

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 If you choose the second or third option, a name is still required, but it will not be published.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 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 wholly believe in and endorse all the points made in the consultation document, which is well thought out, easily understandable and very valid.

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

No

Please explain the reasons for your response

The default should be 20mph in restricted areas. This will demonstrate to the Scottish Government that such action is needed.

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

The advantages are clearly set out in the consultation doc; no need to repeat them here.

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

I do not think there are or will be any disadvantages to having a default 20mph speed limit in restricted areas. Furthermore I think the Government or other authorities should ignore the predictable howls of protest from motorists and motoring organisations. Society as a whole should determine the lowering of the speed limit, and ignore the vested interests of the motoring community. In the 21st century in the age of the speeding vehicle is rightly coming to an end.
Note: I speak as a motorist, cyclist and pedestrian.

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.

Speed activated signs are always useful. No additional police enforcement is required (they anyway do not have the resources).

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		

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Local Authorities				X		
Motorists				X		
Other				X		
Police Scotland						

Please explain the reasons for your response

Speeding is a leading cause of accidents, damage and injury. It seems obvious but motorists do not seem to understand or agree. In practice I think there could be a significant reduction in cost to society as a whole, but at this stage let's be conservative on potential cost savings.

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

1) I believe vehicle noise is a significant negative, stress factor in many aspects of our lives, including restricted areas. Reduction in speed = reduction in vehicle noise level. 2) Reduction in the default speed will make our communal areas, such as residential and shopping, much safer (especially for children and older people) and more enjoyable for everyone.

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?

Positive

Please explain the reasons for your response

Obviously it is not possible to be absolutely sure of the effect on these protected groups. However, one would think that in respect of disabled people, pregnant women and mothers with young children, there must be advantages while walking or cycling in restricted areas where the lower speed limit applies ie safer, with greater reaction time if a collision between a person and a vehicle seems inevitable.

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

I do not foresee any 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 do not believe there can be any negative, disproportionate economic, social or environmental impact. I can only see benefits overall in the short, medium and long term

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?

I think motorists, lorry drivers, motoring organisations, hauliers and the like have been able to have too much say and influence until now. I believe the views of communities, residents, shoppers, cyclists, parents, school authorities, older people etc should now hold greater sway and determine what should happen in restricted areas. It is not as if the proposed 20mph default speed will apply across the board ; it is only in restricted areas - entirely reasonable and justifiable.