

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 If you choose the second or third option, a name is still required, but it will not be published.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

Slower traffic is much, much more pleasant to be around. It is not possible to 'interact' with 30mph traffic, you just have to observe it and let it pass, 20mph there can be more give and take where the driver will sometimes give way to those crossing the road. In the event of an accident, the statistics on casualty survival rates are quite well acknowledged.

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**

A universal 20 limit will be the way to affect culture change. Piecemeal implementation by councils is slow, liable to NIMBY intervention and unable to be backed by national information campaigns.

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

Safer streets and less pollution from start/stop

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

Nil. Urban journeytimes (which I imagine will be the main response here) are dictated by overall traffic volume and number of junctions/lights.

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.

Big police enforcement. Actual tickets, not a pat on the back, a wink and a nod, slow down next time mate. National advertising. This is something that will need sustained culture change with both carrot and stick, on a scale of seatbelts and drink driving (both, long term, very successful campaigns)

## 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?

<b>Local Authorities</b>				X		
<b>Motorists</b>				X		
<b>Other</b>				X		
<b>Police Scotland</b>						

**Please explain the reasons for your response**

My response excludes the capex costs of implementing the scheme. The Scottish Government should see a reduction in the cost to the NHS of road accidents. There will be some reduction in cost for LAs due to decreased road wear. Urban motorists will spend less on fuel. None of these factors will be particularly large.

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

Streets will be able to be designed with 20mph in mind, with narrower lanes, more space for pedestrians, cycles, and mobility vehicles, contributing to the Scottish Government's goal of increasing active travel

## 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

**Please explain the reasons for your response:**

The cost of vehicles in our towns and cities is huge - mental wellbeing (road noise), physical wellbeing

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?

(asthma, particulate derived lung conditions), physical obstruction (feeling trapped on the wrong side of a main road). 20mph is a first step to rebalancing these areas for all people.

## 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?

Please. Do it!