

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 If you choose the second or third option, a name is still required, but it will not be published.

Annemarie Rutherford

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**

Safer all round. Need to encourage more cycling in built up areas to reduce pollution and congestion. Many folk would cycle/commute if roads were safer.

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?

Safer for all.  
Less stressful.  
Less accidents/road rage/incidents.  
Slower means less damage to cars from potholes.  
More pleasant for cyclists.  
More folk encouraged to cycle if traffic were slower.  
More cyclists=less pollution and congestion.  
Pedestrians more chance of surviving a collision with a car if going slower.

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

Car drivers being impatient and driving close to the car in front whose driver is obeying 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.

Speed cameras.  
Huge signage.  
Change in colour of tarmac.  
Education- encourage drivers to use the speed limiter in their car.  
Education through advertising- consequences of driving too fast highlighted or benefits of driving more slowly highlighted.  
Priority given to cyclists.

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						
Police Scotland						

**Please explain the reasons for your response**

Driving more slowly is more economical. Signage, cameras, improving and renewing road markings would be a cost to LAs but long term health benefits would reduce NHS costs.

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

*No Response*

## 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**

Older and disabled folk will be safer as they need more time to react.

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?

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?

Just do it, it's a no brainer!