

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 If you choose the second or third option, a name is still required, but it will not be published.

Karen Herbert

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 travel widely around the UK, and am keen on observing speed limits, however I have noticed an increasing tendency to establish new restrictions without apparent reason. For example, there is a section of road I use regularly in East Ayrshire that a couple of years ago had speed humps installed and a 30 mph restriction imposed. It is adjacent to a local village, but continues for a couple of miles outside of the village where there are no dwellings, just fields, and not even direct access to those fields from the road. This is frustrating enough as an inappropriate 30 limit - to further restrict that to a 20 limit would only increase the instances of bad driving such frustrating roads cause, I see no point in annoying and frustrating drivers unnecessarily. I agree to 20 mph restrictions in built up areas in towns where properties have direct access onto the road, but not where the road is separated from the dwellings (by an access road or similar) and not where there are no dwellings, or they are more than a quarter of a mile apart. Frustration causes accidents, and should be avoided wherever practicable.

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**

I already drive through several areas where there are 20MPH restrictions in place, so it is already possible to achieve this, and I see no necessity to change the law. I think most busy roads could be made safer and fuel consumption decreased by simply preventing parents from parking outside/near school gates, encouraging youngsters to take public transport and encouraging mums to think about the safety of children other than their own.

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

I agree with lower speed restrictions where appropriate, but as this is already possible where necessary, I can't see any advantage in changing things. Frustration causes accidents and this is not what the proposal intends.

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

I am not sure I see any, people already break the 30 limits, and the same people (and possibly others) will continue to break and 20 limits, so unless we are also planning to spend more money on policing it properly, I don't think this change will achieve its aims.

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.

The only thing that will enforce it is a physical police presence, and I think that would be far too costly.

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**

There would be a significant initial cost incurred in making the changes in respect of signage etc. I think there would be increased monitoring costs to enforce any changes. Motorists would incur additional fuel costs - my engine's 'sweet spot' for efficiency is not at 20MPH. The public as a whole would have to pay for this through taxes, so it would have an increase in costs for everybody.

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

For me the only important factor in doing this would be safety, and less accidents would result in small cost savings. But if this is the rationale, we already have the ability to make this happen.

## 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**

All of the above are people/pedestrians and all of the above are drivers, so it would impact everybody in pretty much the same way.

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*