

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 If you choose the second or third option, a name is still required, but it will not be published.

Nick Marshall

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

At a time when congestion is increasing and people are having to travel further for work we should be doing everything possible to improve traffic flow, especially as public transport is currently woefully inadequate.

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

Better provision of main transport routes in and around built up areas so as to remove traffic from these areas completely rather than just choking up all the traffic that is forced to use these routes. Tempt the traffic away with better alternatives rather than continually trying to reduce traffic by disrupting flow. This should be paired with dedicated off road routes for pedestrians and cyclists so as to provide some separation. Cyclists should not be made to mingle with traffic wherever possible.

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

Increased revenue for police Scotland.

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

Slowing traffic flow and so choking development. People need to be able to get themselves and their goods from a to b as easily as possible so as to boost a healthy economy.

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?

Local Authorities	X						
Motorists	X						
Other	X						
Police Scotland							

Please explain the reasons for your response

It will cost both government and local authorities a huge amount to administer this and roll it out with further costs to justify any routes which should not be reduced. Both motorists and businesses will have to deal with the increased travel time which this could cause.

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

A large proportion of the population will be penalised for trying to go about their daily business in a timely manner and the already stretched police force will have a further task to remove them from the job of catching real criminals. This will provide a welcome boost for burglars and people carrying out rural crime who are aware of how stretched the police force already is. (please excuse my misuse of this box but the questions being asked appear to be very one sided)

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?

Unsure

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:

As explained earlier I feel it would have considerable social and economic impact.

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?

As stated let's try to improve traffic flow rather than continually trying to hinder it for the social and economic benefit of the country and its population going forwards. Increased commuting and travel time lead to additional stress, cost and a poorer family life for a huge proportion of the population.