

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 If you choose the second or third option, a name is still required, but it will not be published.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

Unsure

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 like the idea of driving slower and more carefully in built up areas, however, I am not convinced that the current 30 zones are adequately policed for speeding and find modern cars very hard to drive at 20. In a recent trip to Edinburgh city centre I found myself excessively concentrating on the speedometer in the car which could mean I was actually paying less attention to the road/pavements/other road users, I started to wonder whether good driving really needs to be disrupted by such diversions of attention when if I was simply sensible and driving according to the road conditions, traffic and people I would be doing just as well at avoiding accidents. I found I was continually drifting above 20 on roads that were empty and downhill especially. Pick a speed using thorough research but it must be policed. In my limited experience (I tend not to drive very much as I live rurally but can shop locally on foot) most cars go faster than 20 when they are not in a traffic jam and I saw no sign of speed checking, therefore seems pointless.

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

police good or bad driving, not just speed?

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

No Response

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

No Response

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.

so many signs were also hidden amongst such a lot of roadside signage clutter and behind hedges and trees! amazingly badly done in some places.

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						X
Police Scotland						

Please explain the reasons for your response

assuming it is the council in general who will have to put up signage so they bear the cost, also police if they ever get around to enforcement.

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

Think these numbers are pretty arbitrary, but think driving slower in built up areas might make it less congested and therefore nicer for all who live or walk/cycle around there, but feel bad for rural communities who still have to put up with 40 zones right through their streets, many of which are also ignored by motorists and not enforced well.

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

surely this bill effects everyone equally?

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

can the 20 limit be broken by emergency vehicles?

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?

Unsure

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?

enforcing good and considerate driving on all Scotlands roads would be a better move.