

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 If you choose the second or third option, a name is still required, but it will not be published.

Dion William Trevarthen

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**

While the statistical evidence supports the proposal, for the reduction of harm to pedestrians, the entire number of cars using these roads makes me wonder if this is realistic, given the emphasis given to cutting journey times for reasons of cost or convenience on longer distance routes. I am not sure if there is a possibility of increased congestion as a result of slower more even flow of traffic.

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

Unsure

**Please explain the reasons for your response**

I am not sure whether this idea could be introduced locally in areas with a greater problem with vehicle use.

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

Reduction in fatalities on the roads, lower pollution overall. The encouragement of more safety conscious driving.

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

A possibility of increased reckless driving away from built up areas to make up for lost time.

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.

An explanation of the reasoning behind the measures. A clear explanation of maximum penalties. A reasoned approach in cases of personal emergencies. A declaration of the extent of public support for the measures.

## 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      |

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

|                          |  |   |   |  |  |   |
|--------------------------|--|---|---|--|--|---|
| <b>Local Authorities</b> |  |   | X |  |  |   |
| <b>Motorists</b>         |  | X |   |  |  |   |
| <b>Other</b>             |  |   |   |  |  | X |
| <b>Police Scotland</b>   |  |   |   |  |  |   |

**Please explain the reasons for your response**

I am not sure how the financial gains in treatment of those injured would balance against the cost of administration and advertising. If there was a good level of awareness of the advantages of the plan, I would hope that revenue from penalties would balance policing costs. I would expect there to be some financial burden on motorists due to lost hours at work, possibility for some of having to change work due to reduction of feasible distance of travel.

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

The health and safety benefits would be the most important. A reduction in stress as more people switch to use of public transport. The increased possibility for cycling to work. A reduction in non essential or recreational car use.

## 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**

A reduction in the possibility of people in any of these groups coming to harm on the roads. More predictable journey times if a reduction in traffic volume can be achieved,

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

A reduced penalty or selective enforcement in cases of medical emergency.

## 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 environmental and social benefits in the long term will be positive. The economic benefits are inseparable from these in the long term.

## 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?

A reasoned approach to selection of the roads to be included or excluded from this limit.