

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 If you choose the second or third option, a name is still required, but it will not be published.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

Traffic has been shown to flow more smoothly at lower speeds. Public safety: Drivers have more time to react to unexpected situations, stopping distances and reaction times are improved, and any victims of collisions have a better chance of survival and less damage.

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

No

Please explain the reasons for your response

The public safety benefits will not be realised if left to the particular agenda of local authorities.

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

Public safety and traffic flow, as previously stated, will be approved. It will be universally rolled out so it should be implemented immediately instead of having to wait for specific TROs in specific places. Faster speeds will have to be justified so more thought can be put into planning local speed limits instead of just sitting on the status quo.

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

I can't see any disadvantages apart from driver annoyance, but driver's will soon get used to the new reality on Scotland's streets.

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.

A public information campaign would be helpful to make everyone aware of the new regime. But anywhere that is 30 will be come 20 - the same enforcement that is currently in place should work. Maybe an initial effort at policing/speed cameras etc will drive home the new speed limit, but eventually it should be come routine.

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		

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

Local Authorities				X		
Motorists				X		
Other						
Police Scotland						

Please explain the reasons for your response

I think there will be an overall reduction in costs as NHS Scotland will have to deal with fewer seriously injured people, with knock on effects for ambulance and other emergency services. Local authorities will have fewer congestion problems to deal with and road repairs as well as slower speeds are kinder on road surfaces. Motorists will have better fuel efficiency at lower speeds.

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

Local authorities will have less to do on the matter, sparing them local consultations and ructions over disagreements.

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?

Slightly positive

Please explain the reasons for your response

People with mobility issues will benefit from lower on-road speeds as they interact with slower vehicles. Other groups it will probably be largely neutral.

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

I can't see any negative impacts.

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

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?

Please explain the reasons for your response:

It's just a matter of replacing signs. The overall affects of the legislation will be positive for all the areas you mention.

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 sooner the better. When the bill is passed make the implementation time be short so we can all benefit asap.