

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 If you choose the second or third option, a name is still required, but it will not be published.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 support the 20mph in truly residential roads but oppose the blanket 20mph that has happened in much of Edinburgh on all major routes and bus routes. Those roads should remain 30mph and only reduced at specific points such as schools. That way, cross city journeys by bus or car are not extended unnecessarily and I believe that will enhance compliance where it counts and not lead to speeding due to frustration on roads designed to be thoroughfares.

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?

A think targeted 20mph in residential roads will increase safety and will be worth the extra emissions of vehicles driving inefficiently in lower gears.

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

Increased emissions from inefficient vehicles in lower gears,

Frustration and anger from having to make longer journeys on wide thoroughfares as a unnecessarily low speed.

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.

Like any change it requires the support of the public and needs to be seen to be reasonable and proportionate

Make it reasonable and most people will comply.

Make it unreasonable and you won't have the resources to ensure compliance and those targeted for compliance will feel victimised.

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

Motorists more in fuel and lost time completing slower journeys Signage for Local Authorities will need to be extensive and clear. Some central government cost setting out the ground rules.

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

Not really

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)

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:

Will be sustainable only if common sense over arterial routes makes the overall scheme reasonable.
Otherwise no.

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?

Please be sensible as to which roads to restrict.