

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 If you choose the second or third option, a name is still required, but it will not be published.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

It supports active travel. It reduces risk of death in event if a collision.

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

Unsure

Please explain the reasons for your response

Local authorities might do it themselves, but legislation would provide a framework for the rollout.

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

Encourages active travel, safer streets, easier for pedestrians to cross roads, easier for drivers to brake or react to things.

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

Lack of enforcement may render it meaningless.

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.

Proper advertising campaign convincing people that they should "move with the crowd " on This, and that we all benefit.

Visible police presence occasionally- cherry-picking areas of low compliance. Especially near schools, hospitals, care homes.

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						
Police Scotland						

Please explain the reasons for your response

Advertising campaign and signage are surely the main costs. Legislation preparation by Scottish Government costs them in terms of civil service time.

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

Hopefully fewer motorists choking up our streets. Better uptake of walking, cycling and public transport. Fewer deaths when several tonnes of metal and plastic in the shape of a car, travelling at 30mph, crushes a vulnerable road user or pedestrian.

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

Don't see direct or indirect effects. It should make streets safer for non-car owners, who are often the poorest in society, but that is not included as an option.

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

No negative impact foreseen on these protected groups.

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:

Surely it will have a positive environmental impact if it encourages active travel. If it benefits the economically disadvantaged by boosting the safety of active travel and increasing use of public transport, it's economic impact will be positive.

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