

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 If you choose the second or third option, a name is still required, but it will not be published.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

Partially 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

Not all 30mph roads are within built up areas. Whilst some roads would benefit from a 20mph speed limit, others would just mean more people risking a fine, or, as in Glasgow city centre, being unaware of the limit. Also, to make tge speed limit more viable, a lot of money would have to be spent on street furniture to encourage lower speeds. So I don't agree with a blanket change.

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

Unsure

Please explain the reasons for your response

Picking and choosing roads to change the speed of would be time consuming and costly

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

Safer conditions in housing estates, especially for vulnerable road users eg children.
Could encourage cycling if done well, with the resulting benefits to health.

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

If badly done, could encourage speeding ie breaking 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.

Changes in road furniture, right of way provisions, road markings, parking provision, access. Control of large vehicles in narrowed streets.

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		

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

Other			X			
Police Scotland						

Please explain the reasons for your response

Reductions in accidents and improvement in health if cycling encouraged by sensible infrastructure would reduce costs for the NHS. More use of cycles and walking and improvement in public transport would reduce costs for many individuals. After the initial costs were met, it shouldn't cost more for local or national government.

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

Already said health. Accident reduction. More pleasant environment.

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 think the benefits would apply to all.

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

Not clear what negative impact specific to those groups, other than who is employed to do the works.

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?

Unsure

Please explain the reasons for your response:

It depends how well it is designed. Done badly it could have bad impact, done well it could enhance peoples lives.

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?

Not to make it a blanket "every road currently a 30 becomes a 20 mph road"