

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 If you choose the second or third option, a name is still required, but it will not be published.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

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 will make the streets safer for all pedestrians and reduce numbers of accidents.

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**

Not sure how it can be delivered in a way that people will take seriously and then change how they drive if it becomes law. People currently ignore the 20 mph signs in built up areas and I feel this is because they spend time driving up to 30 mph and don't want to slow down and thus lengthening their journey. They need to know it is law and that they will face negative consequences if they are caught and need to feel like the risk is not worth it.

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

People are more likely to slow down to 20 mph throughout a local journey if they are not allowed to raise their speed to 30 mph at any point.

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

People will not take it seriously if they think they can get away with driving at 30 mph without any fines or being caught. Putting a bill through costs money and unless people know there is a chance they won't be caught then they will ignore it and it will have been a waste of time and money.

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.

Police presence with speed guns, higher fines and speed cameras. Also greater awareness of the difference lowering your speed by 10 mph makes through TV, internet, social media and newspapers.

## 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				

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

<b>Local Authorities</b>		X				
<b>Motorists</b>		X				
<b>Other</b>						X
<b>Police Scotland</b>						

**Please explain the reasons for your response**

As a motorist I would like it not to impact on me financially however i am not naïve to think that the cost of something like this gets paid by the councils who are already struggling with their budgets.

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

Less confusion for motorists when driving in an unfamiliar town.

## 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**

May have a positive impact on children and teenagers and the elderly in reducing number of RTA involving them.

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

Unsure of any negative impact.

## 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:**

Not sure if money from speeding fines could offset the initial costs.

## 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?

None.