

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".)

Academic with expertise 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 If you choose the second or third option, a name is still required, but it will not be published.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 roads that are residential should be 20 zones as children are in these areas and boy racers abuse the 30 zones as it is.

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

A bill would show that this is real and would be acted upon more seriously.

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

The main advantage of having this in place would mean a safer residential area. Now that towns are so congested especially in residential areas this impact would certainly help. There are main roads that should remain 30mph but all sides roads should be 20 and 15 in some places where there are a lot tighter roads.

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

On main roads I think having 20 would be a waste of time as traffic would grid lock In town areas like Inverness

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.

I think that traffic calming islands should be put in or chicanes so that speed cannot be built up

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			

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

Other			X			
Police Scotland						

Please explain the reasons for your response

For local and government the cost would go up as signage and roads would have to be adjusted but with fines as people will ignore this would levy it out slightly

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

People may decide not to drive through certain areas making safer and for some saving them money

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

Ares would be safer for all and most likely help with movement of pedestrians

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?

Unsure

Please explain the reasons for your response:

Depends on areas where it is being implied but certainly will go smoothly in residential areas.

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?

Main town routes should not be reduced just residential streets and around schools