

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 If you choose the second or third option, a name is still required, but it will not be published.

Neil MacPherson

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**

Having read the consultation document the most important points i took into consideration where concerning cost reductions,better flow of traffic and reduction of injuries in particular to pedestrians and cyclists as cycling is my main mode of transport.Also totally agree that a blanket 20 mph limit in restricted areas would work better than the piecemeal implementation of 20mph speed dlimits/zones we have at the moment.

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

**Please explain the reasons for your response**

Considering implementation of 20 mph speed limits/zones using existing TRO,s only way to make this more uniform and efficient is through mandatory legislation

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

Points as decribed in consultation document

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

points as described in consulation document

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 believe in some areas where 20mph zones existing signage and road markings are not adequate and if a 20mph restricted roads speed limit Bill was brought in further traffic calming measures like speedhumps and chicanes would need to be used more where neccessary.It is however understandable that this would incur further costs for local authorities and greater resources would have to be allocated by the scottish government for this purpose.I also believe that greater use of advertising on adjacent billboards,etc and general leafleting would also be required to achieve greater awareness of the issue.

## 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?

<b>Local Authorities</b>				X		
<b>Motorists</b>				X		
<b>Other</b>						
<b>Police Scotland</b>						

**Please explain the reasons for your response**

relevant to my answers in question 6, greater costs of implementation should be borne by central government to reduce increase in costs to local authorities and better traffic flow and reduction in accidents would reduce costs to motorists, health services and general public.

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

Agree with points in consultation document that reduction of speed limits in restricted areas from 30mph to 20mph would encourage more cycling and walking and therefore improving peoples health and reduce car usage in certain cases.

## 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?

Neutral (neither positive nor negative)

**Please explain the reasons for your response**

Dont believe this is relevant to the matter

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

*No Response*

## 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:**

Better traffic management/flow will surely have positive effect in relation to these matters

## 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?

I hope it happens as the points in the consultation document in my opinion show that the positive effects of this outweigh any negative ones.