

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 If you choose the second or third option, a name is still required, but it will not be published.

Lionel Richard

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

Whereas a restriction to 20mph in selected areas makes perfect sense, a blanket restriction to 20mph such as the one now in place in Edinburgh is counter-productive. Road safety: it sends the message that all roads are equally dangerous for pedestrians and cyclists, which road users know not to be the case, and undermine the need for extra attention in areas more densely populated or near school grounds. Air pollution: I haven't seen the evidence, and wonder how a car pushing 2nd gear at 20 mph pollutes less than a car in 3rd at 30mph?

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

Road safety: look after the roads would be an excellent start. Countless accidents involving cyclists are due to the presence of potholes, and the poor design of cycle lanes. Air pollution: see previous answer.

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?

Increasing air pollution in towns.
Making drivers unaware of the extra attention needed in specific areas.

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.

N/A

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

Fuel consumption increased. For Scottish Government and Local authorities, depends on how much money they make with speed tickets I suppose.

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)

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

N/A

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:

See previous answers.

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?

Scrap it.