

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 If you choose the second or third option, a name is still required, but it will not be published.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

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?

As listed in govt. document, especially enabling the process to cost less.

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

I can see possible problem where there is 30mph limited through route - the limit on roads must be carefully and clearly marked.

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.

On the Black Isle where I live several villages have 20mph stretches in the centre/busiest part of the settlement; signage is both on the road surface and on "roundel" notices on posts. This should be the very minimum. Police enforcement will be vital in some areas. In our village, Culbokie, which has 30mph limit and "chicanes" but no 20mph area, some success in slowing traffic has been achieved by residents in Hi-vis vests standing at the road side in appropriate locations.

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						
Police Scotland						

Please explain the reasons for your response

LA - eventual reduction in cost by "blanket" arrangement for councils; initial expenditure will be necessary for signage. Motorists - lower fuel use.

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

Bearing in mind the increasing age of drivers (I'm 77), giving us more time to assess situations is a good idea.

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

Hopefully drivers will pay more attention as they maintain the 20mph limit.

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

Please explain the reasons for your response:

There will surely be economic, social and environmentally benefits.

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 others.