

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 If you choose the second or third option, a name is still required, but it will not be published.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

Drivers have a tendency to become complacent at low speeds and to not pay attention, even if the speeds limits do drop and people abide by them it's entirely possibly more people won't pay attention when driving leading to more accidents. Also the social attitude of pedestrians to crossing the road will swerve even further from the sense of self preservation to a careless attitude. Pedestrians would take great caution if they had to cross a fast and dangerous road but wouldn't think twice if the risks are reduced to almost nothing.

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**

Better awareness from both pedestrians and drivers. Harder hitting campaign.

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

Reduce consequences for pedestrians.

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

Wouldn't make any real difference. Pedestrians become more risky, drivers would mentally switch off.

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.

Advertising signage. Avg speed camera.

## 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					

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

<b>Other</b>	X					
<b>Police Scotland</b>						

**Please explain the reasons for your response**

Councils won't encourage it as it'll discourage people from going to town therefore no incentive for them to do it. Will be more than happy to collect the revenue though if someone else buys it. Government has statistics targets to meet and it's easier to prove a change by saying charged x number of motorists this year than saying changed attitudes of those involved- pedestrians and drivers. Meanwhile everyone else takes the cost.

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**

Change effects everyone equally.

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

No.

## 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:**

Will impact on the ability and attitude of those from non central zones to visit 20mph areas. Damaging to local economies, benefits out of town shopping centres and e-commerce.

## 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?

Introduce speed chicanes in high risk areas- reduces speed of large vehicles such as buses and trucks which ordinarily can fly over speed bumps while ordinary motorists cars are subject to massive damage. Also aids the perception that it's not just a form of the government trying to generate revenue from motorists.