

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 If you choose the second or third option, a name is still required, but it will not be published.

Bergus Brown

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

The streets and roads of Scotland are not pedestrian friendly. Cars are completely prioritised. Reducing speed limits will lead to greater pedestrian safety, as well as vastly improving the travel experience of cyclists. Cars speeding by while you cycling with no respect for cycle space is very disconcerting. Safer roads would encourage more people to walk and cycle, thus helping with the Scottish Parliaments goal to increase active travel. It would also increase the time car journeys take, discouraging this hugely harmful means of transport. Cars also use less fuel when they move slower.

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?

Safer roads
 More accessible cycling
 Less car users - so less air pollution, smaller nationwide carbon footprint, more pleasant cities and towns
 Increased active transport
 Reduce the fear of being a pedestrian

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

Absolutely none

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.

Public service adverts on TV radio and bus stops/ billboards, as well as new signage. Speed cameras and police with speed guns on high use roads with hefty fines

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

Reduction in car use and increased walking/cycling/public transport would decrease health costs, and decrease wear and tear on roads. Motorists would save fuel by driving slower or save a lot of money by switching to other modes of transport.

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

No Response

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)

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:

No problems with any of the bill

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?

Please do it!