have a positive impact on improving active travel rates - something that affects many areas of society.

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?

Self-reinforcement through changes in our physical environment.