

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 If you choose the second or third option, a name is still required, but it will not be published.

Daryl Tayar

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

Lower accident rates Lower fatality rates from accidents Less pollution More friendly streets More bike friendly More pedestrian friendly More child and old people friendly More modern - a sign of a people-centred city/country

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

No

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

See earlier answer

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

Some motorists would be impatient and some businesses would say it would impact on expenses, but these are not significant compared to the quality of life and city-liveability benefits for all, including motorists and businesses.

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.

Public education campaign
Advertising signage
Police enforcement

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		
Other		X				

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

Police Scotland						
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Please explain the reasons for your response

Some direct costs would increase especially in terms of initial investment eg in signage, but longer term indirect cost savings would be made eg in terms of better population health as a result of improved air quality.

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

See above

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

Older and younger population segments would benefit. Another protected group not included in the Act that would benefit is the poor - those economically disadvantaged would benefit because they tend not to be car drivers.

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

n/a - see above

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:

This bill would contribute significantly to Scottish sustainability goals.

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?

Public awareness of the benefits of the scheme would have to be raised - investment in public information campaign would be essential for acceptance. Other cities' experience should be made use of.