

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 If you choose the second or third option, a name is still required, but it will not be published.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

20mph should be the default speed limit because it makes for a far more pleasant and safer environment for those that choose not to drive around towns and cities. There is a obvious and positive difference in the areas of Edinburgh that have so far become 20mph zones, and it would be excellent to see 20mph become the default.

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?

Streets become quieter and safer with traffic restricted to 20mph. They are far more appealing to pedestrians and cyclists, and the improved safety should encourage people to get around on foot or bike, thus reducing the number of cars on the road. This can only be a good thing.

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

The main disadvantage would be the initial frustrations of impatient motorists who feel they should be able to drive where they like at any speed they like, and the associated outrage in the press, for example 'war on motorists'. People adjust however.

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.

Visible enforcement and appropriate punishment would be needed to maximise compliance. Signage is important, but if 20mph is the default then there is less potential for confusion.

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			

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

Other						X
Police Scotland						

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

If it encourages people to not use their cars as much, then the health and environmental benefits are clear.

If it makes roads safer and therefore more appealing for people on the bikes, then the health and environmental benefits are clear.

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

Driving at a slightly lower speed should have no impact on any protected groups. The impact is likely to be positive for everyone, for reasons already stated: If it encourages people to not use their cars as much, then the health and environmental benefits are clear. If it makes roads safer and therefore more appealing for people on the bikes, then the health and environmental benefits are clear.

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?

If it encourages people to not use their cars as much, then the health and environmental benefits are clear.

If it makes roads safer and therefore more appealing for people on the bikes, then the health and environmental benefits are clear.

The only downside is that it may take motorists a tiny amount of time longer to get places than currently, but people adjust.