

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

Representative organisation (trade union, professional association)

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 If you choose the second or third option, a name is still required, but it will not be published.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

Partially 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

We find a lot of merit in the proposal. FDCC would love 20mph in residential areas. However, we have a main road going through the village (A977) and from our experiences with a pilot for a community speed watch we know and recognise the difficulty of enforcing this new limit. In purely residential zones a 20 Mph can be instated. On roads like the one going through our villages we see more merit in other measures of traffic calming. At the moment the police have insufficient resources to enforce the 30 mph and the 60 mph- so a blanket institution of 20 will only cause a lot of frustration. We firmly support initiatives to help pedestrians and cyclists to walk and cycle safely, but the only proper way to do is to separate the traffic.

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

see answer above. Tailored plans, listening to the residents and representatives of the residents (ie the CCs) will provided local and detailed information to make local plans.

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

If motorists would keep to it, Scotland's road would be safer. However, motorists will not keep to it unless it is enforced. There are not enough resources for the police to do that properly and to put speed cameras everywhere is no solution either.

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

On main roads, villagers would have more sound pollution;
Sometimes speed limits can lull a person into a false sense of security
there is insufficient money to enforce (see legislation on mobile phones behind the wheel- lots of people not obeying it because the chances of being caught are nil)
a 20mph is not always necessary and can cause frustration

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.

Many of the current local 20mph zones are around schools and in residential areas. More signage doesn't always lead to better compliance. The police cannot be everywhere all the time. Quite often it is the residents in an area that do not obey the speed limit- because they (think) they know the road. Whenever a new zone is made into a 20mph zone, a campaign of education is needed.

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

This is an impossible question to answer for it relates directly to what measures all the above would (have to) take in order to implement the Bill

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

There are not many benefits- this is a leading question

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

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?

Just don't do it. Work on enforcing the 30mph limit, and listen to locals as to where there are problems