

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 am content for this response to be attributed to me or my organisation

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 If you choose the second or third option, a name is still required, but it will not be published.

Claire Jones

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

Parent of young children. Concerned about the increasing volumes of traffic on the roads and the apparent fall in driving standards. Use of mobile phones while driving is a major concern - reducing speed limit may indirectly help.

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

Cost effective to implement the proposed bill rather than piecemeal. Also more effective in practice - same rules apply throughout the country.

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

Reduction in number of road traffic accidents in built up areas. Cost effective for one proposal to cover the whole country. Standardisation.

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

Arbitrary as to which roads councils can exempt from the bill. Would like to see clear rules and practices.

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.

Traffic calming measures. Clear signage - Falmouth held school competition to design the new 20mph signs for their "Twenty's Plenty" campaign.
More police/visible enforcement of the zones. Cameras? Traffic wardens with power to enforce limits.

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				

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

Motorists			X			
Other			X			
Police Scotland						

Please explain the reasons for your response

Implementing and enforcing the zones will see costs rise. Hopefully see fall in costs associated with accidents and their aftermath.

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

Climate benefits, health benefits, personal accountability - actually register that you're driving past say a school and the impact your speed could have rather than speeding past an anonymous building.

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

Ludicrous question. Impact will be the same for all people, regardless of race, gender, religious belief. Disabled, pregnant and older folk may see a benefit from slower traffic speeds.

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

Can't see any negative impacts other than on folk who are always in a rush to get somewhere and to whom their need for speed is more important than other folks requirement for safety.

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?

No

Please explain the reasons for your response:

It will help to slow down the frantic pace of life - that can only be a good thing.

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