

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 If you choose the second or third option, a name is still required, but it will not be published.

I Jones

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

The argument in favour of this policy is cogently explained in the accompanying documentation

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

Again, the benefits of this approach clearly outweigh the cumbersome alternatives as expressed in your documentation.

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

These are laid out clearly in your documentation, with all of which I am in agreement, and do not need repeating.

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

The only real disadvantage is slowing down vehicle movement but, as the documentation points out, local authorities will still have a mechanism for raising the speed limit back to 30 mph where this is appropriate. This is a much better arrangement than the other way round where local authorities have to make a case for reducing the speed limit from 30 mph to 20 mph.

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.

Without police enforcement, this is unlikely to be effective. One need only see the number of drivers using mobile phones to realise the force of this. Education and adequate signage obviously must play a part but the cornerstone must be police enforcement with adequate penalties for law breakers.

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?

Local Authorities		X				
Motorists				X		
Other				X		
Police Scotland						

Please explain the reasons for your response

If the measure is implemented properly, the Scottish government will have to provide some additional resources for police enforcement. Similarly there will be a cost to local authorities replacing speed limit signs and warnings. Motorists should see a reduction in cost as lower speeds result in less petrol consumption and fewer accidents should result in a decrease in insurance premiums. As far as "other" is concerned, fewer accidents should result in fewer hospital attendances, particularly at A&E, and in-patient stays.

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

Yes, a reduction in the speed limit should reduce the amount of petrol used and this would have a knock-on effect on global warming.

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

A general reduction in accidents will benefit all the above groups

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

I can see nothing but benefit to these protected groups of a reduction in the speed limit from 30 mph to 20 mph.

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:

Any negative economic effect as a result of slowing down the urban flow of traffic is more than compensated by all the other benefits and, in any case, is not disproportionate.

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