

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 If you choose the second or third option, a name is still required, but it will not be published.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

- Safer communities - Higher likelihood of people walking and cycling instead of driving - Potential to reduce number of vehicles in cities - Make towns and cities a safer place to live and work

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?

As outlined in Q1:

- Safer communities
- More people walking and cycling
- Potential to reduce number of cars in cities

Also, could help to bring around behavioural change in driver behaviour and give more respect to pedestrians and cyclists.

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

- Backlash from drivers who think that they're being slowed down
- Backlash from the right-wing press
- Centre-right political parties in Scotland not wanting to reduce speed limit and consequently pushing pro-car agenda in Scotland, causing continued inaction on air quality or increasing walking and cycling rates

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 will be necessary. The Edinburgh 20 mph policy has shown that without strict police enforcement and issuing fines and points, 20 mph does not work. There will also need to be a widespread advertising campaign.

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

Evidence shows that a blanket approach to speed limits has relatively low costs, compared to targeting specific areas with traffic calming etc. Advertising, signage and police enforcement will cost money, but the reduction in death and injury will save money.

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?

No Response

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?

No Response

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