

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 If you choose the second or third option, a name is still required, but it will not be published.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

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

Quite apart from being a licence to massage and improve police resolution targets, I see this as being just another way to extort money from the public. That said' the idea has merit if implemented sensibly and selectively. I am in full agreement outside schools, shops and in some residential areas. As for arterial routes through residential areas this will only add to congestion and thus pollution. Also the legislation should take in to account the difference between 3am and 3pm therefore should perhaps be restricted to peak hours eg 7am-8pm?

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)

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?

Disrespect of limits where they are seen to be arbitrary rather than necessary, and the draconian creep of reducing the element of common sense where limits are already perfectly acceptable. Increased transit times on arterial roads, particularly at times where 30mph is already perfectly acceptable. Time of day also needs to be taken into consideration as 20mph at 4am in a rural area is not the same as 2.30pm outside a school in a residential area.

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 do not feel that enforcing a rule that seems unnecessarily draconian and not of value is to anyone's benefit.

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	
Local Authorities	X					

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

Motorists	X					
Other	X					
Police Scotland						

Please explain the reasons for your response

It would appear that as it is an unnecessary rule there would be increased costs to motorists and local authorities thanks to new signage, increased transit time, lower fuel economy, higher fuel costs and greater fuel consumption. The Scottish Government would appear to be the winner in this as a result of increased penalties that would seem likely to be rolled out as the 20mph limit is totally unnecessary, and difficult to both enforce and adhere to. More effort would be needed to watch the speedometer than the road ahead which is a significant danger considering the alleged hazards in these areas.

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

With the exception of certain areas, such as residential streets, outside schools etc I do not believe that there will be benefits.

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

How does this have any impact on any of these? A totally worthless question.

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

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:

Already explained regards to increased costs and emissions.

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