

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 If you choose the second or third option, a name is still required, but it will not be published.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

Fully Supportive

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

This proposal is the best way to deliver on its aims and on Scottish Government policy, which supports 20mph zones in residential areas. Currently local authorities must embark on an expensive, time consuming process to change the limit which can yield patchwork results. 30mph should be made the exception rather than the rule.

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

The proposal will make our streets safer, and therefore will unlock the potential for higher rates of walking and cycling, leading to modal shift and lower overall levels of air pollution and carbon emissions from the transport sector. There is also evidence that 20mph zones encourage smoother driving and therefore fewer emissions, particularly of NOx and PM from diesel cars.

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

I do not see any disadvantage with the proposal.

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.

A combination of advertising, signage, and police enforcement should be used to maximise compliance. Traffic calming measures such as speed humps should be avoided where possible due to their potential to cause stop/start driving.

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						

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

Please explain the reasons for your response

The proposal has the potential to create financial savings for Scotland and in particular, for local authorities. The current model is inefficient. A change of the default limit would require just one Scotland-wide change and associated campaign rather than individual councils having to go through relevant Traffic Regulation Orders, launching targeted campaigns, etc.

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

Safer streets will make for more pleasant and socially cohesive urban environments with potential benefits to local businesses, happier residents, and more thriving communities. Fewer road casualties, the potential increases in walking and cycling, and the potential reductions in pollution will lead to a healthier and more active society, with associated cost savings to the NHS. A lower speed limit will also make Scotland, and Scottish cities in particular, a safer and more attractive destination for visitors.

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

30% of people don't have access to a car and yet our streetscapes are dominated by cars. Evidence also shows that people living in deprived communities are more likely to suffer in road crashes, so making streets safer will contribute to a more equal society.

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

There is no negative impact of the Bill on equality.

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:

I strongly believe that the proposed bill can be delivered sustainably and without having likely future disproportionate economic, social and/or environmental impacts.

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