

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 If you choose the second or third option, a name is still required, but it will not be published.

Emma Grigor

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

In towns and cities a lower speed limit makes next to no difference to car travel times, but can be the difference between life and death for 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

Unless this is legislated it will be unenforceable. Like the seatbelt campaign, a new 20mph limit will soon become accepted.

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

Fewer serious road accidents. But perhaps more importantly, roads will feel safer, so people will be more likely to, for example, allow their children to cycle and walk. Unsafe roads are often cited by people as being the reason they cannot let their children cycle or walk to school.

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

After initial complaints from drivers have died down I can see no downsides.

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.

As with seatbelt and drink driving legislation, initially there may need to be additional policing to enforce new speed limits. However, it is likely that once new limits have become the norm, no additional enforcement should be required.

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				

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

Motorists				X		
Other				X		
Police Scotland						

Please explain the reasons for your response

The increase in spending required for enforcement and signage is likely to be offset by the reduction in costs for healthcare.

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

There may be healthcare benefits, both in terms of reduced accidents and an increase in the uptake of cycling and walking.

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?

Neutral (neither positive nor negative)

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

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