

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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.

John Hamilton

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

A 20mph speed limit in built up areas would save lives, reduce noise and reduce pollution levels.

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

Require to follow formal approved procedures

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

Save lives

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

Slight increase in journey times

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.

New signs, additional policing, and reprogramming of speed cameras

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						

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

Please explain the reasons for your response

Additional cost would be generated due to additional policing, new signage and resetting speed cameras. There would be savings due to less fuel being burned and less people being treated in hospital due the effects of less accidents and less poisoning from reduced exhaust fumes.

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

Reduced noise levels will benefit people living close to the roads

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?

Slightly positive

Please explain the reasons for your response

All benefits as previously stated

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

Not aware of any negative impact which would 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:

The benefits would be universal

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?

The proposal to reduce the speed limit from 30mph to 20mph would make cycling and walking safer and less stressful, and would probably encourage more people to use sustainable transport like walking and cycling which would give further benefits for less pollution, better health for the people through increase in exercise and less environmental pollution.