

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 If you choose the second or third option, a name is still required, but it will not be published.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

Unsure

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

Helping to reduce cars feeling they have to go like a 'bat out of hell' on a straight 30mph road.
 Give slower pedestrians a chance to cross a road.
 Give other road users a chance of getting out of T-junctions/drives without having to pull out quick and have someone up the back as they are not doing 30mph anyway.

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

Not really a disadvantage, but reducing to 20mph may not change certain drivers views of how fast they can go on the current 30mph roads.
 They may just ignore the 20mph anyway.

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.

Not sure. It's the mindset of the driver.
 It may unfortunately end up with a severe injury or even a death before certain drivers adhere to even the current 30mph zones, never mind a 20mph zone.

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

Everything seems to cost a lot of money. Even in the local paper yesterday, in Perth (beside ASDA) there is an electronic road block which goes up and down out the road which has caused thousands of pounds

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

of damage to cars. They may change it to a permanent block which costs £7500, where do these costs come from??

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

I think the bigger problem is the actual amount of cars on the roads.
Most households have at least 2 cars, especially in the rural areas.

I would hope it would benefit where the pace of life calms down from being so frantic, maybe even let the people colonise the streets again.
Hardly anybody walks as it's "too busy with traffic"..

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?

Please explain the reasons for your response

Possibly on age (kids and older people who may not be car aware when out and about) and pregnancy/maternity,. Does slowing down reduce output of pollution? I don't know.

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:

Depends what measures the local authorities decide to implement if it goes ahead

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?

Can the 20mph zone not be put around all school/hospital retirement home areas? Regardless of where they are situated?

My child's walk to school goes from 30mph to 40mph to 20mph zones (walking from the village to the school). the school is situated 1 mile outside the village, all children who attend this school have to do this walk. Why is the 40mph part of the road still zoned at 40mph and not 20 or 30mph? Especially since the school is on a "straight".