

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 If you choose the second or third option, a name is still required, but it will not be published.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

The lowering of the limit will I believe result in a significant reduction in both deaths and injuries of the more vulnerable road user. It will also I believe contribute to cleaner air as motorists will no longer be braking and accelerating aggressively.

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

This is an issue that needs to be grasped by central government rather than at local level. There are too many hoops for local government to negotiate and many do not take the challenge of introducing reduced limits due to public opinion. It also means there will be a consistent countrywide limit rather than towns and villages having different restrictions.

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

A broad consistent countrywide approach to reducing KSI's in Scotland and an opportunity to demonstrate that Scotland is determined to make her roads safer for all. It will be beneficial to the environment as well and possibly cause a reduction in insurance as there will be less personal injury claims and vehicle on vehicle collisions will be less severe.

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

None that I can think of.

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.

Nothing that I can think of.

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

As it will be a nationwide approach the Government will bear the brunt of the initial costs. This will balance out as pollution decreases result in less instances of heart and lung disease. The local councils should not really suffer as funding can be ringfenced from Holyrood and thus protecting monies from rates and council tax. The motorist will benefit as the 20mph will ensure smoother driving resulting in better fuel consumption, less costly repairs from collisions and hopefully a reduction in insurance premiums.

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

Possibly less congestion and better flowing traffic as harsh braking and acceleration will be massively reduced.

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?

Neutral (neither positive nor negative)

Please explain the reasons for your response

N/A

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

N/A

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:

With the lowering of speeds it will mean a more consistent traffic flow in urban areas as drivers will be less likely to race lights and consequently ceasing to block junctions.

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?

None