

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 am content for this response to be attributed to me or my organisation

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 If you choose the second or third option, a name is still required, but it will not be published.

Iain Thomas

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

Believe councils and developers will simply use this as an excuse to build narrower roads and junctions with poorer visibility resulting in no improvement as claimed. Policy requiring wider pavements, dedicated cycle and bus stop facilities should allow fewer braking manoeuvres (which are completely wasteful unless driving an electric vehicle and not included in your environmental models by the looks of it) due to better visibility and thus easier anticipation.

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

Improvement in road design to give vehicles and pedestrians decent room.

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

It's cheaper than redesigning existing roads.

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

It will encourage the construction of narrower roads with more obstacles which only serve to increase wear on tyres and brakes and frustration in 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.

No Response

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				

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

Motorists		X				
Other						X
Police Scotland						

Please explain the reasons for your response

Local authorities have a large installed base of 30mph signage which will need reviewing. Motorists will see increased running costs due to the inevitable obstacles.

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

Increased income from fines and speed awareness courses.

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?

Slightly 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?

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?

No Response