

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 If you choose the second or third option, a name is still required, but it will not be published.

Tony Barry

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 implementation of the 20 mph speed limit in Edinburgh has been a complete disaster. First of all there was the excessive cost at the time of cuts and supposed financial restraint. Secondly the impact on day-to-day driving and road conditions has been appalling. Now it is quite common to find people driving at 15 and 10 mph, essentially creating a slow-moving traffic jam. Journey times across town for everyone will have been impacted by up to a third I suspect. In other words a journey that may have taken an hour will now take an hour and 20 minutes. On top of this you have the cyclists who are now bobbing and weaving amidst the slow moving cars. Previously that cyclist would be overtaken and that would be that. Now the cyclist will be overtaking you on the inside after you've just overtaken him.

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

The proposal is completely unnecessary however helping to educate pedestrians on how to take greater care crossing roads would certainly reduce road casualties.

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

There are no advantages to the proposal.

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

I've already detailed these however to summarise the proposals will greatly increase journey times across towns, cause slow moving traffic jams resulting in driver frustration, and increase the chance of cycling accidents due to cyclists weaving in and out of traffic moving more or less at the same pace.

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 don't think valuable funds should be spent on this and instead funds should be allocated to please anti-burglary funding. Burglary is a far greater issue than enforcing an arbitrary 20 mph speed limit.

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						
Police Scotland						

Please explain the reasons for your response

As I've stated motorists journey times will be increased by up to a third thereby increasing costs to all motorists in the town. Add on top of that additional police costs and the diversion of attention and funding from more significant issues in society.

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?

Negative

Please explain the reasons for your response

The same negatives will apply to these groups as to all other equally important groups within society.

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

Yes by not proceeding with the proposal.

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:

As previously stated the funding required for this would be much better spent other issues.

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 I think we should be spending our time effort and money on things that actually are an issue for society.