

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 If you choose the second or third option, a name is still required, but it will not be published.

Peter Bennett

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

The supporting proposal document is biased and does not stand up to scrutiny. I do not see a clear reason or facts to support the change. e.g the document quotes the following Transport Scotland text: " In October 2016 Transport Scotland published its annual statistical report Reported Road Traffic Casualties Scotland 2015. 3 Table A of the report shows that in 2015 there were 5,398 accidents on built up roads, where the speed limit can be up to 40mph, and 877 of these accidents were categorised as fatal and serious." However ROSPA quotes the 2015 figures as follows : "In 2015, 747 people were killed, 15,517 were seriously injured and 133,753 slightly injured in reported road collisions on built up* roads in Great Britain1 . A large proportion of these accidents occurred on residential roads, with 90 deaths on B roads in built-up areas and 292 deaths on other minor roads in built-up areas2" So is the figure 877 deaths in Scotland or 747 for all of Great Britain? There are also references to lobby groups (20 is plenty) who do not offer an independent and factual point of view to allow intelligent people to make a sensible decision. In effect the proposal document looks like it has been specifically written in such a way to influence and outcome that is not justified, as a result the sponsor has lost his credibility. Should an unbiased & credible consultation document be produced that clearly showed benefits vs disadvantages then I would consider it seriously and vote accordingly.

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

Clear facts that stand up to scrutiny. It seems that a significant part of the issue is speeding above 30mph, why not increase penalties and become zero tolerant? The proposal seems to accept speeding as a default by saying average speeds will reduce to 25MPH.

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

I do not see any based on the contents of the proposal

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

longer travelling times, potential increased delivery charges, less traffic flow at peak times.

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 don't believe there should be a 20mph speed limit. Why does this question presume that there will be and guide the respondent to answer in such a way.

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

Any change will have immediate cost implications with signage and enforcement as well as authority time and government time to process. In the longer term the increased time to travel will be a cost to motorists and consumers

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?

Negative

Please explain the reasons for your response

It will impact all people who use transport in a negative way. Race, orientation etc make no difference

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

Not applicable

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?

Yes, enforce the current limit and make speeding in built up areas socially unacceptable. Arm people with real facts and figures if such a problem really exists.