

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 If you choose the second or third option, a name is still required, but it will not be published.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

I'm a keen cyclist and am out on my bike up to 5 times a week. Hardly a trip on my bike passes without me seeing cars drive too fast, too close, too aggressively where cyclists are concerned. I'd love my 8 year old daughter to be able to safely cycle to school and spend more time on her bike but I live in a built up area and on a busy road and I always worry about how safe she'll be. I'm wholeheartedly in favour of anything we can do to change attitudes, promote better relations between car drivers and cyclists and make it easier for more people to enjoy a happier, healthier, safer lifestyle. I grew up in Cambridge where cycling is taken for granted as a way to get around, I fully believe we should follow places like Cambridge and the continent where cycling is treated with respect and not aggression. I'm fully behind these proposals if they reduce accidents and help all road users be a bit more thoughtful and considered.

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

Unsure

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

It would reduce average speeds and as a consequence reduce serious accidents. Hopefully it would also raise greater awareness that roads are a shared space, not just owned by cars and car drivers.

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

Possible frustration on the part of car drivers causing them to raise their speed and aggression/haste when out of the 20mph areas. I think however that would be unlikely once a culture of acceptance had bedded in.

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.

In addition to plenty of signage there would need to be regular messages through social media, possibly also through radio and tv, promoting the positive impact of the change. This would need to be on going with regular campaigns

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

i would hope that the reduction in accidents would mean a reduction in costs in terms of less hospital treatment of victims, fewer ambulances dealing with call outs and a reduction in police time dealing with the accidents. I don't believe this should impact on motorists significantly. If anything there might be a some reduction in fuel costs as they'd be driving slower. If it does result in fewer accidents then hopefully there would be fewer insurance claims which everyone would benefit from too.

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

It sends out a general message about how we view the importance of safety and sharing road usage on inner city roads

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

I can't see that this is an issue which relates to specific protected groups. It impacts on all road users whatever their group status equally.

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

no

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

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 Response