

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 If you choose the second or third option, a name is still required, but it will not be published.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

There is strong evidence that it not just improves road safety, but also creates an improved environment for communities. It particularly helps vulnerable people such as the young and all. Civilised streets encourage walking and cycling with the consequent health and environmental benefits. It's a no brainer

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

There are many benefits to rolling this out nationwide rather than relying on a postcode lottery

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

Safety
Liveability of neighbourhoods
More walking and cycling
Health

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

The motorist lobby will protest. Time must be taken to educate.

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.

Police enforcement is important, but perhaps more important is education.

I can't help feeling that more could be done with technology. ANPR cameras really should be more affordable and I can see no reason why speed limiting could not be fitted to new cars

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

Accidents cost money. 20mph limits reduce accidents and cost which outweigh implementation costs. Savings accrue to government, local authorities and motorists and indeed non motorists

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

It needs to be recognised that this is a cultural change. Speeds will no change overnight, but it sends a very clear message over intent. Attitudes will take time to change.

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

Disabled people in particular are disadvantaged by traffic speed as are the young and old

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