

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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.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

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

20mph everywhere has an environmental impact as vehicles are most efficient at 40mph, any slower and they become less economical and at 20mph motorists tend to travel in 2nd gear producing far more emissions than at 30mph. At 20mph, motorists become bored and are distracted more easily. In the era of the mobile device, people are less inclined to pay attention to driving, particularly when travelling more slowly than those travelling by bicycle. Lowering the speed limit has an impact on courier businesses and generally slows down the city which in turn will reduce the efficiency of businesses, reducing the amount of money they generate and therefore reduce the amount of tax they pay. Just because speed can be a factor in accidents does not mean that making it less is a global solution. We travel at 70mph on motorways where there are fewer accidents than in car parks where the average speed is 5mph. Better signage in streets, more money spent on pedestrian/driver awareness and education would be a much better use of the money involved. But of course that would cost more. Fining pedestrians who do not cross at marked crossing areas (J walkers) would also aid in reducing road deaths without adding hours onto motorists' annual commuting time. Putting a blanket 20mph limit is a very short sighted solution. When it has been introduced in other cities it was discovered that people disregard it and travel at 30mph anyway.

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

No

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

None that I can see.

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

As listed above.

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

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						
Police Scotland						

Please explain the reasons for your response

As listed above.

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?

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?

See list above.