

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 If you choose the second or third option, a name is still required, but it will not be published.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

Any measures which make our city roads safer for pedestrians, cyclists and other vulnerable road users is a step in the right direction. It's time that car drivers realised that the roads are to be shared and are not their personal race-tracks. It used to be that the country's roads were used by many different types of transport, but we have focussed solely on the car for far too long now. That single-mindedness needs to be reversed and the idea that it is someone's right to be able to drive a dangerous vehicle at speed through a built-up area needs to be stamped out.

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

I don't believe that it would be accepted unless it is made law.

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

there would no longer be any confusion

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

There would be widespread opposition

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 there would need to be more speed traps as it seems people are mostly ignoring the new speed limits. The new signage seems fairly comprehensive though. Perhaps there needs to be more remote cameras in the city centres before people will take it seriously. However, I think it will just take time for people to slow down generally.

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				X		
Police Scotland						

Please explain the reasons for your response

I would say that the government would have costs associated with introducing the bill and local government would have costs with signage and enforcement. However, if a reduction in accidents is expected then there would be a reduction in NHS costs, police costs, etc. associated with those accidents.

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

Apart from the fewer accidents mentioned before, there would be less noise for residents.

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

I would think that it might make it easier for disabled people and mobility impaired people to cross roads if traffic wasn't moving so fast. Pregnant women also may not be able to move so fast. I'm thinking perhaps on roads where there aren't traffic lights or crossing points.

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

I can't think of a negative impact

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:

By using remote cameras to monitor speed rather than police. Or would average speed cameras be possible in cities? They seem to work really well on the A9!

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