

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 am content for this response to be attributed to me or my organisation

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 If you choose the second or third option, a name is still required, but it will not be published.

Cynthia MacLeod

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

20 limits are in place where it appropriate already. What is more important is to keep traffic flowing and reduce congestion and to catch people genuinely speeding. Lights and traffic flow would have to be retimed and would likely cause more gridlock, more pollution and raise tempers causing more petty and avoidable accidents. Also the time of police etc to enforce new limits could be better used elsewhere. Not least would be the cost, both in changing signage and to industry and commerce.

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

The aims are already flawed, but this is not the correct solution.

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?

See previous comments.
Cost to business and commuters and tax payers.
Increased congestion.
Increased frustration and accidents.
Poorer air quality.

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.

An actual compelling argument that is demonstrate in that this is something worth while. This is not worth while.

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

See previous comments. Slower traffic uses more fuel. Lights would not be timed correctly and so more stop start which introduced costs in fuel and air quality. Costs to transportation industry. Costs to consumers in taxis and busses.

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

None.

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

This is something that will negatively impact all the public, including these groups. Travel will be slower and more expensive for low income, pregnant and people needing help (medical and otherwise).

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

Do not introduce the bill and use the money on supporting these groups.

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:

See previous responses. If it is introduced it will have a significant cost and then even revoking it will have a cost.

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?

Bad idea.