

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 If you choose the second or third option, a name is still required, but it will not be published.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

One size does not fit all Would lead to increased pollution It is not clear what the objections are to the current default speed but a better approach may be better education or driver training, emphasise the Green Cross Code. Drive to the conditions. Laws will only be obeyed if they are perceived to be just by the public.

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**

The real question should be "Is this measure necessary?"

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

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

General traffic pollution would increase due to slower traffic (vehicles will take longer to pass between two fixed points at reduced engine efficiency; slower traffic will slow traffic even more - I.e. fewer cars will pass through a set of green lights leading to longer queues at red lights, leading to more vehicles idling while waiting for the green light).

Businesses that rely on transport will be at a disadvantage.

A law that imposes a general 20 mph limit will not IMO be perceived as wise and just.

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.

There is too much 'road litter' on the roads already, particularly in Edinburgh, this makes it more difficult to take in information in conditions of poor visibility such as night time and when it is raining (or snowing)

It is general knowledge that the police do not have the resources to enforce a national 20mph speed limit. The law would have to be seen to be just for everyone to obey it voluntarily.

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**

The answer to this question as regards Government and Local Authorities depends on how the proposal will be implemented. If police enforcement is the main approach used for enforcement then lots and lots of money will be involved. Motorists fuel consumption will increase as will their vehicle maintenance costs (due to increased running at less than optimal use) The proposal will IMO lead to increased pollution which will inevitably lead to increased costs. What is the difference between "Significant increase in cost" and "Some increase in cost"? A poor survey

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

As a national limit? 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?

Negative

**Please explain the reasons for your response**

Everyone would be adversely affected by a national 20mph limit

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

(Remove the Bill)

## 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:**

IMO such a bill will not be considered just. You will have to 'get rid of cars' (and accept the enormous implications that will have on our economy) and replace them with a public transport network that services everyone's mobility needs.

## 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 Response*