

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 If you choose the second or third option, a name is still required, but it will not be published.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

I think the current arrangement of specific measures for specific locations is preferable, chiefly schools and residential estates. The current costs reported in the consultation paper should act as a brake to restrain implementation of doubtful or unnecessary schemes. The convenience of travelling quickly around towns and cities is vital to the economy; slowing the perceived ease of movement will be detrimental to businesses. The current speed limits have been satisfactory for a long time. To me, this proposed reduction is a populist Political idea that will only backfire on the Greens

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**

As the Consultation states, a Bill is not required to impose 20mph limits where they are needed

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

None

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

An extension of the Nanny State.

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 am not in favour of a national 20mph speed limit. If local zones are created to meet demand then signs should suffice, such as occur around schools etc. at present; "20mph when lights flash" seems an appropriate solution for most locations

## 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?

<b>Local Authorities</b>		X				
<b>Motorists</b>	X					
<b>Other</b>						
<b>Police Scotland</b>						

**Please explain the reasons for your response**

Costs always increase, no matter what the intention was at the start.

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

I am not persuaded by the information in the Consultation, I don't think there will be any benefits from the measure.

## 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?

Unsure

**Please explain the reasons for your response**

Only a Politician could conceive of any connection between a road speed limit and sexual orientation etc. To introduce this range of other considerations and confirms my belief that the measures are proposed for Political rather than practical reasons

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

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:**

Who is to decide what disproportionate means? The use of the word reinforces my belief that costs will increase for all.

## 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?

I think the suggestion is Political (to attract attention to the Greens). The health benefits of walking and cycling have been emphasised for a long time; I am not convinced that a reduced speed limit will make people leave their cars behind. The Status Quo is satisfactory.