

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 If you choose the second or third option, a name is still required, but it will not be published.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

Legislation should FOLLOW general practice; this proposed bill aims to CHANGE the speed at which drivers proceed on restricted roads. I am a cyclist in a small town. A 20 mph speed limit was recently imposed on a road on which I cycle. Although the 20 is painted on the road at regular intervals, my estimate is that at most 1 driver in 20 observes this limit; I guess the rest drive at 30 mph. Yes, you can argue that the average speed goes down, just because some drivers who are terrified of being caught exceeding the limit are abiding by the law. But frankly, that doesn't really make the road any safer. This a speed restriction tied to a local primary school, though the gates are not on this section of road, and virtually none of the pupils walks along either of the very adequate pavements. There are much better candidates for 20 mph, including shopping streets in the centre of town. Legislation that enables local authorities to adopt a gradual consensual approach would be welcome. I am not sure that this proposal does this; I am also not sure that Local Authorities always have a sufficiently nuanced approach to the problem. Speed humps very close to a blind bend laid down to enforce an existing 20 mph speed limit elsewhere in my town have made that stretch of road completely unsafe for cyclists; the road is narrow and the humps take up virtually the whole width of the lane. This also happens to be a road where there is a pavement on one side only; the other side is pretty impenetrable woodland, right up to and intruding on the road. So I'm not sure what is supposed to have been achieved; the pedestrians on the pavement are not particularly at risk, and aren't wanting the cross the road, so all that has happened is that cyclists like me now have to find another way home.

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

There needs to be a public debate about which roads need 20 mph speed limits, and for what periods of time. Why do we have to go at 20 mph past the school at night or in the school holidays? Should town centre shopping streets have 20 mph limits? Legislation should follow consensus.

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

Ability to promote 20 mph restrictions on shopping streets with high pedestrian loads.

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

Not all urban streets need to be limited to 20mph. What is achieved by imposing a 20mph speed limit on a road with houses and a pavement on one side, and nothing at all of interest to pedestrians on the other?

Unless there is a police car present, many people disregard the limit. Why are authorities allowed to publish average speeds when the average is brought down by the real minority of the population who feel under an obligation to obey the law? It would be much better if the published statistics showed the raw data, including the actual speed of all drivers.

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.

I don't think you can get compliance just like that. The debate has to precede the legislation.

Most people either don't see the signs (some are admittedly obscured), or choose not to obey. The police cannot be everywhere!

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						
Local Authorities						
Motorists						
Other						
Police Scotland						

Please explain the reasons for your response

No idea; this is too specialist a question for the woman in the street.

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

No Response

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?

Please explain the reasons for your response

Sorry. This is a stupid question.

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 Response

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?

No Response