

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 If you choose the second or third option, a name is still required, but it will not be published.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

To improve safety for pedestrians and cyclists and increase active travel by discouraging driving in towns.

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

Unsure

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

Improved safety, reduced air pollution, and reduced traffic (due to increased active travel).

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

If the process allowing for councils to increase speed limits on some roads to 30 or more (e.g. on through routes) is as complicated as the current method for reducing them from 30 to 20, then there may be an increased administrative workload (and therefore cost) for councils to implement these routes after the default limit changes. This would likely only be a temporary increase in workload however. The cost of changing all of the signage would also be substantial.

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.

Automatic location-based speed limiting technology should be phased in to all vehicles to force the new limits. This should initially be trialled on commercial vehicles e.g. taxis.

## 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		
Local Authorities			X			
Motorists			X			
Other						X

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

<b>Police Scotland</b>						
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**Please explain the reasons for your response**

Local authorities would see an increase in cost initially, due to implementing the changes, but this should be a one off cost. Cost reductions to Scottish Government could come from reduced healthcare costs due to reduced accidents and improved overall health through increased active travel.

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

Reduced noise pollution.

## 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?

Slightly positive

**Please explain the reasons for your response**

Mainly by reducing the risks to elderly, disabled or child pedestrians. Think the impact to all other groups will be neutral.

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*