

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".)

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 If you choose the second or third option, a name is still required, but it will not be published.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

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

Less people die when they are hit by a car doing 20 mph. Staying below 20mph stops cars having to rev above 2000 rpm which reduces emissions Slower speeds encourage non-drivers to feel safer when walking or cycling

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

Yes (if so, please explain below)

Please explain the reasons for your response

Yes - presumed liability would make drivers more considerate of the consequences of their poor driving

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

Encourage people to walk and cycle more - especially children who are restricted by parents fears over car speeds

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

Non-enforcement by Police due to lack of resources -- but it should be noted that this is not saying Police Scotland will not enforce this law as they do not make choices over what laws they enforce.

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'm sure that the 'hard pressed motorist' lobby will ensure plenty of advertising of this new legislation - but Police enforcement and the knowledge that the majority of local communities support 20 mph will start to change attitudes to speeding in local roads - nothing new about this abroad, where 30kph is commonplace.

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

Legislation for 30 or 20mph as far as the Government is concerned will not make much difference. Local authorities will have reduced costs as roads will have less damage. Motorists that would have had a crash at 30mph will either have less damage when they crash or will have a near miss instead - insurance premiums should fall OTHER - NHS will have to deal with less injuries from pedestrians hit by cars travelling at 30 mph

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

At Community Council meeting all across Scotland, people will finally be able to point to the advisory Twenty's Plenty zones and say to the Police that they can now be enforced and reduce communities concerns over inappropriate speeds - especially near schools.

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

No matter your gender, race etc - you still get less sore when the car that hits you is travelling at 20mph rather than 30mph!

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

N/A

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:

Drivers will claim that the economy will be harmed because their journey will now take a few extra minutes - however they fail to take into account the amount of time on their journey that is lost when they wait at junctions and cannot emerge due to the cars approaching at 30 mph - when cars approach at slower speed they will save time by being able to exit more easily from junctions.

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?

About time - the rest of Europe realises that 20 mph is a more sensible speed in areas where children play, pensioners cross road and cyclists make local journeys that mean there are less cars on the road