

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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.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

Please explain the reasons for your response

I have various points to make: - Reducing the speed limit indiscriminately on all 30 roads will not necessarily lead to improved road safety. Other factors such as driver frustration, concentration and ability to accelerate within the speed limit to safely pass vulnerable road users should be taken in to consideration on a case by case basis. -Lowering the limit on all roads makes obsolete the additional emphasis on safe driving that 20mph school zones created. Where a driver coming from a 30mph to a 20mph school zone will probably take additional steps in relation to safety, there will be no change in behaviours and we're moving from a 20 main road to 20 school zone. -lowering to 20 will in many cases have a hugely detrimental impact on the environment whilst providing no safety benefit what so ever. (Roads where pedestrian traffic is very low/completely segregated etc)

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

The aims should not be implemented. Reduction of speed limit is one option when trying to improve road safety however a multitude of other measures also exist which may have a greater effect as well as being more environmentally friendly. A blanket 20 limit will also have a detrimental effect on the economy as journeys will take longer and incur more fuel cost

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

I see no advantage of a blanket change. Any change to speed limits should be carried out on a case by case basis.

A blanket reduction is a lazy alternative to robust individual safety planning techniques.

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

- environmental impact
- economic impact
- social impact
- reduction in awareness of high risk zones (school zones etc)
- bicycles will be held up by motor vehicle traffic

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.

Speed cameras capable of enforcing a 20mph limit. Which currently are not in operation in Edinburgh. There ARE NOT sufficient police resources in place for police officers to be spending hours upon hours in the street with laser devices in the current climate.

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					
Motorists	X					
Other						
Police Scotland						

Please explain the reasons for your response

As per points made in previous answers

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)

Please explain the reasons for your response

What an outrageous question. My sexual orientation or any other protected characteristic has absolutely Jack sh.. To do with what speed I drove my car at or others drive theirs at.

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

There will be no positive or negative impact on any particular group due to this.

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:

The bill presents significant environmental and economic hazards. The combined impact of a 33% reduction in speed limit over every journey made by every person in the country each day would be enormous.

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.