

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 If you choose the second or third option, a name is still required, but it will not be published.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

No evidence exists that a blanket 20mph is enforceable. It relies on self management in the majority of the uk and the offenders remain offenders. Public education is a better route.

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**

Targeted 20 mph provision.

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

None. Too open to miss-use by councils without consultation and attempts at driver education.

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

None. Too blanket in approach

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.

Compliance cannot be enforced and its imparacticle to make it enforceable. Insufficient police presence. Equipment unable to record speed under 30mph. Driver signage fatigue will increase non compliance and it is in-appropriate for many roads in Scotland.

DRIVER EDUCTION IS MORE APPROPRIATE IN ALL CASES

## 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?

<b>Other</b>	X					
<b>Police Scotland</b>						

**Please explain the reasons for your response**

Increase in lives lost due to assumption of vehicle speeds. DRIVER EDUCATION NEEDS LOOKING AT MORE THAN ANY OTHER AREA

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

Over all for car drivers none. Fuel efficiency at 20mph is worse than at 30,. Longer journey times. More Driver frustration. Increased non compliance over time.

## 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**

In appropriate question for speed reduction. These things have no relevance

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

Irrelevant

## 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:**

Longer journey times, increased time of traffic within residential areas not at efficient driving speeds. Insufficient funding to supply infrastructure when we are strapped for cash as it is.

## 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?

Don't assume we all drive without note of the road conditions.