

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

Public sector body (Scottish/UK Government/Government agency, local authority, NDPB)

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 If you choose the second or third option, a name is still required, but it will not be published.

Mintlaw & District Community 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.

jmwhyte@hotmail.com

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

Please explain the reasons for your response

Mintlaw is perhaps in a fairly unique geographical position in that all four entrances to the community are main/through routes. Should the 20mph ever come into being, apart from in our dreams, would this be enforced? At the moment the 30 mph through the centre of the community is a joke at the best of times!

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

Local Authorities can and do, have 20 mph zones, but to provide the full impact it would require the back up of a Bill.

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

Road safety - paramount in all communities. One accident is one too many.

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

Frustration on the part of drivers running late etc.

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.

Stiff penalties.

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						

Please explain the reasons for your response

There is no reason this should have a financial impact on motorists, but Local Authorities would require to provide more police/community wardens to enforce matters which would in turn raise financial implications for the Scottish government. Also, would the courts cope with the increased load or could instant fines be imposed?

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

Road safety is the paramount benefit. Motorists would be more aware of pedestrians etc.

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

Why should/would it.

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

n/a

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 could have indirect economic impact by hitting the pockets of those guilty of braking the law. It would, of course, also involve more police/warden and court time.

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?

It can only have a beneficial effect.