

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 If you choose the second or third option, a name is still required, but it will not be published.

Eleanor Symon

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 opposed

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 think this approach is heavy handed. Undoubtedly the 20mph zones around schools and community facilities should be extended, and made easier for local authorities to change in response to local needs. However a blanket change from 30 to 20 feels unnecessary and inappropriate. I understand Local Authorities will be empowered to raise the speed limit gain, but I think this would be a very difficult political decision to make.

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

I don't know about mechanics of how this proposal is delivered. If the issue is that "most schools across Scotland have already benefited from either permanent or temporary 20mph zones immediately outside the building, the picture beyond the school gates is piecemeal, with some local authorities in Scotland having no permanent 20mph zones at all." then this is the specific issue that should be addressed. Why not just tackle the local authorities that are not putting effecting 20pmh zones around schools, and make the system for setting 20mph less complex.

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

It could make the roads in towns safer.

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

Frustration causes accidents, and if they 20mph is used to widely it will be ignored.

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.

This will be dependant on location, but police enforcement may be necessary. It would be important to understand what level of enforcement is currently in place and see if improving this would negate the need to introduce this bill.

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						

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?

Neutral (neither positive nor negative)

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:

Towns need effective traffic management planning, with necessary resources. I think this would be a more proportionate way of identifying where the speed limit should be reduced rather than a blanket change.

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?

No Response