

# Proposed Restricted Roads (20mph Limit) (Scotland) Bill

## Page 2: About you

Are you responding as an individual or on behalf of an organisation?

on behalf of an organisation

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".)

*No Response*

Please select the category which best describes your organisation

Other (e.g. clubs, local groups, groups of individuals, etc.)

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 If you choose the second or third option, a name is still required, but it will not be published.

Kinross Primary Parent Council

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.

Partially 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**

We feel that reducing the speed limit to 20mph could be beneficial and are aware of the evidence to support this. We do believe that it would take a national and cultural change to really impact on the current driving speeds and drivers' behaviour, in built up areas. It would need national campaigning, clear signage and strict enforcement to see the benefits of reducing the speed. Without this we feel it may have minimal impact. Another hesitation is that many towns/villages would have more areas where 30mph is appropriate so many speed changes signage could bring confusion and frustration. Perhaps more strict enforcement, clearer signs and extensions of current 20mph limit areas, such as around schools or main access roads through towns would be more beneficial.

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

Unsure

**Please explain the reasons for your response**

Perhaps decisions being made locally by the road users may give greater access to their concerns and needs of the particular areas. A national bill might not then be required, but decisions made at a local level.

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

Reducing the speed on the road would make drivers more aware of their surroundings and react quicker to incidents on the roads/pavements etc.  
Making the roads safer for pedestrians and cyclists and less car dominated.  
A change in speed nationally may change driving culture and make slower driving more acceptable.  
Perhaps reducing the speed limit would mean those who exceeded it would not do so to such a degree.

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

Changing the speed limit to 20mph in all built up areas could mean that in areas, such as surrounding schools, would not then be highlighted as an area where particular caution and attention is required. There could be confusion as to what speed the road is if there are many areas changing from 20mph to 30mph.

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.

National advertisement with the benefits highlighted and roll out an education programme.  
Consultation with local Councils and communities about areas that should be made 30mph  
Clear signage and sensitive or high risk areas still highlighted to drivers.  
Enforcement with Police and potential need for speed cameras, however, this could be very costly and another burden on our Police force who already seem stretched.

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     |                              |                       |                      |                        |                               |        |

**Please explain the reasons for your response**

We think that the Government will have to role out a national programme of advertising and education. They will likely expect local authorities to consult with local users and introduce new signage. The Police will have a significant burden enforcing the change. Some revenue maybe gained in speeding penalties.

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

Safer for bike users, pedestrians and Crossing Patrol Officers.  
We would not want a reduction in speed to replace current Crossing Patrol Officers around schools or routes to and from schools.

## 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?

Unsure

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?

Unsure

## 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*