

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 If you choose the second or third option, a name is still required, but it will not be published.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 there are a limited number of areas where 20 mph zones are in place around schools, some residential areas, and some city centres (eg. Glasgow). However the 'norm' for drivers is to drive at, or at least at, 30 mph in all built up areas. It has been shown conclusively that stopping distances and injuries to pedestrians / cyclists are vastly reduced at 20 mph - for this reason alone the default speed should be 20 mph. Any roads that could be classed as 30 mph should have an automatic requirement for a risk assessment both for that piece of road, and how it may also impact drivers behaviour on other 20 mph streets close by.

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 am unaware of a simple mechanism to implement this in a coherent manner other than by a Bill in the Scottish Parliament. Raising individual TRO's across councils would be haphazard and time consuming.

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

Reduced stopping distances, reducing the number of criticality of collisions with pedestrians / cyclists
Change in perception by drivers of the 'need to speed' to get somewhere quicker
Reduced air pollution, due to less accelerations

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

Some drivers may be frustrated at the perceived slowing down of traffic (although I would expect this to reduce over time)
It is unclear how this would be enforced, although even a low percentage of drivers adopting the new 20 mph limit would create the default speed as others drivers would need to wait behind them

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.

If 20 mph is the norm, signage should be straightforward. A period of increased enforcement by the police would be expected

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

Scottish government / LA's should save costs via simpler road planning, motorists via reduced fuel consumption

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

Calmer roads, encouraging more alternative uses of roads eg. 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?

Unsure

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:

It should save money thereby be economically positive. Reduce fuel consumption and pollutants and be good for the environment

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 Response