

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 If you choose the second or third option, a name is still required, but it will not be published.

Ken Wilson

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 supportive

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

I totally agree with restrictions in built up areas, housing estates, near schools or areas of high child density. However, a common sense approach to roads through villages, with particular attention to weight limits of vehicles passing through small communities.

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

Better use of intelligent technology, such as speed cameras, vehicle trackers, GPS

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

Environmental pollution reduction. Accident reduction. Less noise in built up areas.

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

I don't think you can have a one solution fits all scenario. A 25 tonne lorry trundling through a small village at 20mph is still going to shake the foundations of road side homes. Until such times as those in a position of authority pay more attention to the infrastructure of towns like Inverness than the building of new homes this will continue to be a problem. It is well documented about the drastic rise in both the size and number of vehicles on Scotland's roads, and not enough planning, forethought or money gets put into how to cope with an ever increasing problem. Although not related to the 20mph speed restriction, the A9 and A82 are prime examples of lack of investment.

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.

'S' plates ... make persistent speeding drivers display an 'L' plate style sticker on their car, introduce an embarrassment factor.
Restrict the size of car inexperienced drivers can drive ie. 1000cc (particularly relevant to under 25 year old drivers).
3 strikes and your out (or even two) ... 6 month ban and a speeding awareness course.

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

All money raised from speeding offences to be fed back into Local Authority. Local Authority to invest money from fines into road related projects. This could be educating young drivers, speed cameras and road projects. Also from a safety point of view, less pressure on the NHS

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

Happier households that live beside busy roads.

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?

Slightly negative

Please explain the reasons for your response

Some divers will give more thought to the route they take on journeys. By sticking to main arterial routes rather than zooming down little rat runs may take them a little longer.

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

No ... In fact I can't see how your gender, race or religion would affect a persons driving.

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?

Yes

Please explain the reasons for your response:

Should be self financing ... and common sense will prevail.

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?

More public consultation ... Listen to what people affected are saying.