

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 If you choose the second or third option, a name is still required, but it will not be published.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

While 20mph zones may reduce road accidents they are often placed in areas that people would accept as higher risk e.g. School gates. That in itself may skew the evidence and cannot necessarily be extrapolated to all roads and a blanket 20mph speed limit. In fact it may lead to less adherence to 20mph in higher risk zones. A speed limit is a maximum allowable speed and at many times in an urban environment it would be impossible to drive at that speed however when it is safe to do so people can. Again I am unsure that there is evidence to show that if drivers indulge in breaking one speed limit that lowering it further will change that behaviour. It is also worth considering human behaviour as I know the irritation a cycle causes to some drivers even when the cycle is travelling at 20-25mph. It could promote more dangerous driving due to impatience rather than encourage safe and sensible driving.

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

They are already deliverable through traffic calming and 20mph zones. This is a hammer to crack a nut.

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

I can't see anything in this that is an advantage over the current situation.

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

I believe I covered this at some length in question 2

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.

I think it would require a lot of police enforcement, cameras etc. Most modern cars are not really meant to be driven at less than 20mph for any length of time making it quite difficult to maintain. Remember 20mph is the limit therefore to keep under it law abiding drivers will drive at 15mph. In addition this speed is so low that I would easily be cycling faster than this. What provision may be required for enforcement of cyclists?

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

Drivers will be forced to drive at less economical speeds therefore fuel will cost more. Strong enforcement could lead to an increase in drivers losing their licence which would have detrimental impacts on drivers and economy of the country overall. I am unsure of how the cost of new signage and enforcement compares with no doubt an increase in fines and penalties. I assume experts have more idea on that.

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

Cycles will be able to stay in the flow of main traffic. That's the only one I can think of.

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?

No

Please explain the reasons for your response:

As explained previously. It's a nonsense bill.

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 do it. Spend time working on securing jobs for the people of Scotland.