

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

on behalf of an organisation

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".)

No Response

Please select the category which best describes your organisation

Public sector body (Scottish/UK Government/Government agency, local authority, NDPB)

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 If you choose the second or third option, a name is still required, but it will not be published.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

Neutral (neither support nor oppose)

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

many opinions expressed from supported to opposed, this was the agreed mid point.

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

Driver education, advertising campaigns, direct mailings, increased traffic monitoring on roads where problems exist, reintroduction of the community speed awareness projects.

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

Slows traffic short term, makes prosecution of offenders easier

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

Imposed 20mph as a default will increase the level of confusion that already seems to exist (drivers need continual reminders via press and advertising about speeds). How will visitors from other parts of the UK and the world be effectively educated about the speed restriction as its out of line with other cultures. Low speeds increase driver frustration when imposed in in appropriate areas. Cars will be forced to travel in lower gears making fuel efficiency poor and increasing driver costs, Increasing numbers of drivers become deliberately ignorant of speeds due to over use on inappropriate roads. Increased transport times due to the high number of vehicles forced to travel through urban areas, increased emergency response times (currently can travel up to twice the posted speed limit). Pedestrians increasingly ignoring traffic and walking out will be exacerbated as its perceived as a safer thing to do. Roads are Roads , Paths are Paths. Edges are becoming blurred surely pedestrians have some responsibility to look before stepping onto them. Reductions in noise is quoted, but while the peak noise is reduced the duration of the noise is increased as is the traffic emissions

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.

Increased policing, more cameras, more advertising, more road calming measures, more road markings. A lot more, there are problems enforcing 30. Don't see how making it 20 will improve the enforcement rate.

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

Businesses across Scotland will have increased transit times as will the emergency services

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

Don't disagree that there are benefits but the potential over use make it difficult to manage

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?

Unsure

Please explain the reasons for your response

Standard question has little relevance except for disabled

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

Standard question has little relevance except for disabled

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

Please explain the reasons for your response:

Whilst the intent is valid the potential missuses and additional costs make it questionable. It should be easier to enable 20mph without dropping the default speed for all 30 mph to 20mph. By using a consultative approach involving all road users in an area, accident data, air analysis and the already establish good practice guide, road users will be more informed and be part of the process not have it imposed often in areas where no problem exists. Driver education remains the key to resolving speed issues.

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?

The existing document of guidelines published by the Scottish Government sets out a criteria that could be enforced easily if the necessary legal changes could be made to permit the 20mph charges to stick as they do not have the required by-laws in place. It also include other measures that should be used to enable compliance rather than just dropping the speed.