

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 If you choose the second or third option, a name is still required, but it will not be published.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

I think the current piecemeal arrangements are difficult to manage and enforce. I believe a consistent approach to lower speeds in all built up areas would be more effective and would better embed changes in driver behaviour, making our streets safer and healthier for all.

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

The consultation document suggests it is cumbersome for local authorities to create 20mph zones within the current law, and so I am assuming that if there were easy alternatives more places would already be using them. However I am not a traffic legislation expert to have answered unsure

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

Consistency - less variation of speed within built up areas and more chance of drivers slowing down and staying at one speed
Safer roads, less pollution in towns, especially around rural areas where diesel use is very common

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

Driver frustration initially

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.

Clear signage at start of zones
Advertising campaign at launch

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 expect there will be initial cost increases for new signage etc I am not sure if this will be borne by central or local government. This should be offset by lower wear and tear on roads and by prevention of accidents - so saved costs on emergency services and health care Motorists should benefit from better fuel consumption, less damage to vehicles and possible lower insurance premiums

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?

Slightly positive

Please explain the reasons for your response

Consultation paper suggests proportionately higher benefit for more disadvantaged groups in terms of health and accident prevention

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

Unsure

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:

See previous response

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