

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 If you choose the second or third option, a name is still required, but it will not be published.

Dr Jeremy D Everest

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

I agree with all of the proposed benefits set out in the Executive Summary document, having seen evidence from other countries that supports these claims. I am a parent of young children, a cyclist, and I live in a relatively small village with narrow streets and poor parking. Drivers regularly exceed the 30mph limit in the village, particularly on the main street and the A702 trunk road which passes through part of the village. A serious accident is inevitable in time, unless lower limits are put in place, and more critically ADHERED TO. These limits need to be enforced by means other than simply putting out 20mph signage. Visual warnings, cameras, more frequent Traffic Policing are all options.

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

Unsure

Please explain the reasons for your response

I believe a Bill is critical to the reduction of speeds in communities, however this needs to be backed up by other means. Television campaigns, email campaigns, Facebook advertising, community education, higher fines and more frequent Traffic Policing would all be suggestions.

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

Reduction in road casualties.
Reduction in severity of road casualties.
Increase in use of urban/ community roads by cyclists of all ages.

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

None.

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.

Signage prior to the 20mph zone to warn motorists.
Police enforcement on a more frequent basis, and not just occupying the same locations they always do.
Higher penalties for transgression of 20mph limit.
Speed controlled traffic lights, such as those in Spain and Portugal. If a driver exceeds the limit, the lights turn red, causing the driver to be delayed. These are very successful.
CCTV cameras in high risk areas- not necessarily speed cameras, but have the ability to provide evidence when a member of the public reports excessive speeding.

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

Scottish Gvt would devolve responsibility to individual councils, this unburdening themselves from costs. This should NOT be done. Most Scottish Councils are very short of funds. For effective delivery central funding should be made available.

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

Reduction in pollution, both local and global, from reduced CO2 emissions and local particulates.
Reduction in road noise.
More people may walk or cycle on shorter journeys, providing significant health benefits.

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

The Bill will benefit everyone regardless of whether they belong to a protected group or not.

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

There are no negative impacts

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:

See reasons given previously.

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?

The sooner this Bill is passed the better.

Get on with it!