

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 If you choose the second or third option, a name is still required, but it will not be published.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

I believe that this would not impact the overall travelling time on most city center roads but may slow drivers rush to the next set of lights. It must however be enforced as I currently see many such 20mph limits completely ignored around my city.

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

Better road design for shared use and roads designed for people not cars would also address these issues. However, this is the first, cheapest and simplest step that should be taken

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

This would make the environment less threatening for cyclists, pedestrians and children. Also, it would hopefully make people consider their overall journey time not what speed they are currently doing between junctions.

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

This would be largely ignored unless it was regularly enforced. It would also push traffic to other non-restricted 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.

Police enforcement is number one, however only re-design to slow traffic down will really work. Taking the dutch style mixed use roads as example.

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						

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

If enforced, this could reduce the number of cars coming into the city centers and therefore decrease pollution. It should also help encourage people to use forms of active travel such as walking and cycling.

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

I can only see a link between speed limit and potentially disability, age and pregnancy/ maternity groups however everyone will gain from lower pollution and increase in active travel but not because they are in a 'protected group'

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

no 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

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?

must be enforced or pointless