

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 If you choose the second or third option, a name is still required, but it will not be published.

George Hutchison

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

I am partially opposed to a blanket roll out of 20mph limit because in many instances under the present scheme many roads which can be safely driven on at 30 mph have been reduced to 20mph. Also many roads are covered in so much street furniture and paint of various colours and that unless the driver is familiar with the local layout it is difficult to know where you should be on the road and often the concentration required to negotiate some of these obstacles can actually be detrimental to road safety. Surely some joined up thinking for a nationwide strategy for road design and safety would be better than the current cobbled together situation we have at present, I live in a street which has had a 20mph limit for years which is widely ignored by many drivers and never enforced by the Police. Also when driving on many roads with the recently applied 20mph limit I find they are also ignored by many drivers. If these limits are applied are Police Scotland going to enforce them? I also feel that improved driver training and awareness especially at the initial driving test stage, speed limiters on cars driven by drivers under twenty one and improved road design would all help improve road safety, I am not convinced that pollution would be reduced by lower speeds and feel that cars slowing down and speed up as the speed limit changes would in fact increase pollution as happens when cars slow down and speed up to negotiate speed bumps and other traffic calming measures. I am a pedestrian, cyclist and motorist and I am not convinced that an overall blanket 20mph speed limit which will mostly likely go unenforced is what is needed.

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

The decision making process should be left in the hands of the local authorities working with local people to decide where the reduced speed limits are required. For example within housing schemes and roads with safety problems. I do not feel the big brother one size fits all approach from Central Government is required,

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

I do not think taking decision making away from local authorities and local people would be an advantage.

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

The main disadvantage would be taking decision making away from local authorities and local people.

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.

Given the vast number of streets that would have the blanket 20mph limit I feel that it would be impossible for Police Scotland to enforce without additional funding.

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

Additional costs for Scottish Government and Local Authorities would come from providing signage and funding Police enforcement. Motorists would face additional fuel costs when slowing down and speed up as and when the speed limit changes.

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

I do not feel that the Bill discriminates positively or negatively against the groups noted above.

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

I do not agree that there would be any negative impact on these protected groups,

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:

I believe the slowing down and speeding up of vehicles through speed limits will increase pollution and impact on the environment.

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?

None.