

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 If you choose the second or third option, a name is still required, but it will not be published.

David Shaw

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

Because I believe it will enhance road safety and reduce fear of roads for cyclists and pedestrians.

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

Road traffic control is achieved through legislation and for simplicity it should remain this way.

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

As a pedestrian, motorist and cyclist I feel an increased in aggressive and intolerant behaviour from motorists towards me. Speed reduction would help control this.

Also we need uniformity of urban speed limits to make compliance straight forward for drivers. As a driver, I'm often quite unsure of the speed limit I am in as it is impossible to constantly track all signs, especially in urban areas where there are many things to monitor when driving.

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

Annoyance to motorists in relatively safe urban roads where 30mph may be quite acceptable. Annoyance of motorists caught exceeding limits inadvertently after a lifetime used to the existing limits.

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.

Provision of more roadside vehicle speed displays at the beginning of the limit to highlight a drivers speed.

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

For government and local authorities I would expect some increase in costs associated with the legislation, consultation, introduction and maintenance of the new limits. For motorists there will be small increase in time to complete some journeys, but the cost associated with this I believe will be relatively small compared with overall journey costs.

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

It will help people regain confidence to use and cross roads, especially the elderly, children and cyclists.

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

I believe that this proposal will have an overall positive effect over the whole of our society, but will bring extra benefits to the elderly, disabled and the young.

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

N/A

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