

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 If you choose the second or third option, a name is still required, but it will not be published.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

The UK already has some of the safest roads in the World, I can see little benefit in reducing speed limits further when the problem lies with people breaking the already established limits. While a reduced speed limit within residential side streets would allow swifter prosecution of dangerous drivers the likelihood of cars achieving these speeds is already reduced and points and a fine would be a likely outcome where currently the driver should be facing a ban. The main issue I believe lies with stopping those who already drive in excess of the current limits not reducing limits further. Those who already break the law will continue to do so regardless.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

Unsure

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

None that I can think of.

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

Slower moving traffic on roads which do not actually require this measure leading to increased journey times and higher levels of frustration which may lead to altercations between members of the public. Increased traffic on roads which may not be subject to the proposed 20mph restrictions. This will just move problems to other streets rather than fix any issues and could potentially lead to an increase in pollution rather than a reduction. I do not believe that this proposal would lead to a reduction in pollution as a car does not run efficiently at these low speeds anyway.

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.

This question is almost impossible to answer and is leading in that it gives the impression that the decision to implement these measures has already been made. If you cannot stop people breaking the current limits then how do you expect to be able to police a new lower limit.

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					

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

Local Authorities	X					
Motorists		X				
Other		X				
Police Scotland						

Please explain the reasons for your response

The increased signage and possible policing would have to be paid for probably by increasing local authority tax so would negatively impact on most people.

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

I fail to see the how this question is in any way relevant to this issue. The issue is speed related and I find the above question being included in this is ridiculous and insulting.

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

I fail to see how a protected group as described in Q8 could be in any way be deemed different from anyone else in the population.

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:

This would have to be budgeted from but from which budget? Slower delivery times would impact on the local economies.

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?

Education is the key to reducing accidents not criminalisation. Why do England and Wales have driver education and speed awareness courses for those caught speeding and Scotland does not? These have been shown to be more effective than fines and points due to those attending not reoffending, and are self financing as any fines which would have been collected are used to administer the course.