

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 If you choose the second or third option, a name is still required, but it will not be published.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

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'm all for a reduction to 20mph in residential areas but not on main streets especially those that are through roads.

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

I don't think that a blanket application of anything is a good idea. 20mph limits should be applied in specific circumstances after a there has been an examination of the individual benefits and disadvantages. I know it's easier and cheaper to apply it nationally but really it should be rolled out systematically after assessments have been done.

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

For me personally very little, probably more disadvantages as I live in the country and to get anywhere a car is required. However in larger villages/towns I think it would encourage more people to walk more places. Providing that drivers observe the limit the injuries resulting from an accident will be less. It will be a good revenue stream when councils start fining drivers for exceeding the limit.

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

Enforcement costs will rise. Drivers will become more frustrated. Drive times will increase. We will become a more observed & controlled population, eroding our need for privacy. I think that pollution will probably stay the same as cars travelling more slowly & spending more time in the area will emit more pollution.

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 would need to be reviewed and applied correctly and a long period of soft enforcement by the police ie warnings/cautions before points/bans/court action is applied fully. Also a right of appeal on the designation of the 20 mph limit in certain areas/circumstances.

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

Any change from the current status quo will amount to an increase in costs. The only reductions will be in overall emotional costs to those injured through the injuries being less & lower medical costs.

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

What a stupid question. With the exception of disability the other categories are relevant with regard to speed limits.

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

Stupid/irrelevant question.

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

Please explain the reasons for your response:

No idea.

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?

Do it in a careful, considered manner but also with a reasonably speedy time table. Allow a bedding in period after implementation and an easy quick way of contesting designations. You say it's costly & time consuming for Councils to make the designation just now don't make it the same for those who wish to challenge an inappropriate designation.