

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 If you choose the second or third option, a name is still required, but it will not be published.

David Anderson

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 people drive too fast on our congested roads. Reducing speed will reduce the incidence of collisions and the resultant damage to people or objects involved in collisions.

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?

Over time, drivers will reduce their speed. This will benefit vulnerable people crossing roads (particularly children, the elderly and people with disability) and other road users (cyclists especially).

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

It may take people marginally longer to make journeys.

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.

Extra signage will be required and police enforcement will be unavoidable if this proposed change is to be effective. Education for all will be necessary on TV, online and in print media.

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		
Police Scotland						

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

Please explain the reasons for your response

National and local Government will have setup cost in road signs. The SPA budget will require refocused to fund police involvement in the enforcement of such a significant change in society. The reduction in road fatalities should see a decrease in the cost to central and local government of investigation, dealing with the scene, legal proceedings and consequential costs. Road users will save money on fuel and wear and tear of vehicles. The NHS should save money in treating accident victims.

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

There will be an environmental improvement with less fuel being used.

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

The effect of the proposal will affect the whole of society equally.

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

Unknown.

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:

The required behaviour simply requires people to drive at a lesser speed. Factoring in additional seconds or minutes required to complete each journey will have a miniscule effect on people.

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?

The benefits to Scotland in reducing road injuries and deaths is, in itself, a good reason to introduce the proposed change.