

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 If you choose the second or third option, a name is still required, but it will not be published.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

All roads on which non-motorised and pedestrian traffic is allowed should have very low speed limits, for safety and quality of life reasons.

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

Unsure

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

Roads would be safer for pedestrians, cyclists and other vulnerable road users. Improved safety (and the perception of improved safety), will encourage more people to choose active travel alternatives to motorised transport. Lower speed limits will also discourage motorised vehicle drivers from using small backroads as shortcuts across the city, rather than larger thoroughways/motorways. All of this will improve pollution levels and the quality of life in built-up areas.

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

None

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.

Redesigning of road surfaces to discourage speeding, by adding speed bumps or other obstacles for example. More and clearly marked speed cameras, with large enough fines for offenders.

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						

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Police Scotland						
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Please explain the reasons for your response

Only local authorities will initially see a slight increase in cost due to new signage and road surface alterations, although these costs should be once-off.

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

Encourage active travel alternatives to motorised transport. Health and fitness improvement for people living and working in built-up areas. Improved safety for vulnerable people (children, aged, disabled, etc.).

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

Inner city areas will be safer for people from these protected groups.

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

No negative impact foreseen on any of these protected groups.

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:

On the contrary, deliverance of this bill is likely to have positive economic, social and environmental impacts.

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?

None