

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 would like this response to be anonymous (the response may be published, but no name)

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 If you choose the second or third option, a name is still required, but it will not be published.

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

We need to encourage more cycling and for cycling to be a natural means of urban transport. We do not want to segregate cyclists from motor vehicles (because segregated facilities in urban environments is almost universally rubbish in the UK & cycling and walking are not a very good mix either), so a 20mph speed limit will aid the two forms of transport to mix even better. Also, walking will become a more attractive proposition for all, including families and children if urban traffic speeds are lower.

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

Perhaps, but my experience is local councils do not act on requests for 20mph speed limits on residential roads and where children might want to walk e.g. to playgrounds. So, legislation might be the only answer.

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

Help enable a modal switch from cars to walking and cycling through safer roads. Also, remember that cycling is increasingly becoming electrified for those believing they don't have the muscle power to propel a bicycle - this is already becoming a major modal shift around the world and Scotland needs to be prepared for it and not stay in the dark ages.

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

The UK does not police its roads enough as it is, and so enforcement would be an issue. We need to be clear that traffic calming measures such as speed humps/cushions, chicanes, etc. are a very bad idea, since they both put cyclists at more risk (due to needless conflicting road space with motorists, the greater likelihood of road surface failures/faults in the vicinity of such measures and the very poor track record of Scottish councils undertaking timely road repairs, and other maintenance e.g. sweeping surfaces).

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 through policing, smart traffic controls slowing/stopping speeders, public awareness campaigns (cf. drink driving successes). Definitely not physical traffic calming measures (humps/cushions, chicanes), since they put cyclists' safety in jeopardy.

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					X	
Police Scotland						

Please explain the reasons for your response

Healthier people, fewer accidents, better fuel efficiency (if we can prevent unnecessary stopping/starting & accelerating due to smart traffic controls), better longevity of road surfaces & less maintenance required). Opportunities for regeneration of declining town and city centres due to more local travel rather than trends towards large out-of-town developments.

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

A change in attitude towards cars - appropriate use rather than default use that is sometimes verging on the abuse of the urban environment.

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

Everyone will benefit, including these groups.

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

Can't imagine any significant negative impacts. They will still be able to drive if that's necessary for them, and when they are not driving they will be safer because other traffic will be slower.

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:

It mostly requires no cost at the start, except changing signage. In time, smart traffic controls will be implemented, but these can be expected anyway in the 4th Industrial Revolution that we're promised over the next decade with sensors, self-driving vehicles, electrification of transport, etc.

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?

While you're at it, make the restricted road less appealing to motor traffic by limiting access in some cases (to avoid 'rat runs', for example) and yet allowing simple safe movement for pedestrians and cyclists. Where possible make a more complete connected urban environment for cycling and walking so travel is more direct, but avoid 'shared use' facilities if at all possible and make sure the roads are designed for cycling principally rather than for the car. That objective alone will help enforce the 20mph limit.