

# 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 If you choose the second or third option, a name is still required, but it will not be published.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 travel an hour and a quarter to work every day and the same back at night. This measure could add 10 to 15 minutes onto the travelling time with the relevant pollutants emitted by the car exhaust. It is bad enough getting stuck behind an HGV which is sticking to his/her 40 mph limit on A class roads which should be increased in line with the rest of the mainland to 50mph. Most times in the morning the volume of traffic keeps the speed down to below 30mph. When travelling through a housing estate/scheme, the majority of drivers do slow down because of the dangers of children or others appearing from nowhere.

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

Unsure

**Please explain the reasons for your response**

Relax the rules so that councils can enforce their own 20mph limits without all the bureaucracy that MPs and MSPs have put in place.

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

*No Response*

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

It would slow traffic down on main thoroughfares and cause more congestion and more pollutants into the atmosphere for children, adults and animals to breathe in.

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.

*No Response*

## 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>		X				
<b>Police Scotland</b>						

**Please explain the reasons for your response**

There will be increased costs in signage, increased costs for hauliers due to more time needed per journey and resultant costs to business for possible late deliveries. There will probably be increased congestion causing more frustration and therefore more accidents with an on-cost to insurance companies and police and other services.

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

No. When traffic is congested it is usually travelling at low speed anyway. In built up areas the volume of parked cars tend to slow traffic down anyway.

## 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**

Whilst some groups may be slow at crossing the road, there are pedestrian crossings and traffic lights that can be used and in built up areas the roads are usually narrower and therefore quicker to cross.

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

What negative impact are you talking about?

## 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 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?

Yes. Scrap the idea