

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

on behalf of an organisation

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".)

No Response

Please select the category which best describes your organisation

Third sector (charitable, campaigning, social enterprise, voluntary, non-profit)

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 If you choose the second or third option, a name is still required, but it will not be published.

St. Andrew's First Aid

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

As a health charity, concerned with accident prevention and with the health inequalities agenda, we obviously have an interest in reducing the need for emergency first aid or medical assistance. It is well established that lower speed limits substantially reduce the risk of serious or fatal injury to pedestrians.

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?

Reduced accident risk and outcome severity. Lower vehicle emissions and noise. Minimal impact on individual travel times, in reality, plus lower vehicle costs. Successfully adopted elsewhere in Europe and (I believe) Australia. Possible promotion of walking and (especially) cycling, with consequent health benefits.

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

Can't see any, other than the inevitable whining of motorist lobbyists and Clarkson types. As noted, no evidence that this policy would increase journey times.

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.

Enforcement good, of course, but this is an area where the "nudge effect" comes into play. In other words, people are more likely to comply if social pressures for compliance exist, to the point that friends and neighbours would think it unacceptable behaviour to drive at 30 in built up areas. This will require a sustained public information campaign, drink driving style, over some years.

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						
Police Scotland						

Please explain the reasons for your response

Pretty difficult to say without access to detailed research but I would expect that the long term cost savings to the health service would comfortably outweigh the short term costs of promoting the policy. Meanwhile, vehicle operating costs for individual motorists should reduce.

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

As already stated above.

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?

Neutral (neither positive nor negative)

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

Not applicable imo.

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?

I would be happy to join any planned campaign in support of such a measure.

