

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 If you choose the second or third option, a name is still required, but it will not be published.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

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

Fruitless unless you are going to provide some method of enforcing it. The 30 limit is ignored for the most part. Why not enforce the existing speed limit? The money could be better spent improving pavements, cycle paths etc (but I approve of the idea for sharper turns for cars). How about making some kind of pedestrian/cycling test a mandatory part of the driving test. Soup up the cycling proficiency test to include demonstrating that you have carried out 10 cycle rides along defined roads and you can't hold a full driving test until you pass your cycling proficiency test. (Wouldn't hurt a serious number of cyclists to do their cycling proficiency test either. Many seem to believe that it is legal to ride on the pavement and fine to run red lights)

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

Unsure

Please explain the reasons for your response

I don't know enough about how such matters are implemented.

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

A few might listen. Most probably won't.

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

Another piece of bureaucracy lurking in the twilight not being enforced.
Re the pollution aspect, diesel cars appear to be on the way out now. Won't the level of pollution increase if everyone returns to petrol?

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.

If you want calmer traffic, use averaging cameras. Make a driver's average speed a mandatory and permanent part of every car's dashboard display, which re-sets automatically every time you pass a camera.

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		X				
Police Scotland						

Please explain the reasons for your response
The money has to come from somewhere.

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

Less wear and tear on road corners as the sideways forces (centrifugal? It's so long since I did maths) between the road surface and the car tyres will be reduced. Hence a very slight reduction in the rate at which pot holes appear on corners.

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 can't see why it should affect these groups specifically. Are some more likely to walk/cycle than others?

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

I can't see why it would have a negative impact.

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:

I don't think it will have much impact at all - either positive or negative.

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 bother unless you are going to enforce it. Why not enforce existing speed limits? (All of them, not just the urban 30 mph)