

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 If you choose the second or third option, a name is still required, but it will not be published.

Donald Mitchell

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

I am fully conversant with the campaign led by Rod King (20's Plenty) and the body of evidence supporting this initiative.

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

The current piece meal implementation of 20mph limits is an inferior means,

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

Proven safer - about 20% fewer casualties and 7-10 times fewer fatalities.
Every 1mph less reduces crashes 5-6%
Helps all road users in built up areas
20mph limits where people are best practice according to the World Health Organisation and many other health and environmental bodies
Healthier population who will walk and cycle more, reducing NHS and social care costs
Contributes to the 'Duty of Care' of the vulnerable - especially children, who eyesight isn't developed enough to reliably cross with traffic at 25mph until 14 years old
Pays for itself within the first year
Cleaner and quieter - less air and noise pollution
Better for independence and equality, especially for the vulnerable
Simpler and eight times cheaper than town by town 20mph limits
Quicker to implement than town by town 20mph limits
Compliance improves from country-wide messaging to drivers and conformity of limits.
Easier for police to enforce.
Fits with Vision Zero – the principle that no-one should die or be seriously injured on roads

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

None

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.

Schools initiatives

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

Benefits in relation to health and costs required for piece meal implementation

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?

Positive

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

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