

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

Other (e.g. clubs, local groups, groups of individuals, etc.)

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 If you choose the second or third option, a name is still required, but it will not be published.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

Some of the 30 mph streets around our homes and school are main thoroughfares - slowing the traffic would have a negative impact on congestion and therefore increase pollution. In and around our school, the current 30 mph limit is not adhered to with traffic frequently reaching speeds in excess of 40 mph. We have no reason to believe that arbitrarily reducing the speed limit would have any impact on the driving style displayed on this road. Road safety for pedestrians could be improved by better use of safety railings at the edge of pavements and by provision of safe crossing places. That being said, there are many local roads where 20 mph would be more appropriate and safer for all road users and pedestrians. Particularly roads around large areas of housing - we see no reason why a 30 mph speed limit should stay in place there.

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

Unsure

Please explain the reasons for your response

We are unsure of the legalities of changing a speed limit, so are unable to comment appropriately on this question.

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

Safer roads for our children to cross, safer roads for our children to cycle on.

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

We think that a reduced speed limit may lead to frustrated drivers and everyone knows that this would lead to more accidents. Drivers may try to overtake other vehicles and drive in a dangerous and reckless way. We also think that on major thoroughfares the slower moving traffic will lead to greater congestion and air pollution, particularly on local bus routes.

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.

It would need to be very strictly enforced by both speed cameras and by traffic police. Without this, the limit would be widely disregarded.

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

We would expect the change of signage and the cost of enforcement of the change to be huge. We feel that in the current economic climate, particularly in North Lanarkshire Council, there are other ways that our tax payers money should be spent that offers greater value to the public.

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

There may be a drop in road traffic accidents, but without seeing the appropriate studies we are unable to comment fully.

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?

Unsure

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?

Unsure

Please explain the reasons for your response:

There would certainly be a high economic cost involved initially and there is a clear environmental impact of having a workforce deployed to change signage. In all likelihood after these initial costs, the changes would easily be sustainable in the future.

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