

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 would like this response to be anonymous (the response may be published, but no name)

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 If you choose the second or third option, a name is still required, but it will not be published.

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 opposed

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 increases pollution as vehicles are in a lower gear which is inefficient and produces more pollution. Pedestrians become complacent and pay less attention to the traffic. A recent study in Florida suggested that for safer roads, the average speed of the traffic should be when 85% of the vehicles are within the speed limit and traffic speeds are not set arbitral to suit politicians whims.

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

Yes (if so, please explain below)

Please explain the reasons for your response

The current practice of 20mph around schools is enough, when traffic is busy, attaining 20mph is impossible. So there is no need to introduce a blanket speed limit in all urban areas.

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

NONE

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

More pollution, frustrated drivers and more anger towards pedestrians just wandering out onto the road without carrying out any safety checks. Pedestrian safety concerns should be the pedestrians first thought before they step out onto a road that is meant to carry vehicles.

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.

Ban all vehicles from all towns and cities

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

The costs are prohibitive in the current financial climate and there are no potential savings, only more costs to the vehicle owner and more pollution due to the inefficient engine performance.

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

NONE

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)

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

NONE

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:

See previous answer

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?

There are too many notices / restrictions in urban areas that are distracting to motorists and for that reason they cannot concentrate on stupid people who just wander onto the road without taking the basic precautions. More education for pedestrians is required and not punitive restrictions on motorists.