

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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.

Kay Stuart

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 would like to see a safer environment in which children can cycle, walk, play, and cross roads. 20mph zones are not adhered to, particularly when adjacent to 30mph zones, and I believe this would improve considerably with a blanket 20mph limit. I live in a village, where pedestrians / children walking to school must use the road and most of it still has a 30mph limit. There have been many close calls.

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

No

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

Safer roads, healthier children with safer play environments. Perhaps more people choosing to cycle or walk, and perhaps even greater use of public transport.

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

Some people feeling journey times are slightly longer.

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.

Both of the above mentioned. New 20mph signs would stand out initially in a different colour.

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						X
Police Scotland						

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

Please explain the reasons for your response

Potential long term health benefits should have a positive impact. Drivers' fuel economy should improve. Local authorities would bear most of cost, but would surely be subsidised?

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?

Slightly positive

Please explain the reasons for your response

Potential to see more people walking, cycling, playing together could have positive impact on community relations. Health benefits for some of above.

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?

I think it is essential. As soon as people are using it for a matter of months it will become commonplace, and there is no question it would benefit communities enormously.