

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 If you choose the second or third option, a name is still required, but it will not be published.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

Please explain the reasons for your response

In my view this appears to be an unnecessary change in the current law. Government focus would be much better aimed education and enforcement of current laws (including speed and dangerous/careless driving behaviours). Modern vehicles are of such high braking and accident performance that makes the additional benefit this proposal questionable. I think the focus is misguided, and instead should consider: Use of mobile devices is endemic among both drivers and pedestrians, this should be made socially unacceptable in the same way drink driving has evolved over the last 20 years - I consider this to be a major contributor to road safety. Education and road sense training of children appears to be very weak, I regularly witness children blindly crossing roads, often using modern high speed battery powered scooters/bikes/go-carts. I believe a campaign aimed at parents is required to increase awareness of the risks.

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

Education and enforcement. See my comments to the previous question.

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

Revenue generation from fixed penalty notices.

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

Reduction in traffic flow speeds
Increase journey times
Environmental impacts of above
Increased accidents/incidents of dangerous driving due to driver frustration
Increased likelihood of accidents due to lack of attention (common already in low speed incidents)
Increase use of mobile devices by drivers as reduced speed give a false impression of safety.

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.

Education - road safety advertising campaigns have been steadily declining.

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

Cost of implementation will fall to local authorities. Cost of enforcement will fall to national police bodies. Journey time cost increases for motorists and increase in fixed penalty notices.

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

Potentially some benefits to cyclists due to close match in speed between cyclists and vehicles, but must be balanced against increase in careless driving at lower speeds.

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

what a stupid question, this proposal can surely on effect disabled motorists/pedestrians.

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

equally stupid 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?

No

Please explain the reasons for your response:

See cost metrics described above.

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?

Waste of time and resource, this country has far more pressing issues to deal with.