

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 If you choose the second or third option, a name is still required, but it will not be published.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

Many drivers already drive faster than 30 in a 30 limit zone, therefore hopefully they will drive at a lesser speed if the limit was 20. Our streets are very busy with cars driving through, & parked cars which cause blind spots for children who might run out between the cars without looking. There is a greater chance of a pedestrian surviving if they are hit by a car doing 20 mph. So cut the speed and save lives. Of course a new speed restriction is only effective if there is some kind monitoring in place.

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

No

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

To save lives and cut down on speeding drivers. Make our towns and villages safer places to live.

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

Any new changes in speed limits need to be enforced. It would not be effective otherwise.

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.

Average speed cameras are the most effective method of reducing speed and dangerous overtaking. Proof of this can be seen on the A9. It is now a pleasure to drive on this road.

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						
----------------------------	--	--	--	--	--	--

Please explain the reasons for your response

The Scottish government need to pass the new law and cover costs for speed cameras while local authorities should cover the costs for new signs.

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

Saving lives is the biggest advantage however everyone should be encouraged to drive in a more relaxed manner and give consideration to others. Our culture of driving appears to be that of get there as fast as we can even although we are not really in a hurry, adn if we are then leave in plenty of time & arrive safely. Consider other road users & pedestrians.

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

It should be part of our culture to consider others at all times whether driving or otherwise.

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

I don't think there will be any negative impact on any of these protected groups.

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?

Small villages should also be included. I think the 20 zone will be more effective than speed bumps which driver ignore. Speed bumps cost money which could be put to better use in enforcing 20 zones.