

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 If you choose the second or third option, a name is still required, but it will not be published.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

Please explain the reasons for your response

There is a 30 mph road in front of our house, with no pavement, it is a rural small village and vehicles speed through the area frequently. The speed limit needs to be reduced for the safety of all. I know of many areas within Scotland where for various reason that the limit should be reduced to 20mph.

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

No

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

It takes a long time to try and make changes to speed limits locally. Our community has been expressing concern about the speed of one particular road and the council have not acted on this other than to say there is no issue.

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

Enforcing that the new limit is adhered to.

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.

Possibly using paint markings on the road that help reduce speed.

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			

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

Police Scotland						
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Please explain the reasons for your response

There would be a slight increase in costs initially but perhaps long term a reduction in costs as maybe roads would be damaged to the road and surroundings at lower speeds. Hopefully the biggest saving would be a reduction in fatalities or significant injuries from traffic incidents.

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

As stated previous reduction in fatalities or serious injuries. More pleasant environment. More people walking or cycling as safer to do so. Possibly less damage to road and surroundings.

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

Safer for anyone who is slower crossing roads.

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

no

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:

Initial costs to implement but no change in cost longer term.

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?

Brilliant idea and hope that this happens.