

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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.

Christina N

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

Twenty truly is plenty around built up estate and residential areas. Not only is a reduced speed in residential areas safer for all road users, but less noisy, less polluting, and residential areas would probably be less congested if people were unable to 'take a quick shortcut' through them.

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

A Bill from the Scottish Parliament seems a proportionate and appropriate what to deliver these safer proposals.

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

20mph speed limits reduce traffic speed making our streets safer, healthier and cleaner in areas where we live, work and play.

Reducing speed cuts accidents and saves lives, while encouraging walking and cycling and lowering air pollution.

Twenty's Plenty

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

None what-so-ever

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.

Flashing speed awareness signs, and good promotion to the change to restricted roads (such as the promotion given to the no-smoking in cars with children law)

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

I do not believe the proposed Bill would increase much cost at all. However, if it did, surely the costs would be an investment?

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

None other than the ones I have already stated.

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

Reducing the maximum speed in built up, residential areas will absolutely benefit everybody, regardless of race, disability, sex, gender re-assignment, age, religion and belief, sexual orientation, marriage and civil partnership, pregnancy and maternity.

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

There would be no negative impact on people of/ with race, disability, sex, gender re-assignment, age, religion and belief, sexual orientation, marriage and civil partnership, pregnancy and maternity.... We are all human beings, living on the same planet, who will reap the same benefits of reduced speed in residential and built up areas.

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:

Hopefully Scotland will look to the Netherlands for inspiration regarding future sustainable travel solutions. The recycled plastic roads for example!

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?

Twenty is plenty - I'm glad to be a part of this consultation with the Scottish Parliament, and I'm happy that this issue is being proposed in the way that it is! Common sense prevails!