

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 If you choose the second or third option, a name is still required, but it will not be published.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

We have been trying to get 20mph within the village of Ardersier for several years but have found that we are being ignored. There was already one child knocked down a couple of years ago, fortunately no serious injuries but it is well known that at certain times of day speeding is a big issue within Ardersier. Perhaps reducing the limit to 20mph would mean cars actually do 30mph instead of 40-50mph

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

There is currently the 20s plenty campaign but unfortunately there seems to be too much freedom given to council to choose where they allow this to be enforced

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

It would reduce the speed of traffic to a safer speed. It may not get them down to 20mph but if it stops them doing 40 or 50mph and then saves one life its worth it.

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

There may be issues where main roads go through built up areas where this speed limit would cause congestion or bottle necks. Could also mean cars use quieter roads as rat runs

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.

Actually have some police officers on the streets to enforce laws. There is no point in increases fines etc for traffic offences when there are no police around to see offences being committed. Current example of this is the mobile phone rules. Drivers are seen flouting this law regularly with the knowledge that the police are unlikely to see them.

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

I would expect some initial cost to the Scottish government as signage is changed but after that the costs should return to normal maybe. It may even reduce some maintenance costs as slower traffic does less damage to roads. If motorists are sensible in the way they drive there should not be much change in cost though if there need to accelerate and brake regularly between speed limits there could be an increase.

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

Save Lives

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

Why should it impact any of these groups of people. They all use roads in the same way. Why should any of them be singled out in a roads review? Indeed I find it quite strange to see this question when it comes to roads and transport.

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

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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

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:

I dont really see there being much cost impact other than signage initially as signs would need replaced.

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