

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 If you choose the second or third option, a name is still required, but it will not be published.

Alan Miller

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

It is the blanket approach to this which concerns me. I have no issues with a proposed limit around Schools, Hospitals, Fire Station and in housing estates provided they are enforced. However to have that limit working 24 hour a day seems to me unenforceable, any law which is unenforceable is flawed. Given that the technology exists today to record average speeds of vehicles over stretches of road then this form of enforcement should be used in the most vulnerable areas.

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'm not sure that a national restriction is advisable. Local authorities and local agencies are best placed to decide local matters. What is deemed correct for a large urban area will in no way suit country areas.

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

The main advantage is surely a reduction in pedestrian casualties due to vehicles traveling at speeds inappropriate to the road conditions.

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

The main disadvantage is a using this 24/7 where there is no need and no recorded incidents that would deem such a limit appropriate.

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.

Number plate recognition cameras on every stretch that is limited.

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

Local authorities will inevitably bare the largest burden of costs followed by the motorist who will bare the largest inconvenience and therefore large costs. The Scottish Government will bare little additional costs other than any set up and monitoring.

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

No.

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 don't see apart from those who are disabled any advantage or disadvantage that would accrue to any of the other groups.

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

More road crossing for disabled persons with longer allowed for the crossing.

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

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?

Please explain the reasons for your response:

Because of the 24/7 nature of the limit, it is disproportionate use of legislation if fact it is lazy legislation.

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?

Provided the roads in question are around vulnerable areas such as schools, Hospitals, Fire Stations and in small housing estates and are operated at sensible times of the day, then I have little objection provided they are rigidly enforced.