

# 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 am content for this response to be attributed to me or my organisation

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 If you choose the second or third option, a name is still required, but it will not be published.

Philip Logan

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 think this takes in to accounts commercial considerations such as deliveries, care visits, urgent visits to A&E and maternity runs. As some one that lives in Edinburgh I have notice more delays at traffic lights, main roads being reduced where there are no houses. Not to mention the money spent on new signs and road markings. If you want this bill then you must have the effects reviewed in independently of all locations in Edinburgh. Also the police have said they can't police it. I expect better from the Green Party, you want to be taken seriously then demonstrate a better understanding of transport requirements, if public transport is effected the same why there is no incentive and without policing then only the commercial side will be effected. If you think more speed bumps are the answer, then suggest a standard is prefabricated and used rather than the present situation. Also do an economic evaluation.

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**

Poll all drivers first before enforcing something that will work against you.

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

*No Response*

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

It is an idealistic view but needs a working model to be studied to understand where it works, doesn't work and the costs.

It'll impact many people negatively.

It can't be policed.

The cost to make the change.

It's not reviewing roads independently.

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.

Don't maximise the enforcement. Maximise the benefits of alternatives.

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**

It would require more signage and education, with already stretched funding where will this come from, Salaries of senior council members and MPs or from council tax and savings made from impacting other budgets?

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

*No Response*

## 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

**Please explain the reasons for your response**

The question is an odd one, but consider the conditions that cause road rage and the actions that occur from the people suffering it. It does not consider human behaviour, we know that there has always been issues around people's attitudes when in their own cars. Verbal abuse whether believed or not come to the forefront.

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

**Please explain the reasons for your response:**

This will effect behaviours and business that are road based.

## 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?

Study Edinburgh independently over a period of time first