

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 If you choose the second or third option, a name is still required, but it will not be published.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

it will be safer for cyclists and walkers and for children playing in the streets and will therefore encourage more of these activities.

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**

local authorities have not used the powers they have got and seem to give too much priority to motor vehicles .

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

safer and would encourage sustainable transport.

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

may cause traffic congestion initially but in long term will encourage through traffic to keep to the main roads.

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.

Use the media including social media to spread message that if no other sign then the limit is 20 in all area with street lighting.

## 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?

<b>Other</b>						X
<b>Police Scotland</b>						

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

People will begin to think twice about using their cars for urban journey as it will take longer.

They will see that walking or cycling is a serious option.

Will probably increase the use of buses for the same reason and will lead to reduction of pollution as less cars are used.

## 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?

Positive

**Please explain the reasons for your response**

will have positive impact for all people hence will have for the above groups .

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

should be none

## 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:**

once initial changes to signage are complete there should be no long term extra costs.

## 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?

It could be the cheapest and quickest and politically easiest way of doing something about the pollution in our cities.

By making car journeys slower and hence less attractive and at the same time making cycling more attractive we may see less people bringing their cars into the cities.