

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 If you choose the second or third option, a name is still required, but it will not be published.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

I believe this country is going backwards instead of forwards on every aspect of the interests of the motorist. Lets address the emissions argument , firstly sales in the Uk has seen a 15 per cent decrease in Diesel vehicles this year. This is due to the Government taking a dim view on diesel and will start charging more for these vehicles , infact it has allready started. So more coffers for the treasury allready. The fact is , i condone speeding in sensitive areas , mainly schools where the 20mph limit signs allready carry out there task of slowing traffic. A 20 mph blanket coverage is a blunt instrument in the quest to educate drivers and control there speed. Instead of having a very restricted speed limit which will cause more congestion due to slower traffic feeding through towns , it will use more emissions due to the fact the vehicles will be travelling slower and therefore spend more time within towns and villages. There is also the increased wear on brakes due to the sudden decrease from National speed limits into a 20. This may cause issues with following traffic i.e the concertina effect where the first driver brakes hard , then the line of drivers behind will brake harder... then behind that driver brake even harder. We need to educate drivers . As i have mentioned banging up a 20mph speed sign will never stop accidents , its merely another cheap way of tackling an age old problem of not addressing the real issue which is extra education and awareness for drivers. Who will be Policing this new speed limit? Civillians? I hope not , they havent the knowledge nor the authority. Please think of progress instead of reverting back to the dark ages . I drive 60k a year and witness everything , driving through villages and towns at 30 mph is possible only in the correct circumstances . Inappropriate driving causes problems , please dont tar every motorist with the same brush. Kind regards P.

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 am unsure as to how a blanket ban on 30mph can be advertised elsewhere. Whatever way the Bill is delivered , it will give exactly the same retort.

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

Easier to view your car in the shop window?

Of course theres more time to avoid incident , however you should allways be aware of your surroundings at all times.

What next 10mph ? , 5mph?...when does it stop?

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

Increase in build up of traffic .

Higher emissions due to vehicles spending longer in built up areas.

More wear and tear on mainly brakes due too slowing much more often.

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.

Police.....more costs.

Signage.....more costs.

This isnt really a well thought out idea. It is actually going to cost more than just leaving as is.

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 | | | | | |
| Motorists | X | | | | | |
| Other | | | | | | |
| Police Scotland | | | | | | |

Please explain the reasons for your response

Implementing the changes will cost the Councils , not the Government. This in turn will filter down to the public , the motorist will notice increased wear on brake components due to constantly monitoring their speed via the pedal.

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

Not quite sure what reducing a speed limit will impact disability and further other organisations.

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

It could be avoided by scrapping this costly idea.

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:

It will impact councils financially as theyll have to foot the bill. Then in turn the extra funding will be drawn from areas that would have a far greater benefit.

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?

Better understanding of appropriate driving in built up areas through discussion groups and increased training for motorists.

Better warning signs for areas such as schools. Infact i feel schools are the most important aspect in monitoring speed within those areas.