

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 If you choose the second or third option, a name is still required, but it will not be published.

Brenda Herrick

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

Given the huge reduction in police numbers and general absence of traffic wardens in many areas I see no possibility of a reduced speed limit being enforced. Speed limits are widely ignored as are other rules of the road such as parking. Speed bumps are now out of favour due to the increase in emissions they produce and the immediate increase in speed when leaving (or frequently before leaving) a restricted zone also increases emissions. It is depressing to note that when the subject of speed is raised on our local community forum the criticism is always of those who drive too slowly and speeding is either taken lightly or encouraged. I know many otherwise upstanding members of the community, not young, who take exceeding the limit for granted. It has become almost socially unacceptable to drive within the limit. I fail to see how reducing speeds will encourage walking and cycling. If all drivers behaved as they should - observing speed limits, driving with care and according to the conditions and locality, conforming to parking restrictions - there would be no need to reduce speed limits. Sadly they don't. There seems to be a general reluctance to walk even short distances rather than getting the car out.

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

There should be far greater use of speed cameras paid for by fines for speeding and with no requirement for warning when cameras are in operation since those who drive legally have nothing to fear. Also I have never understood why personal circumstances, e.g. needing to drive for work, is so often accepted as reason to reduce sentences. If you need your car, don't break the law! There is a world of difference between a small mistake and deliberate dangerous driving. No-one is compelled to drive over the speed limits, or when drunk or using a handheld phone, but the penalties rarely fit the crime. If people thought they were in danger of a heavy fine and confiscation of their vehicle they might think twice. So, no, I don't agree with reducing the speed limit. More speed cameras and heavier penalties would be a cheaper option and I believe could solve the problem.

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

Can't see any when existing limits are not enforceable.

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

It could cause confusion for pedestrians if, say, a main road through a village or town was 30mph but side roads were 20. It would also greatly increase the number of signs required. A main road goes through the centre of my village with numerous side roads off each side. Signs facing each way would be required at every junction. 20mph areas past schools apply only at certain times and in very restricted areas so these should be retained with the flashing lights which warn motorists when that limit is in operation.

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.

This assumes I agree with the proposition, which I don't. See previous responses.

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			
Other						
Police Scotland						

Please explain the reasons for your response

Don't know what Other means in this context. There would be huge initial capital cost which might be recouped over time if fines were heavier and enforced.

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

I cannot see any benefits until speeding is universally penalised.

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?

Negative

Please explain the reasons for your response

That's ridiculous. How on earth can a 20mph limit impact on most of those groups?

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

N/A

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

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 Response