

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 If you choose the second or third option, a name is still required, but it will not be published.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

Traffic volume, frequency with which speed limit seems to be ignored, increase in mobile phone use while driving, the number of badly and illegally parked vehicles - all these create serious hazards for pedestrians and cyclists. It may also help promote walking and cycling and people leaving their cars at home for short/unnecessary journeys.

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

No

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

Make streets safer and more pleasant for pedestrians and cyclists. Reduce pollution. Encourage people to leave cars at home.

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

None, other than the petrol heads being up in arms as an infringement of their liberty to drive at dangerous speeds.

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.

Needs enforcement and severe penalties and/or driver retraining. In Spain most town/villages have numerous large(ish) speed bumps which double as pedestrian crossings. This should also be implemented as there are far too few pedestrian crossings. Drivers are also obliged to stop as soon as they see someone about to cross. This could be implemented as well.

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 suspect the financial benefits/disbenefits will be marginal, compared with the reduction in accidents, which cost money, reduction in pollution - all of which have research evidence - and the health benefits from greater physical activity from the likely increase in walking and cycling.

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

It will help commence a reconsideration of the place of motorised vehicles in our cities and towns, and countryside which I'd like to see severely reduced, in favour of cycling, walking and cheap, available public transport. The balance has tipped too far in favour of the motorist some of whom seem to think they have the right to drive anywhere, for any reason, and park anywhere and at any time. Time to reclaim the streets in favour of less polluting and dangerous modes of transport.

This will need investment in infrastructure.

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

I don't see how this is relevant, in the main. It will greatly advantage the very young and very elderly and mothers with young children as streets will be safer and less polluted.

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

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:

It will pay for itself through fewer serious accidents, from the health benefits through less pollution and greater physical activity.

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?

If it's not enforced then like the use of mobile phones and improper parking then it will drivers will treat it with contempt.

There needs to a public campaign, similar to the campaigns on wearing seat belts and drinking and driving.

There also needs to be a technological fix for speeding. Mobile phone manufacturers and software engineers are working on fixes to prevent drivers from using them while driving. Now that many of us have sat navs and most new vehicles come equipped with them then the facility is there to do something about dangerous speeding.