

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 If you choose the second or third option, a name is still required, but it will not be published.

Giles window

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

It should be done on merit on a street by Street basis. I come from a city that did this, and it didn't work particularly well, people became paranoid about going over 20 mph by 2 mph, to the point that a large part of drivers spent more time checking speedos than the road. Also Road rage increased as some drivers became angry to be sat behind someone doing 20 mph in a 20 zone, and, although the driver in front may be correct it is still very intimidating for them and sometimes comes to blows or dangerous driving by the following driver frustrated at some going at that speed, defeating the point of lowering the speed limit on safety grounds.

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

As stated already, it needs to be on a street by Street basis, instead of a blanket 20 mph.

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

The proposal is right for places like housing estates etc, but not for through roads that are currently 30 mph or higher, frustration is as bad as speeding, sometimes worse

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

Roads that don't really need to be restricted to 20 mph being restricted

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.

It's not just about signs and policing, there needs to be more education for pedestrians and other road users as well. It isn't just speed that can be dangerous, drivers on phones, pedestrians on phones, kids running to that ice-cream van etc. All need to be educated.

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 | | | |

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

| | | | | | | |
|--------------------------|--|---|---|--|--|--|
| Local Authorities | | | X | | | |
| Motorists | | X | | | | |
| Other | | | X | | | |
| Police Scotland | | | | | | |

Please explain the reasons for your response

Vehicles are not as economic to drive at 20 mph, using more fuel, causing more emissions. Generally cars can be in 4th gear at 30 mph but at 20 mph more likely 3rd or even 2nd gear. so more cost to the motorist and the environment.

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

No

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?

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

Please explain the reasons for your response:

I feel the increase in emissions from driving in lower gears can't be offset. There are less emissions at the current speed limits,

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