

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 If you choose the second or third option, a name is still required, but it will not be published.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

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

Around schools there are many children who at times just don't see the traffic, or walking, biking or scooting to school and as their have been cuts to local crossing patrols we need to ensure the roads are safe for them to travel on.

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?

Restricted roads around schools or other similar buildings would be safer for children to travel on. Motorists would be more considerate to their speed if it was enforced so doing 20mph would be more realistic than some drivers still doing 30mph.

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

Enforcing this limit to all cars and picking the restricted roads and how far the perimeter is from the building.

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.

Signage around the schools.
The happy and unhappy speed monitors to show drivers.
A bigger police presence at busy times at first and then at regular sparidic intervals to warn motorists that this is bein enforced.

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						
Police Scotland						

Please explain the reasons for your response

The Government are initiating the Bill so in turn should foot the bill. Local councils budgets are stretched enough without having to pay for the outlay for this initiative. Motorists also have a huge outlay for vehicles by taxes, insurances and maintaining cars however if they are not obeying the rules of the road there should be cost to them with a fine.

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

More environmentally friendly around schools as cars will travelling slower thus emitting less carbon. Therefore our children will be in less polluting areas while they travel to school.

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

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

Personally don't see how it could be negative on any of these protected groups.

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:

The cost of signage and different speed calming measures and how this would effect the sustainability of this Bill. However, as many signs appear to last for a long time, the children in a safer environment I can't see how the initial outlay would not be sustainable or disproportionate.

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