

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 If you choose the second or third option, a name is still required, but it will not be published.

David Martin

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

Built up areas have a large and varied group of people accessing the roads. Pedestrians, cyclists etc, as well as motor vehicles. Often there are parked cars which restrict road width, as a cyclist it can be a hazardous environment. Lowering the speed limit can only be beneficial.

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

I am not an expert in legislation, but I imagine those would be the best route.

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

It is often only possible the travel at around 20mph anyway and a 20 limit would reduce the incidence of sudden acceleration that increases danger to everyone.

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

None that I can think of.

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.

School areas often have a 20 limit at times so extending it should be possible but would need a degree of education and acceptance by all road users.
Signage of course but also enforcement by police.

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			
Motorists			X			

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

Other			X			
Police Scotland						

Please explain the reasons for your response

I don't think there would be significant cost change. Rather increase in safety (with associated reduction on NHS services) and environmental advantages.

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

As before, increase in environmental benefit, less stress on all road users and residents. Possibly less pressure on the NHS and likely increase in people choosing not to use cars if the alternatives are more pleasant and become more ubiquitous.

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?

Unsure

Please explain the reasons for your response

I can't imagine that it would impact negatively as the average speed is not much more than 20mph.

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?

Yes

Please explain the reasons for your response:

Lowering speed limits will only be beneficial to future generations.

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