

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 If you choose the second or third option, a name is still required, but it will not be published.

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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 have seen Edinburgh successfully introduce 20mph limits. As a driver it has caused little difference, certainly no hardship. As a cyclist, it feels like it has made a BIG difference as cars no longer have such an impetus to make often reckless overtakes as I am not slowing them down in the same way I used to. I also understand that it is better in terms of diesel emissions. I also think it will make a huge difference to pedestrians and ultimately some difference to pedestrian fatalities.

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?

I've covered this in my primary response

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

Few/ none provided councils can exempt some artery roads where it would not be sensible to go at 20mph (these would be the minority of roads).

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.

You need a clear campaign and roll out (could use Edinburgh model - seemed quite successful). With a national campaign, you could use TV and social media to an even larger degree. I personally think you need to do more than warn drivers ultimately. I think some drivers still go at 30mph, or frequently at 25+ so I think there does need to be penalties for exceeding the speed limit. Signage needs to be very clear - on the road and at a point of change, larger than the usual signs so it is very clear.

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

I have put significant reduction in cost for others as I think it will save lives and also will hopefully encourage more people to use other modes of travel which often reduces cost too.

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

It will send a clear message that government actually means what it says when it aims for 10% of people to walk/ cycle. It will also show they care about reducing road deaths in cities.

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

Be safer for vulnerable people when road crossing etc.

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?

Yes

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