

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 If you choose the second or third option, a name is still required, but it will not be published.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

20 miles per hour is too slow, and travelling at this speed offers lower fuel economy. Lowering speed limits to 20mph around some key areas such as schools may offer some worthwhile safety benefits, however, a blanket lowering of speed limits will lead to delays and congestion on roads which are not currently affected and cause frustration among road users. The current lower speed limit in Edinburgh does not appear to be being enforced amongst all road users, with drivers becoming frustrated at slow moving cars and trying to overtake or tailgate, and even cyclists whizzing past in some cases.

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**

I am not in favour of a 20mph speed limit. I would prefer to see safer driving being encouraged and drivers driving to road conditions. Many drivers, especially on country roads seem to view the speed limit as a target. I would be more interested in safer driving being encouraged on these roads rather than lowering the current 30mph limit in towns.

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

There may be safety advantages around areas such as schools, however, many such areas already have lower speed limits in place.

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

Lower fuel efficiency, driver frustration (which can lead to accidents!), delays.

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.

IF this is to happen, it needs to be enforced, and must apply to all road users.

## 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?

<b>Local Authorities</b>	X					
<b>Motorists</b>		X				
<b>Other</b>						X
<b>Police Scotland</b>						

**Please explain the reasons for your response**

Extra costs in signage, policing (if it's to be enforced properly). Poorer fuel economy for motorists and slower travel times.

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

No - only benefits around places such as schools, which already tend to have lower limits in place.

## 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**

No impact - slower speed limits are already in place around schools, etc.

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:**

Poorer fuel economy, which I believe this would cause, has an obvious environmental impact.

## 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's an unnecessary, waste of time, money and energy! The majority of accidents happen on national speed limit country roads; encourage safer driving on these roads rather than waste time and money on relatively safe 30mph areas.