

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 If you choose the second or third option, a name is still required, but it will not be published.

Andrew Ross

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

The cost of the schemes to roll these out. The increased pollution from driving in a lower gear. The congestion. The frustration of the majority of the driving public who disregard this who's frustrations I share. This also slows down public transport and makes doing business in towns unattractive

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

This should be disregarded at the first stage. Schemes in Manchester have failed and also the scheme in Edinburgh is failing. This is not even worthy of debate

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?

Pollution
Congestion
Financial costs
Impact on businesses (cost and time of deliveries)
Impact on public transport

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.

....at what cost further measures? Local government is under enough financial pressure. I aka also a resident of North Edinburgh and it is fair to say the Police have enough to do with Motorbike Thefts and Housebreakings. Police are at breaking point. The cost of these schemes do not make financial sense in a time of austerity!

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

Investment in signage and associated road works and marketing. Lower speed higher revs = more fuel
Cost of deliveries Increased fuel costs for public transport and deliveries Longer journeys

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

No Response

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 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 previously mentioned costs of enforcing and rolling out this scheme will have a detrimental effect on public finances. Other improvements could be made to make Scotland more welcoming to businesses and lowering the impact on the environment. Gogar Roundabout Improvements Sherrifhall Flyover Tram extensions to Granton and Little France in Edinburgh Further investment and government grants in hybrid/electric public transport. Full Electrification of Scotlands Rail Network. A1 Dualling to English Border. Further education on road safety at Schools.

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?

Stop this immediately