

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 If you choose the second or third option, a name is still required, but it will not be published.

Yvonne McGrinder

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 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

Reasonable to restrict 20mph on roads in built up areas i.e. Housing estates/housing areas but not on roads away from such areas that currently have a 30mph restriction. Common sense approach required and not one rule to comply with all 30mph roads. In Scotland, Community Councils could be main contact for advising authorities on roads within their boundary area. They have ability to identify those that require a 20 or 30 restriction.

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

Yes (if so, please explain below)

Please explain the reasons for your response

In Scotland, most areas have representation of a Community Council (CC) that is supported by their Local Authority, together they have recognised procedures for implementing and influencing changes within the individual (CC) area. Also, with the introduction of the new Community Empowerment Act 2017, communities are now included in decision making process affecting their area.

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

Would make roads within built up housing areas safer and prevent 'rat runs' which causes most of the speeding.

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

Congestion on main roads immediately adjacent to built up housing areas.

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.

Road humps are a must otherwise it is a waste of time.

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

Currently the roads within built up housing areas are in very poor conditions due to excess use by vehicles using them as rat run to avoid lights, perhaps if most vehicles used the roads they should be taking for their journeys, the councils could save on Road repairs.

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

All people living within built up housing areas will feel safer crossing roads and some parents may feel their children are safe to walk to school and socialise on their own, means parents make less car journeys.

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

Cannot think of any discrimination against any individual or group as, it is critical that Road users and foot pedestrians feel safe in their environment, especially a growing elderly population and growing population of young families. Who could argue against this? Critical that adjacent 30 mph roads remain as such.

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

Safety within community cannot be compromised.

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

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?

Please explain the reasons for your response:

Will only deliver required outcomes if common sense approach used to identify which roads must be 20 but not necessary for all as some must remain 30 to prevent congestion.

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?

All points noted on previous q's