

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 If you choose the second or third option, a name is still required, but it will not be published.

Katinka Dalglish

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 live in a rural area where drivers regularly speed. Our village currently has a 30 mph and a 20 mph speed restriction zone, yet drivers disregard safety and continue to speed within these zones. I am fully supportive of all measures that aim to tackle speeding in residential areas as well as country roads.

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 believe the most effective way to reduce speeding offences is through the legal framework and additional road safety equipment such as speed cameras and traffic bumps.

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

Increased road safety, emphasis on culture change/change in attitude on behalf of drivers towards more responsible driving. Improved conditions for cyclists.

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.

more speed cameras, national poster/TV campaigns to change attitudes to driving and speeding.

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

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

Other						X
Police Scotland						

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

No Response

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

Anyone who lives with disability, anyone of advanced age who may be frail or have mobility problems and anyone looking after small children will hopefully find it easier to cross the road and negotiate road traffic safely.

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

Please explain the reasons for your response:

Road safety and our ability to protect young children on the roads has to be our main focus for proposals of this nature. Lowering speed limits is a simple and effective way of promoting this. It is not resource hungry and will not adversely affect 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