

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 If you choose the second or third option, a name is still required, but it will not be published.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

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 generally difficult in our nearest small town to drive at more than 20mph anyway due to the natural congestion and traffic lights. We have areas in surrounding villages where the roads are close to houses, but only on one side with few pedestrians needing to cross the road so I'm wary of a natural default to 30mph because I suspect it is not needed in many areas. Perhaps some legislation that would allow Local Authorities to set the speed limit within a range e.g. 20mph - 30mph after local consultation would be better than national legislation that operates a broad sweep. Then speed limits would be set according to local need. Regarding increasing the ability of people to walk or cycle due to safety reasons again, personally that's not relevant. We don't walk or cycle to work because there is neither a pavement or cycle track between my village and the small town where I work and I would have to take my child the few miles on 60mph roads. Within the town, having been involved in local discussion around use of bikes, the issue is lack of cycle space and infrastructure, not speed. People are nervous about cycling in congestion, even if it's slow moving.

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

Perhaps some legislation that would allow Local Authorities to set the speed limit within a range e.g. 20mph - 30mph after local consultation would be better than national legislation that operates a broad sweep. Then speed limits would be set according to local need. However, this would still need a bill to make it a more flexible system rather than the clunky TRO scheme that's there just now.

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

I think the idea behind it is a good one - I'm just not sure if the proposal as it stands meets the needs of some but not all

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

It enforces a speed limit which may not always be appropriate

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.

Divert already stretched police resources to an initial enforcement campaign - I would suggest that for an initial period it be cautionary rather than punitive to avoid a negative backlash. It would require clear signage and a national campaign both to make people aware, and to sell the reasons for it to get people behind the move.

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	X					
Police Scotland						

Please explain the reasons for your response

other: Police Scotland resources. My answer re Scottish Government is based on some measure of cynicism since I am wary that the legislation will come in and that others e.g. LAs and Police will be expected to pick up the cost.

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?

Neutral (neither positive nor negative)

Please explain the reasons for your response

Technically it could be positive for people with mobility issues however they would be best placed to answer this question. There is also the argument that many of us are already considerate of the less able, the elderly, children and people with prams, heavy loads etc and perhaps an awareness raising campaign to encourage more consideration of others by drivers might also improve the situation.

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?

No

Please explain the reasons for your response:

I think initial expense when bringing about a change in behaviour or attitude is unavoidable

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