

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 If you choose the second or third option, a name is still required, but it will not be published.

Gordon John McFarlane

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 use cycling and walking as a common method of transport mainly in the small town of Kinross. A 20mph limit would encourage more people to walk/cycle and reduce the severity of any accidents. This would provide major health benefits. I have family in Fife where a general 20mph system is already in operation so am aware of its advantages.

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

A change in the law would be a much simpler way of introducing a default 20mph limit and give a nation wide message compared to the existing postcode lottery and slow complex legal implementation Council by Council.

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

Better health through improved activity rates, fewer serious accidents, greater independence for younger and older people and a reduction in air pollution.

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

No Response

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.

It would be advisable to change or increase signage and to increase police enforcement for road traffic offences in general. There is a need for increased enforcement at present anyway given the extent of deaths and serious injuries.

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

For Scottish government a long term saving in health budget costs would outweigh policinc costs. For LAs costs and benefits might be more in balance . Motorists would save petrol costs by smoother driving and would greatly save if it encourages more cycling/walking. Others would also save if active travel is easier.

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?

Positive

Please explain the reasons for your response

Safer active travel is particularly useful for those without access to cars or who live closest traffic routes: the young, old, poorer, carers.

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

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