

# Proposed Restricted Roads (20mph Limit) (Scotland) Bill

## Page 2: About you

Are you responding as an individual or on behalf of an organisation?

on behalf of an organisation

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".)

*No Response*

Please select the category which best describes your organisation

Public sector body (Scottish/UK Government/Government agency, local authority, NDPB)

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 If you choose the second or third option, a name is still required, but it will not be published.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

Safety measures should be tailored to the perceived risk and the vulnerability of those at risk. Is the reduction of the speed limit from 30 to 20 mph reasonably practicable? What will the impact be on the amount of traffic using the road? My assumption it will be up by 50% at the lower speed limit due to the added length of time on the road due to reduced speed. Congested traffic will present additional risk we can assume. There may be data for this?

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?

The data presented shows less impact to victims of RTA with slower traffic.

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

Congestion, frustration on roads, road rage, additional time costs for transportation of goods and services

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.

More cameras, police, signage...education for road users, but I think that would not work well.

## 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				
Local Authorities		X				
Motorists		X				
Other		X				
Police Scotland						

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

**Please explain the reasons for your response**

Slower transport times. What exactly, in each type of vehicle is the comparison of smoke emissions. Slower speed means longer engine running time. Although, higher speed burns more fuel. Optimum efficiency for a car is 56mph I understand.

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

no

## 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?

Slightly positive

**Please explain the reasons for your response**

for the elderly, pregnancy, parents with young children, people living with disability, there will be positive results. I do not see any significant benefits for those not in the aforementioned groups.

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

not sure

## 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:**

there will be significant negative economic implications as per my previous comment.

## 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?

research is needed to make the roads safer without the 20mph proposal.