

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 If you choose the second or third option, a name is still required, but it will not be published.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

Partially 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 live in a rural area which is unlikely to be affected by this proposal. I think those living in the areas most likely to be affected by the proposal should have a greater say than those living in rural areas.

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

The current situation has not resulted in the best outcome for densely populated areas of Scotland.

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

Safer streets for children and the elderly and better quality of air. Reduce rat runs in city areas. Fewer fatalities and injuries to those using the roads or living in the areas affected. Reduced costs to society in terms of emergency services, hospitalisations, education and therapy services to those injured.

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

People becoming complacent about safety of children playing in the areas.

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.

Make the streets more aesthetically pleasing so folk feel safe driving more slowly in them. Positive message signage - play area signage, children signage (get an advertising company involved in message particularly a car advertising company- the message could be its cool to drive the car smoothly and with perfect control -Think how effective the Peugeot adverts were, lookf for the hero inside yourself).

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	

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

Motorists					X	
Other						X
Police Scotland						

Please explain the reasons for your response

The Scottish Government funds the Scottish NHS and every injury to a person hit by a car impacts on the NHS. Child head injury impacts on therapy services long term. Pollution is reduced at 20 mph so affect on health is improved. Folk more likely to walk and cycle in safety and exercise proven health benefit. Local authorities have to fund policing and education- every accident results in emergency service time and if children involved educational special needs cost in terms of staff and money. Initially they may have to spend more money on signage and traffic calming measures Motorists- car insurance bills are affected both at individual and national level with every accident

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

Yes- I have seen it in other parts of Britain. I have found it very calming to drive at 20 mph because other drivers don't press you to go faster whereas in 30 mph areas there are those who see 30 as a target and not as a maximum speed. I have seen the impact in walking to school areas where more parents are walking with their children or at least parking further away from the school. There is less inclination to overtake school buses at bus stops.

Drivers have the freedom to slow down without pressure from other drivers.

Local radio stations can play their part too in what they play and say at commuter time.

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

People with restricted eye sight, hearing or mobility, or those pushing push chairs or wheelchairs need more time to negotiate crossings and paths. Pregnant mothers and child carrying carers need extra time to cross roads too.

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?

Unsure

Please explain the reasons for your response:

I am aware that there is always the possibility of unintended consequences however to date wherever I have experienced 20 mph areas as a driver or as a pedestrian I have not identified any negative impact. The areas become more desirable to live in, not less.

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?

Community pride could be stimulated with window boxes and hanging baskets and street art projects to engage all ages to see their streets as places that are stimulating and interesting and fun. Think Barcelona or Paris- have places where youngsters can skate board and do daring things in relative safety- too safe and the facilities wouldn't be used!