

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 If you choose the second or third option, a name is still required, but it will not be published.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

Working in a busy town center, I've noticed the benefit the reduced speed limits have had to pedestrian and cyclist safety.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

Yes (if so, please explain below)

Please explain the reasons for your response

Raise more awareness around the aims detailed in the bill and explain the benefits they would bring to Scots. Creating a better understanding within the public of why its a problem and how everyone could help.

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

A safer, prettier, less polluted and congested town center. I hope it will encourages more people to walk or cycle and lead healthier lives.

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

Annoyance and dismissal of drivers and commuters.

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.

Average speed cameras. More local support to the reduced speed limit.

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

Local Authorities would see a reduction in cost from street maintenance. Motorists would see a cost reduction in the hope that they choose cheaper methods of transport.

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

Benefits to the community including a more attractive town with more parks, greenery and wildlife. The decrease in vehicles and increase in pedestrian/cyclists would bring more custom to local businesses.

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

Increased safety, pedestrian networks and community would benefit all these groups. As well as reduced omissions and air pollution.

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

Disabled access would need to be considered and concerns met.
An increase in pedestrians may result in more crimes in the area.

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:

If the plan is introduced slowly and regularly assessed for these issues, I don't believe it would have any negative impacts.

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?

A possible addition to the bill, in relation to the aims of the proposal, would be creating more pedestrian and cycle networks by restricting road traffic.