

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 If you choose the second or third option, a name is still required, but it will not be published.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

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 safety benefits are clear. Environmental not so. I do worry it will be treated as another cash cow impacting motorists in a cynical attempt to restrict traffic flow on arterial routes to raise cash for needy councils.

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

No

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

Safety improvements to encourage walking and cycling. I have considered cycling the 6 miles to work but have seen and know too many cyclist that have been injured in RTAs. Positive investment in useful cycle lanes is a must.

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

Journey times across the city would be longer.
I also see councils installing speed cameras on arterial routes to cynically raise revenue.
There would be no need for 20mph limit from 9pm to 7am most weekdays. This impacts the efficiency of taxi drivers turning over fares.

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.

Priority for cyclist in cycle lanes. Police are non existent on the roads now except their camera vans. A greater police presence on bicycles would discourage anti-cycling behaviour.

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 | | | | |

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

| | | | | | | |
|------------------------|--|--|--|--|--|---|
| Other | | | | | | X |
| Police Scotland | | | | | | |

Please explain the reasons for your response

Every new scheme will have a paid committees resulting in cost. Changes to Road signs and lane markings will cost. The inevitable speed cameras will cost. Slower traffic and longer journeys will impact fuel consumption and with current trends returning to petrol, will increase pollution. Frustrating motorists may take more risks to recover lost time which is an expensive commodity that can't be replaced. Local councils should improve local amenities so travelling distance to go swimming for example is reduced. They also need to support local Business Improvement District initiatives. This all costs.

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?

Neutral (neither positive nor negative)

Please explain the reasons for your response

What a silly question. This impacts all.

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

Please explain the reasons for your response:

Like every law change there will be winners and losers. Commercial drivers will be greatly impacted unless

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?

they can make more efficient deliveries at night with a 9pm-7am amnesty of 30mph. They should then ban delivery trucks in town during rush hour.

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