

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 If you choose the second or third option, a name is still required, but it will not be published.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

Partially 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

While there are some instances where 20mph speed limits would make sense, e.g. around schools/elderly people's housing schemes/hospitals etc. there are instances where it is completely senseless, e.g. wide street late at night or very early in the morning. I also disagree with the stated benefit in the consultation paper that having such a limit in place will make people walk and cycle more - I have seen no evidence of this from Edinburgh's roll-out scheme. I also disagree that it will have a positive impact on people's health - it is actually more likely to have a negative impact on the health of those who have to drive as they become frustrated and stressed at the increased length of time. Also if you are to roll-out such a scheme in the hope of reducing traffic on the roads, you need to ensure that the public transport system is in place to allow people who commute to have other options. It is currently not.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

Unsure

Please explain the reasons for your response

Perhaps include a time restriction limit (e.g. 20mph only between the hours of 7am and 10pm), or introduce some kind of strict criteria for streets to be eligible for the introduction of 20mph limits not just a blanket change.

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

To be quite honest, at the moment I can see none.

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

- frustrated drivers -> more accidents and stress = mental health impact
- blanket introduction of 20mph without individual councils consulting local people about what they actually want or need in the area -> frustrated or unhappy people

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.

No Response

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						
Police Scotland						

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?

Please explain the reasons for your response

This is a strange question and unable to answer with the buttons above as for some groups it will have a negative impact, others a positive and others none. Please see below: race - neutral disability - slightly positive sex - neutral gender re-assignment - neutral age - slightly positive for the elderly and the very young religion and belief - neutral sexual orientation - neutral marriage and civil partnership - neutral pregnancy and maternity - slightly positive

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

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Please explain the reasons for your response:

There have been other cities which have introduced such a 20mph scheme and found it unsustainable and ended up scrapping the scheme. This would have been a significant economic and social impact - waste of time and money. I believe that the same could happen here - the time and the money would be spent by all involved introducing the scheme; people would put up with it for a while but then become annoyed with the day-to-day operation of it and it will be removed. If it is to be introduced it needs to be done so in a common sense way and I don't believe that will happen.

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?

Time-restrictions - like the bus lanes.