

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 If you choose the second or third option, a name is still required, but it will not be published.

Daniel Pacey

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

Increase in safety for vulnerable road users as a result of more time to react to potential accidents and 20 mph leading to better outcomes in the case of accidents. Easier for cyclists to take the lane amongst traffic, but the 20 mph limit in Central Edinburgh doesn't stop some drivers from overtaking me when cycling at 20 mph. Reduction in noise and pollution (the latter primarily as a result of reduced acceleration, especially from a standing start), which will make areas far more pleasant. Reduction in wear to road surfaces which will last substantially longer without requiring expensive repairs, thus providing a far safer surface for those traversing it. A potential reduction in stress for drivers, assuming of course that they can come to terms with the fact that 20 mph is unlikely to increase average journey times...

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

No

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

The associated safety improvements would be the main advantages.

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

No Response

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.

Consistent signage and enforcement would be required so that drivers cannot make excuses about what they thought the speed limit is and also so they know that if they do drive above the speed limit, then there is a very real possibility that they would be stopped by the police and given a suitable fine and points on their license.

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?

Local Authorities					X	
Motorists				X		
Other						
Police Scotland						

Please explain the reasons for your response

Short term expenditure is required by the government/LAs, but the long term savings in terms of reduced road maintenance, reduced road traffic injuries, reduced air pollution, increased health (as a result of more people being encouraged to employ active travel as well as fewer accidents/less pollution) should be significant. Motorists should also see some savings from more efficient driving reducing their energy usage and better maintained roads causing less damage to their vehicle.

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

Yes.

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

Disabled and elderly people, and those with young families should be far safer when out and about in areas with a 20 mph speed limit.

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

I can't imagine that this bill would have any negative impacts on any of these protected groups.

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

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?

Please explain the reasons for your response:

As mentioned previously, the short-term financial outlay is likely to be recouped many times over in the longer 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?

Do it.