

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 If you choose the second or third option, a name is still required, but it will not be published.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

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?

No Response

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

Frustration to drivers and further strain on police forces to enforce 20mph.
 People focusing on their speed i.e. keeping it within 20mph to avoid potential fines and penalty points-taking attention off the road.
 Modern vehicles stop perfectly well from 30mph.
 Increased pollution (table of figure only goes to 2.0L many vehicles are greater than this). Cars on the road longer than before.

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.

Signage

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

Government have to waste time discussing this and putting it in place. Local authorities will need to spend on signage/advertising the change in media. Motorists: fines from speeding at a safe speed e.g. 20-30mph, engine running longer than needed. 2.0L co2 increase is moderate but I expect this increases with

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displacement therefore more pollution. other: cost to police to enforce but i expect they'll make money from fines.

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

no 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)

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

No Response

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

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?

Mark Ruskell, this idea isn't one of your best.
It seems as if it's a waste of resources and perhaps penalising the motorist.

People know there is a time and place to drive slowly not just in signed areas i.e past schools at certain times (you'd drive slowly regardless given kids could be there out of hours) but another example could be a route workers take to get lunch between say 1100-1400. Motorists don't need any more distractions in trying to keep speed at 20mph to avoid fines- throttle response in modern cars is sharp and a slight change can result in several mph. Driving below 30 gives a buffer but trying this below 20 is just daft.

