

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 If you choose the second or third option, a name is still required, but it will not be published.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

Partially 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

It is a blanket way of not planning and promoting the creation of proper, safe walk- and cycle ways in Scotland.

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

Yes (if so, please explain below)

Please explain the reasons for your response

- designing safe walking and cycling routes from all catchment areas to local schools and sports facilities. - giving planning priority to pedestrians and cyclist. - restricting a lot of access to public transport and residential parking only.

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

No Response

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

- The night crawl at 20 mph through the empty towns.

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.

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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			

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

Other			X			
Police Scotland						

Please explain the reasons for your response

There would be less wear on the road surface. After signage cost it is as good a cash cow as police want it to be. People will speed and provide a good supply of cash in fines.

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

No Response

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?

Unsure

Please explain the reasons for your response

Race - easier to slowly follow someone who is walking with a car and intimidate and shout abuse - less noticeable
Disability - more time to cross roads and predict what drivers are going to do next. The elderly will cope longer with urban driving and be more independent

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?

Unsure

Please explain the reasons for your response:

There is a huge difference between urban central belt and remote highlands - what seems sensible and good in a city can be ridiculous and stupid in a hamlet somewhere else.

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