

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 If you choose the second or third option, a name is still required, but it will not be published.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

20mph outside schools - good idea 20mph in cul-de-sacs - good idea 20mph in narrow streets - good idea 20mph on main roads used to get in and out of the city. Very bad idea. Holds up buses and if you need to get a connecting bus then the incoming bus might be delayed so much you miss the connection, this can easily add 20 minutes to a total journey time. 20mph on roads where there are more than one bus route - very bad idea. Slows down the buses even further. I'm more likely to shop elsewhere rather than waste an hour attempting to drive across the city.

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

Unsure

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

politicians seen as "doing the right think" but in fact doing the right thing badly with a bad implementation

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

slower buses
driver frustration
people taking their business elsewhere

Have you actually considered disabled people? Bikes are not suitable for everyone especially in bad weather and not every disabled person gets a blue badge. People on chemotherapy have reduced immunity and buses with lots of strangers are a higher risk infection zone than a private car.

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.

Encourage driverless cars.

Have speed limits that are believable and relevant rather than politically expedient.

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			

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Local Authorities		X				
Motorists		X				
Other		X				
Police Scotland						

Please explain the reasons for your response

More costs for motorists - driving around in a lower gear costs more more money for local authorities - redoing the signage more money for bus users as their longer journey times could impact on how long they are away from home and hence childcare costs

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

It's beneficial on APPROPRIATE ROADS. Not on routes with buses, A roads and primary roads in and out of the city.

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

Disabled people, especially those who do not qualify for a blue badge are unlikely to want to walk 2-3 miles each way or cycle up a hill in the rain. For them the car is likely to be the preferred option especially if they have reduced immunity. Cancer and HIV are both disabilities under the Equalities Act. Schedule 1, Part 1, Para 6, (i). Not every disabled person gets a blue badge!!!!

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

only put the 20mph limit on side roads, cul de sacs and outside schools.

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

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?

Please explain the reasons for your response:

If it's too hard for people to get to shops and local businesses then they will more than likely shop out of town or elsewhere There is a lot of business transferring from the high st to the internet and this bill will only make it even harder for businesses to attract custom from out of town

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?

Don't do it as planned.