

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 If you choose the second or third option, a name is still required, but it will not be published.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

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

I don't believe that reducing the speed across every existing 30mph limit will make any difference. Reducing it only in areas where it might help is more than enough.

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

Existing 30mph areas around schools, etc could be reduced to 20mph areas at certain times as is already in place around some.

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

Very few. It will make little difference to emissions, possibly even increase it due to vehicles taking longer to pass through the limit area, and due to the slower speed, its possible people will pay less attention to the road and more to the surroundings which could cause more accidents.

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

As previously mentioned, the slower the speed, the less attention people tend to pay to the road ahead.

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 the majority of people would pay attention to the new limit in a lot of areas and there isn't the manpower to police every single street. With a lot of SUV's on the road now, even speed bumps are taken at the limit and make no difference to controlling the speed of cars.

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

Can't see that there would be any savings to be made, but there would be costs in changing all the signs to the lower limit, which seems a waste of time and money that could be better spent elsewhere.

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

None of the listed groups above will be impacted on any better or worse than for anyone else who doesn't fall into one of those categories.

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

Don't bother dropping the speed limit and it'll avoid any negative impact on everyone.

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:

There are few benefits from the bill that can't be achieved by setting appropriate limits in the areas that need them, so the cost of signage, etc outweigh any benefit it may have.

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?

It seems a pointless waste of parliments time and money to even debate it, as the areas that this would benefit can be set at the lower limit right now. The vast majority of areas that are 30mph are safe enough for that speed, or are busy enough that you can't get to that speed anyway. A "one size fits all" never really does what it says. The existing limits were brought into place at a time when cars took a LOT longer to stop than even the cheapest new car on sale today can.