

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 If you choose the second or third option, a name is still required, but it will not be published.

Martin Page

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

20mph is too slow for a blanket speed limit. The few times I need to use a car, I actually need to get from A-B smartly, without an extra 20% added to my journey time. Also, risk homoeostasis means that though traffic injuries will go down in the short term, they will revert to normal in the long term as people continue to take the risks they are comfortable with. I have already experienced van drivers pulling out into small gaps in 20mph traffic, and pedestrians assuming they can just nip across the road.

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

Speed cameras in areas where 20MPH is actually appropriate.

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

Short term lowering of accident statistics.

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

Nanny state. Slower journeys when you need to travel. Hard to stay at 20 so many fines. Accident rates will flip back due to risk homoeostasis. This is just virtue signalling. Please fix the roads instead.

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.

NA

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					

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

Other						
Police Scotland						

Please explain the reasons for your response

It will cost to enforce. It will generate many many fines.

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

NONE

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

Please explain the reasons for your response

?

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

NA

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:

It's a stupid idea.

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?

This is just virtue signalling.