

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 If you choose the second or third option, a name is still required, but it will not be published.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

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

Whilst I agree that a lower speed limit on restricted roads may increase the safety of pedestrians and cyclists I do also have reservations. I believe that the majority of vehicles do not function economically at such a low speed and that there could be, therefore, an increase in pollution and noise. It could also possibly reduce the awareness, by pedestrians particularly, of vehicular traffic. As a cyclist and horse rider as well as a car driver I can see different aspects of this proposal. For the drivers a 20mph default limit on all restricted roads could lead to frustration and traffic congestion as well as more pollution and noise. Slower moving traffic may also feel that it does not have to give cyclists a wide berth when passing. It is noticeable that in restricted areas, especially in rural towns and villages, that many pedestrians pay little attention when crossing roads or walking on narrow pavements where they often use the gutter as an extension to the pavement - many of them are also far too engrossed in their phones and ipods to have any awareness at all of their surroundings and are totally oblivious to other road users. Until pedestrians become more aware of the other road users I do not think that lowering the speed limit in restricted areas will significantly reduce accidents. Living in a rural area I would be much keener to see a blanket 40mph limit on all rural roads (ie C roads and below). Most of these are narrow, often single track, and yet are used as "rat runs" and "race tracks" by impatient car drivers who think they can reach their destination more quickly than by remaining on the A & B roads.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

Unsure

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

No Response

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

Increases in driver frustration, pollution, uneconomical running of vehicles and noise.

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.

No Response

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

For the motorist there could be an increase in fuel and maintenance costs of their vehicles due to the slower running. Otherwise i am unsure of the financial aspects of the proposed bill.

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?

Unsure

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.