

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 If you choose the second or third option, a name is still required, but it will not be published.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

There is no need for a blanket change. I support targeted implementation of reduced limits in specific cases e.g. outside schools.

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

The benefits set out can all be better addressed by tools other than a blunt instrument speed limit change. I would challenge the figures on emissions. Automotive vehicles are not programmed and geared to perform at 20mph. Costs - there are significant costs in replacing signage, documentation, training materials, traffic signal phasing, etc.

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

None

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

Upheaval for no real effect.

Increased travel times.

Flashpoints on over- or under- enforcement of the new limits.

Mechanical issues due to vehicles driving at a non-design speed; increased time for vehicles to warm up, increasing emissions; incidents due to the change in perception of speed; congestion/incidents where higher speed limits merge to new 20s.

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.

Our current limits are barely enforced due to resource constraints. We should be talking about enforcing them better and not enforcing a new reduction.

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

Reasons covered in earlier responses. Signage, education, enforcement, related changes, automotive operation at unintended speed, etc.

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

It will have the same impact on these groups as every other person.

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

As before. The protected groups question is irrelevant in this context.

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

Please explain the reasons for your response:

We are often told by the government how new transport schemes reducing travel times will have economic benefit. The corollary surely then is that increasing travel time will be to our economic detriment.

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