

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 If you choose the second or third option, a name is still required, but it will not be published.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 feel that it's very important to create an environment which will encourage people to walk and cycle more. This will benefit both the individuals themselves and the public purse in reduction in illness related to inactivity. Heavy, fast traffic is intimidating and unpleasant for pedestrians and cyclists and is dangerous in close proximity to them in urban busy streets. Current conditions are a disincentive to walking and cycling.

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?

More people walking and cycling, slower traffic should mean that streets are more pleasant to use and therefore perhaps the footfall to local shops and businesses might rise. Many people use shopping malls rather than traditional town centres just to get away from traffic. More people may feel able to let their children walk or cycle to school if facilities are improved and danger reduced

At night the streets may feel safer if there are more people using them on foot or by bike.

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

By itself, it's not enough. Extra facilities to encourage walking and cycling are needed, eg broader pavements and some segregated facilities for cycling. Enforcement may also be an issue so it's important to find a way to gain the goodwill and co-operation of drivers.

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 and widespread publicity of the benefits for all citizens.

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				

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Motorists			X			
Other			X			
Police Scotland						

Please explain the reasons for your response

Putting the infrastructure in place is bound to have costs attached.

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

There may be less damage to roads if traffic is slower, also less vehicles in town centres if bike use goes up might reduce road maintenance costs.

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 people and those with disabilities need more time to cross roads. Traffic travelling at lower speeds makes it easier.

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

Please explain the reasons for your response:

Traffic in inner city areas seldom exceeds 20mph because of congestion. This measure would confirm this as the appropriate speed for those conditions.

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?

A great deal of work needs done to convince some members of the public of the benefits of 20mph limits. This is worth doing because enforcement needs will be less if the public, in the main, is behind it.