

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 If you choose the second or third option, a name is still required, but it will not be published.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

Compliance with the 30mph speed limit is already adequate - be seen to enforce the current limit rather than introduce an unnecessary alternative. People having to drive in 2nd or 3rd gear to comply with a 20mph limit cannot be good for the environment and would certainly not be healthier for members of the public, pedestrians or cyclists from an air pollution perspective. Driving in a higher gear to observe a slower speed limit would also add to driver's fuel bill costs. I do support the 20mph during school peak times, but it is not necessary outwith these timing bandwidths - as said earlier do more to enforce the 30mph in the first place and spend the revenue raised through that to improve local roads and appropriate safety control measures near schools during peak times.

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**

Yes, do more to enforce the 30mph in the first place and spend the revenue raised through that to improve local roads and appropriate safety control measures near schools.

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

None - people having to drive in 2nd or 3rd gear to comply with a 20mph limit cannot be good for the environment and would certainly not be healthier for members of the public, pedestrians or cyclists from an air pollution perspective. Driving in higher gear to observe a slower speed limit would also add to driver's fuel bill costs. I do support the 20mph during school peak times, but it is not necessary outwith these timing bandwidths - as said earlier do more to enforce the 30mph in the first place and spend the revenue raised through that to improve local roads and appropriate safety control measures near schools.

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

People having to drive in 2nd or 3rd gear to comply with a 20mph limit cannot be good for the environment and would certainly not be healthier for members of the public, pedestrians or cyclists from an air pollution perspective. Driving in a higher gear to observe a slower speed limit would also inevitably add to a driver's fuel bill costs. Many families in rural areas dependent on cars due to inadequate public transport services might not be able to afford these additional costs.

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 do not agree to a new national 20mph speed limit on restricted roads (outwith school peak times) - do more to maximise compliance with the current 30mph limit, and more importantly as an MSP do more to deal with more important day-to-day issues facing the NHS, Education and Police service!!

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**

Significant increase in costs to the SG and LAs' to implement and enforce. Driving in a higher gear to observe a slower speed limit would also add to driver's fuel bill costs. People having to drive in 2nd or 3rd gear to comply with a 20mph limit cannot be good for the environment and would certainly not be healthier for members of the public, pedestrians or cyclists from an air pollution perspective - thus resulting in putting additional burden on already overstretched NHS/GP services.

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

No (not outwith peak school timings)!

## 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**

I can't believe this question is being asked as part of this survey - totally irrelevant

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

Not applicable or relevant

## 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:**

NO, due to likely significant increase in costs to the SG and LAs' to implement and enforce and the fact that driving in a higher gear to observe a slower speed limit would also add to driver's fuel bill costs - people living in remote and rural parts of the Highlands are very much dependant on their cars due to inadequate public transport services and many might not afford the higher potential costs which could greatly impact on their families. Additionally, people having to drive in 2nd or 3rd gear to comply with a 20mph limit cannot be good for the environment and would certainly not be healthier for members of the public, pedestrians or cyclists from an air pollution perspective - thus resulting in putting additional burden on already overstretched NHS/GP services. As an MSP please do more to address the inadequate public transport services available in remote and rural localities rather than trying to introduce an unnecessary bill such as this topic!!

## 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?

No requirement for it outwith peak school times

Likely to result in a significant increase in costs to the SG and LAs' to implement and enforce and the fact that driving in a higher gear to observe a slower speed limit would also add to driver's fuel bill costs - people living in remote and rural parts of the Highlands are very much dependant on their cars due to inadequate public transport services and many might not afford the higher potential costs which could greatly impact on their families.

Driving in 2nd or 3rd gear to comply with a 20mph limit cannot be good for the environment and would certainly not be healthier for members of the public, pedestrians or cyclists from an air pollution perspective - thus resulting in putting additional burden on already overstretched NHS/GP services.

As an MSP please do more to address the inadequate public transport services available in remote and rural localities rather than trying to introduce an unnecessary bill such as this topic!!

Please prioritise addressing day-to-day and funding issues involving the NHS, Education and Police services rather than an unnecessary proposal such as this.