

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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.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

I believe all residential areas should be a default 20mph, but not a blanket 20mph with main roads.

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?

Improved health and well being, more active travel and a sense of safer roads for vulnerable users.

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

Enforcement.

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.

More police resources to enforce this at the early stages to ensure compliance.

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						
Police Scotland						

Please explain the reasons for your response

As local Authorities are responsible for setting local speed limits. If there is not support funding then it

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

would seem they would have to bare costs of implementing this change. Taking down existing signs/road markings, gateways etc and replacing these with 20mph.

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

As for whether 20mph limits work, it depends how you define "work". There's no question that if it was a straightforward choice between being hit at 30mph, and being hit at 20mph, you'd plump for 20mph every time. But if you get hit on a road with a 20mph limit, where's the guarantee that it will be at 20mph? Reducing casualties depends on drivers reducing their speed .

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

As for whether 20mph limits work, it depends how you define "work". There's no question that if it was a straightforward choice between being hit at 30mph, and being hit at 20mph, you'd plump for 20mph every time. But if you get hit on a road with a 20mph limit, where's the guarantee that it will be at 20mph? Reducing casualties depends on drivers reducing their speed and that appears to be happening – ironically – quite slowly. 20mph zones placed in the right areas are welcomed by the majority of drivers, but when these are put in the wrong place such as main roads, 3 things may happen 1. People ignore the 20mph zones where the limits should be 30/40mph. 2. More worrying, people ignore the 20mph zones where there is a legitimate reason for it to be 20mph. 3. Pedestrians perceive the main roads that are 20mph to be safer and therefore take more risks when crossing.

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

Not to our knowledge.

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?

No

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?

It is a very good initiative but on residential areas only and I hope it will get support across the political spectrum, as all groups of society benefit.