

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

on behalf of an organisation

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".)

No Response

Please select the category which best describes your organisation

Other (e.g. clubs, local groups, groups of individuals, etc.)

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 If you choose the second or third option, a name is still required, but it will not be published.

Dennistoun Community Council, Glasgow

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

The potential to reduce the number of injuries and fatalities in our local area.

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

It would appear the most cost-efficient way to deliver this proposal nationally in our understanding of the landscape.

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

National campaign aspect making Scottish population aware of the country-wide changes to the law.
 Reducing injury and fatality in built up areas of our community.
 Nation-wide approach to this proposal rather than having individual councils taking different approaches.
 National approach would cost local authorities less to roll out.
 Could discourage drivers from using side street, removing traffic from particular areas of the community.

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

One downside is the additional cost to local authorities.

Impact of the cultural change required to adhere to a lower speed. It will take a period of time for drivers to accept the change and the law.

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.

Maximum enforcement particularly in the first few months.

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

All - Increased fuel usage Service vehicles - making repairs in local areas, could face delays Business impact - increase to delivery times, less deliveries being made per day. Other - delivery/business delays to extended time on the road at 20mph

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

No

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

Age and pregnancy - mobility issues - access to roads without reduced traffic and slower speeds.

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

No negative impact to protected groups that we are aware of.

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:

Once the population is made aware of the change, they should be following the law.

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?

National awareness is a necessity, followed by maximum enforcement to ensure success and compliance of the Proposed Restricted Roads Bill.