

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 If you choose the second or third option, a name is still required, but it will not be published.

Peter McInnes

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**

1. The argument on emissions does not stand. Achieving 20 necessitates running in third gear halving the miles per gallon achieved at 30 in fourth. In addition, the differential between 20 areas and those not under this restriction would be higher leading motorists to accelerate harder, and brake more when leaving/entering them. Both waste fuel. 2. As between 84% and 90% of people do not adhere to the limit in areas already covered by 20 limits, what this proposed bill would do is to criminalise the vast majority of the population. 3. The accident reduction claim requires further thought. If 53% of motorists adhere to the 30 limit, then the most effective way is to improve management of the 47% who speed in 30 areas. 4. Twenty limits would build driver frustration, making the differential between non-restricted and restricted areas higher. This encourages drivers to carry speed in, and accelerate sharply from, restrictions rendering these areas more hazardous not less. 5. The claim that this reduction has the highest effect in areas of social deprivation must surely raise questions as to why speeds are higher in these areas. Logically this has less to do with the speed limit, and more about the perceived risk of getting caught speeding.

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**

1. Speed activated signage in areas of social deprivation. 2. Use of average speed cameras in hot spots. 3. Increased use of road markings signs to indicate entry to 30 zones 4. Higher visibility of police campaigns AND evidence of these being carried through to fines/points. 5. More promotion of traffic free residential areas with an obligation for councils to trial these where communities request them, and a presumption of acceptance if those concerned perceive it to be of benefit.

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

Higher revenue from speeding fines.

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

You're criminalising 90% of the population.

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.

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**

For Governmental bodies, Signage, publicity and enforcement costs will increase (in proportion to resentment). For motorists you're looking at higher fuel bills.

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

*No Response*

## 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?

No

## 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*