

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 If you choose the second or third option, a name is still required, but it will not be published.

Evelyn Weston

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

20mph reduces the environmental impact of driving while making the city more livable by making the road safer for people and encouraging active travel

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

I'm not aware of a better way to lower the default speed across the country

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

Reduced air pollution
Safer roads for children, pedestrians, cyclists

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

A need for enforcement given the cultural acceptance of speeding above the current speed limit

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.

Increased penalties for speeding including means-tested speeding fines and penalty points

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	
Other				X		

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Police Scotland						
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Please explain the reasons for your response

There will be costs to advertise the change, but increased police cost should be judged that the current speed limit is not regularly enforced. However the long term savings due to reducing the health impact of air pollution is likely to well outweigh the costs of implementation By implementing this across the board, local authorities don't need to spend on specific signage for designated areas. A reduced speed limit will reduce the fuel usage and damage to vehicles therefore saving motorists money. People will be more likely to choose non-motorised transport for short trips, thereby saving money

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

Health benefits to reduced air pollution, as well as health benefits by encouraging active travel
Reduced costs for motorists by reducing fuel consumption and wear and tear.

Increased city planning options once traffic is smoothed and the dominance of car traffic is diluted

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

By making the roads safer and non driving options more accessible it will further assist protected groups ability to move around

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:

The bill improves the sustainability of a car based transport infrastructure

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