

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 If you choose the second or third option, a name is still required, but it will not be published.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

Currently it is too hard to get the council to change a speed limit to 20MPH, it makes sense to default to this making it just as hard I assume to raise the speed limit to 30pmph.

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

Having worked with the council and being unable to get a road outside a school reduced to 20mph it appears to be the case that council powers are not currently enough and that this legislation is the best way to effect the change that communities require.

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

Safer streets and changed behaviours with drivers in urban and residential areas

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

Some roads maybe reduced due to their designation and will in reality be main roads in a residential area, but if councils can initially nominate main routes that should be excluded then assuming no residents objected to the exclusion then this issue can be gotten around.

The 20mph limits will have to be enforced in some places especially around schools which are often the gateways to residential areas.

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.

Signage, enforcement, community wardens, speed cameras.

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

Councils may have to incur cost for signage and enforcement but this is minor especially if aligned with active travel and safe routes to school this increase in cost or investment in infrastructure could support both the 20mph aim and active travel/safe routes to school.

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

Will end the blight of cars regularly doing 40mph in 30mph areas should reduce cars rat running through residential areas if coupled with traffic calming and enforcement measures. Should make Home zones easier to establish.

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

Safer street are better for disabled, young and older citizens and indeed for pregnant and those expecting.

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

I do not see any negative impacts on those groups from this legislation

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

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?

The govt will need to invest in advertising and awareness ahead of the bill becoming law to ensure that as many drivers as possible are made aware.