

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 If you choose the second or third option, a name is still required, but it will not be published.

Martin McLeary

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 safety benefits alone have convinced me of the need for this proposal Pedestrians are much less likely to be killed or seriously injured by a vehicle travelling 20mph than 30mph.

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

It would be great to get agreement from all parties that the new limits would be observed, but this is unlikely to happen. A change in the law seems the only viable alternative

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

Save Lives - reduce the risk of injury to pedestrians, cyclists and other motorists.
 Minimise noise and reduce pollution
 Possibly reduce traffic in general due to motorists avoiding these areas

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

Slow traffic flow through the city - although this would happen only at certain periods.
 Peak hours traffic in the city tends to move relatively slowly within certain 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.

Public engagement - TV & media campaigns
 School visits to get the message across - children then take it home to the drivers!

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				
Local Authorities		X				

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

Motorists				X		
Other						X
Police Scotland						

Please explain the reasons for your response

Programme of advertising and implementation of signage etc. would cover the bulk of the costs. These could be split between Local & National Government - there are already budgets for maintaining and replacing signage. Motorists may spend additional time, but reduced speeds would tend to mean reduced costs - less maintenance and better consumption.

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

My assumption would be a reduction in air pollution although I have no information to prove this. A general feeling of safety (improvement) would also tend to improve the life quality of those living within these areas.

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

They would be equally represented in both camps.

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

I don't see there would be any greater negative impact on these groups

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:

The impacts are such that a continued improvement would most probably be seen

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