

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 If you choose the second or third option, a name is still required, but it will not be published.

Simon James Rook

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

While 20mph limits are no doubt a very good idea in the relevant places this blanket proposal is fraught with issues that the proposer doesn't seem to have considered, additionally the proposer has made claims that aren't supported by the facts. 1/ Financial Cost Has the proposer costed out the impact of changing hundreds of thousands of terminal (entry to new limit) signs all over Scotland, every road through every village will need 4 new signs, which not only carry a substantial financial cost. Where limits are changed gradually old signs can be stored and recycled (reused) but that will not be possible with the hundreds of thousands of signs involved if all restricted roads are changed 'overnight' (well it will take several months if not years of course to change all those signs). Additionally all the roads which should only have a 30mph limit imposed will then need a Traffic Regulation Order put through at additional costs to the highways authorities (council or national) involved. 2/ Healthier and cleaner I am hoping the proposer can explain these two claims, tailpipe emissions (regulated pollutants such as oxides of nitrogen, carbon monoxide and unburnt hydrocarbons as well as particulates) will be unchanged by the change in speed limit and will (in a car with a catalyst at operating temperatures - which takes about 50-60 seconds from start) by very close to zero anyway, as such I cannot see how the lower limit will makes things healthier or cleaner. Safer makes sense, these other two make no sense at all. 3/ Environmental cost Hundreds of thousands of signs being scrapped, all those truck carrying signs and workmen to all those locations to change the signs. It would take many years for any potential environmental improvement from the scheme to pay back the cost of implementing it. A mechanism exists to impose a 20mph speed limit where relevant, this proposal is an ill thought out, unresearched and uncosted.

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

Relevant roads reduced by Traffic Regulation Order to 20mph limits by the relevant highways authorities as is already happening all over the UK.

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

None

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

Cost, environmental impact.

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.

Police enforcement would require new devices that can be used to enforce a 20mph limit, many currently in use cannot.

Improved education of drivers as to how limit journey times is saved by exceeding the posted limits.

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

Costs of replacing hundreds of thousands of 30 signs with 20mph signs.

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

Small improvement in CO2 emissions.

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

You either drive or you don't, being in one of those groups would appear to have no effect.

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

N/A

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:

There will be significant one off costs on councils for replacing the signs which will impact their ability to fund other work, in addition that labour doing the signage changes will be unavailable for other road maintenance.

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?

It's been dreamt up with no consideration for how to actually make it work.