

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 If you choose the second or third option, a name is still required, but it will not be published.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

Lowering the speed limit will make the environment safer for everyone and encourage active travel.

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

A Scottish Parliament bill seems the best way to me. Certainly better than leaving it to local authorities which would result in inconsistencies across Scotland. However, there may be an alternative approach I haven't considered hence "unsure "

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

Improvement in road safety.
Encouragement of active travel.

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

Small potential for increased pollution.

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 police presence and enforcement.
Public awareness campaign.
Clear signage.
Speed / video cameras at hotspots.
Public commitment by police & procurators fiscal that they will accept and use 3rd party video evidence of violations.

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?

Local Authorities			X			
Motorists			X			
Other					X	
Police Scotland						

Please explain the reasons for your response

By encouraging users away from driving and towards active travel for local journeys, individuals will save money overall. Cost to authorities should be broadly negligible - cost of outlay on signage/campaign/enforcement could come from existing travel budgets and/or be recouped through fines of offenders.

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

Increased public awareness of road safety issues.

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

The benefits should apply proportionately to all sections of society.

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

I don't believe there will be any significant negative impact on protected groups or any other groups.

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

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?

Please explain the reasons for your response:

There are few drawbacks to the scheme. Sustaining it is mainly a matter of political will.

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?

It should be linked to a nationwide strategy for encouraging active travel, which should include a strategic network of local and inter-urban cycleways built to the highest standard (i.e. segregated, direct, wide, uninterrupted and built to minimise interaction with motor vehicles).