

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 If you choose the second or third option, a name is still required, but it will not be published.

Peter Brown

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

Most drivers do not deliberately or carelessly hit pedestrians or cyclists. Generally it is accidental, and generally happens very quickly, before the driver has even had a chance to apply the brake. By dropping the speed of the vehicle from 30mph to 20mph the chances of killing drop from around 50/50 to about 10%, making driving considerably less dangerous to others. Additionally it becomes much easier at lower speeds to cross a junction, whether as a driver or a pedestrian, which further enhances safety. And finally the noise nuisance is reduced as road noise at 20 is much less than at 30

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?

Increased road safety, decreased noise and pollution. Better street environments

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

Educating dinosaur drivers as to the reason for the measure. Many will see it as a completely unwarranted intrusion on their liberty

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.

Education, education, education.
A public information campaign to show what happens when somebody steps in front of a vehicle and how the drivers foot is not even on the brake at the point of impact with the human body.

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		

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

Other			X			
Police Scotland						

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

Less brake pad and tyre wear which leave a toxic dust on the roads
 Less dirt transferred to facades of neighbouring houses and boundary walls
 Less damage to property from vehicle spray
 Less nuisance to pedestrians from vehicle spray
 Smoother interactions at intersections amongst all road users due to possibility of eye contact, which is lost at higher speeds

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

Less mobile and less confident pedestrians will find it much easier to interact with traffic. Less confident cyclists will be encouraged. Less confident drivers will be empowered

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:

Provided the appropriate public education campaigns are undertaken before during and after implementation I cannot see any major sustainability barriers.

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