

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 If you choose the second or third option, a name is still required, but it will not be published.

Ian Brough

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

As a lifelong cyclist, I have seen the roads become more and more dangerous as traffic levels increase.

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

Only Parliamentary legislation could provide such a sweeping change.

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

Roads would be safer for cyclists and pedestrians, especially children.

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

The problem of enforcement would be considerable, given that the present speed limits are widely ignored.

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.

Both comprehensive signage and police enforcement would be crucial. More speed cameras would help, as would speed bumps.

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

The implication of both more policing and (initially) greater signage would be increased cost - at least in the short-term - for Government and LAs, although in the long-term these would be balanced by a more healthy population and fewer accidents. The cost to motorists would simply be in longer journey times.

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

There will be substantial long-term health benefits as people walk or cycle 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?

Slightly positive

Please explain the reasons for your response

It would almost certainly benefit certain minority groups, either because they are often forced to live in areas where traffic density is high (race) or because they are particularly vulnerable (old people, the disabled)

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

Negative impact unlikely.

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:

The health benefits will eventually balance the short-term costs.

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