

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 If you choose the second or third option, a name is still required, but it will not be published.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

I agree with all the points in the proposal letter. In addition, I have been thinking this would be a good idea since driving during a holiday in New England, USA several decades ago! When I first went there it felt restrictive and unnatural to drive at 20mph in town, but after a few days the benefits were obvious. Junctions were much easier to emerge from as you had a longer and more reliable time to make your manoeuvre - there were fewer occasions when you had to wait because there might not have been time to complete a turn before oncoming traffic was too close. The overall journey times were NOT extended as less time was spent held up at junctions trying to emerge in between corridors of cars driving at 30mph+. Driving was less stressful too. The blanket 20mph limit also takes away the risk of unintentional speeding - when nearby/similar streets have different speed limits it is easy to become confused. I have long thought that a national speed limit of 20mph in towns would be a sensible idea for many reasons and am delighted that most of them are covered in the proposal document.

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 only better way would be if the law was passed throughout the United Kingdom

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

- * Fewer car accidents
- * Fewer injuries to pedestrians
- * Less stressful driving
- * Easier to comply with speeding laws

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

None, except for putting up with people who don't have an open mind moaning about it!

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 'responsive' signage that flashes your speed at you as you approach it.

Widespread advertising of new law, and reasons for it

Police enforcement eg speed traps etc

Advertise through schools and parent groups

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	
Other						X
Police Scotland						

Please explain the reasons for your response

More signage v less accidents = fewer injuries = lower cost to nhs and emergency services Lower fuel costs to drivers

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

Safer cycling routes.
Reduced costs to emergency services and NHS

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)

Please explain the reasons for your response

Once in a car these differences are not linked to speed!

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

Does not apply!

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:

All the benefits to the Bill lower costs and damage to 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?

Put a blanket 20mph within towns, ensure it is enforced and eventually people will get used to it and will then see the benefit, much like seat belt and drink-driving laws.