

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 If you choose the second or third option, a name is still required, but it will not be published.

Liza Downie

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 a pedestrian, cyclist and motorist. Decreasing traffic speeds will make moving around urban areas much easier and more pleasant for all. I hope it will reduce driver aggression and air pollution

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

This is a national priority and so should be considered nationally. It is about the nature of our society, the way we live our lives, sustainability and quality of life. Some local authorities have made good progress, but distribution is too patchy to have a significant effect. It would be much clearer for all if this was mandated nationally

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

Better quality of life, safer streets for young, elderly and disabled pedestrians, cyclists and motorists
quieter streets
less air pollution

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.

If 20 mph becomes widespread, then most people will comply, more or less, as they do now with 30 mph.

If there are a majority of 20 mph restricted roads, then there will be much less confusion than with the current situation

Moveable electronic signs on lampposts that flash a smiley face when motorists are below the speed limit. I've seen these in Whitley Bay and they work well. Police move them around regularly

Serious offenders should be prosecuted

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

Reduced costs if all local authorities collectively order a job lot of new signage Motorists will experience reduction in fuel costs People who walk or cycle more will save on motorised transport costs

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

Please explain the reasons for your response

I think it will have positive benefits for all. It will particularly benefit young children, disabled people and the elderly Cyclists will be happier as their speed will be closer to that of moving traffic, making manoeuvring easier It should take the stress out of driving as there will be little point in accelerating up to the next junction

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

I don't think there will be negative impacts in the long run. A good advertising campaign may help educate motorists and the public

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:

Because the impacts will be positive. Reduction of speed limits will create demands for even greater reductions, e.g. to 15 or 10 mph in certain residential zones. These will become very desirable places to live

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?

This change can't come soon enough.

Once established, we will all wonder (just like the smoking ban) what all the fuss was about and why it took so long.

Holland, Norway etc have had these speed limits for many years