

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 If you choose the second or third option, a name is still required, but it will not be published.

Scottish Cycling

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

Scottish Cycling is in favour of making 20 mph the default speed limit on restricted roads as it will make it safer for cyclists who use Scotland's roads. It has been proven to be a safe speed limit with about 20% fewer casualties and 7-10 times fewer fatalities. Scottish Cycling aims to develop a nation of cyclists, whether they are riding for the first time or performing at an elite level, and therefore support anything that will make Scotland a safer place to ride bikes, or encourage more people to take up cycling.

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

Scottish Cycling believe that by creating a new default speed limit for restricted areas then it will ensure consistency across all areas of Scotland, as opposed to targeting each local authority and town centre individually to sign up to a 20 mph limit. It will set a good standard in Scotland, and be a good example for the rest of the World looking to improve road safety, and encourage active travel by bike.

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

The main advantage of the proposal to make 20 mph the default speed limit on restricted roads is the impact it will have on road safety for vulnerable road users – such as cyclists, runners and pedestrians. It has been proven that the lower the speed limit, the less casualties on the road. Scottish Cycling want to encourage as many people to take up cycling as possible, and for them not to be put off by traffic on the roads. By slowing down the traffic, this will make the roads safer for these vulnerable road users.

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

N/A

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.

No Response

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

Although there may be initial costs with new signage and education for motorists, this will be made back again in less casualties or road traffic incidents.

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

No Response

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?

N/A

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?

No Response