

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

on behalf of an organisation

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".)

No Response

Please select the category which best describes your organisation

Public sector body (Scottish/UK Government/Government agency, local authority, NDPB)

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 If you choose the second or third option, a name is still required, but it will not be published.

Auchencairn Community Council

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

We need to put safety, health and the overall benefits to the economy at the centre of policy. This proposal does that.

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

The need to have a national default speed of 20mph can only be met by Scottish government legislation. The change has to be nationwide to be effective.

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

Safer roads for motorists and pedestrians. Savings to the national purse as a result of fewer road casualties and fatalities. Big improvements in health because of less pollution and less stress. A healthier and happier populace.

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.

Rumble strips, speed monitors to be installed widely. Effective signage. For example, the signs in Edinburgh for the 20 mph areas are too small.

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						

Please explain the reasons for your response

Fewer road accidents save money and the lesser severity of injury in the case of collisions at 20mph also lead to lower costs. There might also be a knock on effect to car insurance.

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

Yes. Communities will become quieter and more peaceful as a result. The relationship between motorist and pedestrian will improve.

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

Younger, older and disabled people will benefit most from slower traffic and less pollution but society at large will benefit.

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

No negative impact in the medium to longer term. In the short term, there might be a backlash from some motorists. Publicity and education should be put in place to prepare the ground. Education packages for schools should be produced and provided free as a resource for use in primary and secondary schools.

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:

The effects will be beneficial in economic, social and health terms.

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?

Our community council welcomed the proposal unanimously. We are delighted that such enlightened and well-researched proposal is being brought forward. We look forward to a bill being framed and passed.