

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 If you choose the second or third option, a name is still required, but it will not be published.

Niall Anderson

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

Offers Scotland-wide safety improvements whilst removing the need for council by council piecemeal change.

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

Nationwide change needs national-level action.

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

Improved road safety and public health. Improved public realm. Should contribute to meeting Scotlands carbon emission reduction targets by promoting active travel in place of single occupancy car use.

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

None

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 changes needed, obviously and greater enforcement would be needed initially. Greater roll out of cameras (particularly average speed units) might make a substantial contribution to this though.

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

Although some short term increase in expenditure at government level would be necessary, increased public health would in longer term offset that in terms of reduced NHS costs. Fines might well cover enforcement costs. LA's would see reductions in road maintenance costs and avoid costly consultation exercises for local 20mph schemes. Lower speeds promote smoother and gentler driving which will reduce car running costs.

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

See previous answer. Enefits will accrue across a number of different domains, not just direct benefits in terms of road safety.

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

Public realm and road safety improvements will substantially benefit those with disabilities.

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

No negative impacts to avoid.

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:

This is a relatively simple change that will have long term net benefit. It is clearly sustainable.

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?

Look forward to early implementation.