

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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.

A Scott

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

Current limit is a maximum limit and as such a change is not necessary. Poor for business. Not acting on behalf of the public. Shows a lack of appreciation of increased and increasing vehicle safety. Many other reasons. The costs of change could be far better spent on other things.

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?

None. Absolutely none.

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

See answer to an earlier question. There are numerous disadvantages.

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.

This is not applicable as the whole proposal is not rational. Current measures for the Maximum speed limit are adequate.

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					
Other	X					
Police Scotland						

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

No. 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

It is discriminatory to road users and pedestrians alike.

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

Yes, by scrapping the proposed bill.

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:

The costs and environmental impact already (e.g. Electricity for computers in generating the proposed bill has already created and adverse environmental impact. Then the energy for computers, heating and lighting offices and computers to manage the replies etc through to the impact of replacing signage etc, even just to manufacture the signage is hugely damaging. Overall the environmental impact of the whole proposal goes against the aims of the Scottish government and is difficult to fathom.

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?

On all accounts, this draft bill should be withdrawn.