

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 If you choose the second or third option, a name is still required, but it will not be published.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

Partially 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

There are particular areas, outside schools for example where there are currently 20mph limits at some times of the day, however, the timings of these speed limits do not take into account the various activities that can be occurring in schools on a day-to-day basis and I think a 20mph limit all the time on these short sections of road would be sensible. I also think that areas where there is significant traffic and regular slow moving vehicles, for example in the area around the crossroads and the shops in our village would be much safer with a 20mph limit. Without doubt the current arrangements will lead to a significant injury to someone in that area in our locale at some point.

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 think this needs to be country wide legislation.

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

It would save lives.

It would make it safer for children to go from home to school and also for children to go from their homes to local shops, they should be able to do this more safely than at present.

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

Enforcement will be difficult.

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.

Both advertising and enforcement are essential.

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				

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

Local Authorities	X					
Motorists				X		
Other				X		
Police Scotland						

Please explain the reasons for your response

There will be a cost to the Government for the legislative process to take place and for communication with LAs. Costs to local authorities could be significant, signage in particular. Across the country the reduction in accidents will save money for the NHS, not sure how great this would be.

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

Noise nuisance and cars driving around in urban and residential areas for "fun" will be reduced. This causes misery for a % of the population.

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?

Neutral (neither positive nor negative)

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:

Yes in the long term, the costs will probably balance out but initially there will be high implementation costs. Reduction of injury over time and reduced NHS costs and insurance claim costs should make this sustainable.

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