

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 If you choose the second or third option, a name is still required, but it will not be published.

John Marsh

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

A reduction in the default limit is unnecessary on many urban roads, where traffic already travels at lower speeds, and the proposal is unnecessary bureaucracy. The research quoted itself shows that traffic exceeds a 20 mph limit by a greater amount than in a 30 mph limit. A reduced speed limit will also reduce the efficiency of commercial traffic, and is a barrier to business. It will reduce the competitiveness of Scottish business. Vehicles travelling at 20 mph will be in the vicinity of adjoining property for a 50% longer period of time than those travelling at 30 mph, which will result in a significantly greater nuisance due to noise and emissions.

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

No

Please explain the reasons for your response

The document does not make it clear what its aims are.

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

None at all.

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

Reduction in efficiency and increase in costs to business.

Increase in non-compliance with speed limits.

Increase in traffic congestion.

Increase in traffic nuisance to adjoining proprietors.

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.

I do not support the proposal, so cannot make any recommendation.

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

Local authorities may be expected to incur substantial costs in identifying the location of, and manufacturing and replacing existing signage. Motorists, especially those travelling on business, may be expected to suffer additional costs due to increase in journey times. They may also be expected to suffer additional costs due to the increase in fuel consumption resulting from slower travel speeds in lower gear. I am not aware of any potential for cost savings.

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?

No.

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:

On the contrary, I believe it will cause disproportionate economic and environmental 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?

No.