

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 If you choose the second or third option, a name is still required, but it will not be published.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

The current 30mph limit is in residential areas and areas with significant potential for non-motorised traffic. It is much safer, and more pleasant, for all vulnerable road users if motorised traffic is reduced in speed. Exceptions should be made for arterial routes, but the default should be 20mph.

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**

Making the default 20mph is the only practicable way of rolling out such a limit across the country - it requires national legislation to achieve this.

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

Applies nationally  
 Makes urban environment safer for ALL users, and especially the more vulnerable  
 Makes urban environment more pleasant for ALL users, and especially the more vulnerable  
 Reduces pollution  
 Encourages non-motorised transport options

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

Whinging of people who don't like change

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.

Enforcement is vital - an unenforced limit is useless and in the long term actively encourages people to ignore the law

## 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?

<b>Local Authorities</b>				X		
<b>Motorists</b>				X		
<b>Other</b>						X
<b>Police Scotland</b>						

**Please explain the reasons for your response**

The question doesn't specify the timescale. Short term there will be a cost in terms of changing signage, longer term there should be significant savings from reduced collisions, reduced pollution, increased health.

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

Reduced perceived threat should encourage other, greener modes of transport.

## 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**

Groups with impaired mobility, or limited access to motorised transport, will find the urban environment more pleasant, and less polluted.

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

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:**

I think the bill will have a significant, positive, environmental impact

## 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?

*No Response*