

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

on behalf of an organisation

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".)

No Response

Please select the category which best describes your organisation

Other (e.g. clubs, local groups, groups of individuals, etc.)

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 am content for this response to be attributed to me or my organisation

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 If you choose the second or third option, a name is still required, but it will not be published.

Andrew Brown, Chairperson, Parent Council, New Elgin Primary School.

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.

andrewbrown816@gmail.com

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

Please explain the reasons for your response

Due to the volume of traffic around the school area increasing and the poor observation of the current speed limit then this will be natural progression in trying to counter these effects.

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

This is the most effective way for the proposals to be recognised.

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

Reduction in road accidents and reduction in air pollution.

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

Financial implications.

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.

Greater visual presence of police and greater advertising of the speed limit and the repercussions of not adhering to this.

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 | | |
| Other | | | | | | X |
| Police Scotland | | | | | | |

Please explain the reasons for your response

Obviously the changes have to be paid for, hence the initial increase in cost for the Scottish Government and Local Authorities. It is not going to effect the motorist other than hopefully less speeding fines being imposed.

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

Safer for pedestrians, allowing more time to observe the traffic flow before crossing.
Greater community feeling that the traffic is flowing under a more controlled environment.

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

People from all backgrounds will always embrace positive actions to enhance their way of living.

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

When we are talking about safety for people of all age groups, it would be hard to comprehend a negative outlook on the proposals.

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:

As long as the initial roll out of this bill is done correctly there would be no requirement to revisit the changes for any additional cost or environmental reasons.

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?

Unfortunately we live in a world where people do not always recognise the need for change until it directly impacts them by possible means of losing a loved one. I fully support these changes and hope they are implemented sooner rather than later.