

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 If you choose the second or third option, a name is still required, but it will not be published.

Mark Holling

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

Built up areas should be designed with vulnerable users as a priority - this means pedestrians and cyclists. Cars often are driven too fast for the conditions and bearing in mind there are people around, walking and cycling right next to fast cars! In most towns and villages slowing up traffic will not only make for a safer and more pleasant environment it will have minimal impact on the overall time it takes to travel in a car. Also, a slower car is less likely to cause death if it is involved in a (so-called) accident.

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

Unsure

Please explain the reasons for your response

I don't know but I believe the proposals will need to be made law. Voluntary speed reductions do not seem to work.

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

Safer
Less chance of death by cars hitting non motorised travellers
Reduced pollution
Less noise

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

None. Some people will winge but they will soon realise journeys take no longer and when not in a car will appreciate the cleaner, safer, quieter environment.

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.

Obviously enforcement is required. People need to see others being fined to know it is a required change! Signage can be simpler, instead of a proliferation of small 20mph zones within a broad 30 mph one.

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
Police Scotland						

Please explain the reasons for your response

Slower steady driving may result in less fuel being used and therefore lower costs. I can't comment on the others without looking at the details of any implementation- not my job!

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

Health improvements through reduced pollution and noise.
People maybe using their streets more.

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?

Unsure

Please explain the reasons for your response

These questions are not easy for a lay person to answer. Everyone should feel safer and benefit from the health implications, regardless of these things.

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

No comment, see before.

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:

Why should it not be? It's a blanket, one- off change. And decades ago we were told sustainability was at the heart of all government so I expect all proposals to be sustainable. It's rather disappointing that many (most?) are not.

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. Bring it on. I've been suggesting it locally and amongst my friends and family for a long time.