

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 If you choose the second or third option, a name is still required, but it will not be published.

Raymond Monaghan

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 blanket treatment on the metric of speed merely treats a symptom of an issue on our roads, and not the cause. It's certainly an easy, lazy and less resource intensive means, but does nothing to change matters going forward. The problem with the standards of driving and lack of obedience to current laws are down firstly to that of culture. We're now in a "here & now" frenzy when it comes to most working cultures, and that is reflected on our roads as well. Even safety gets sacrificed in favour of possibly taking a few seconds off of one's journey. Just do the Glasgow to Edinburgh run at 6am on any weekday and you'll see this first hand all around you. I can cruise around 50mph on the road in lane 1, with 200 yards of free road both before me and behind me. While lane 2 has cars almost bumper to bumper, trying to get to as close to 70mph as they can. Due to the volume of people acting in the same manner, this results in the opposite effect of slowing the fastest lane of the motorway down. The other factor is that of infrastructure, there is both too much traffic, not enough road capacity, and this results in the perfect cocktail for both high road user frustration, and potential disaster looming on any given day. Since increasing road capacity is likely unfeasible due to land and cost problems, the only other alternative would be to saturate public transport with as many buses & trains as possible for peak hours. Have them frequent, and as high capacity as possible, make them a better, less frustrating, and cheaper alternative to cars and you will bring traffic down during the working week and improve overall driver behavior. Another factor is lack of enforcement of existing road limit & laws, far too many drivers get away with making dangerous/aggressive maneuvers on the road without being held to account, especially if no accident is resulted from it. Part of that is due to confidence in knowing it is highly unlikely they will be punished, and the other is the feeling of invulnerability in their vehicle. More resources must be allocated to enforcing both the following of current speed limits, and the ability for police to fine drivers for making dangerous moves on the road, even if it doesn't result in an accident. Invest in dash camera technology which has come about leaps and bounds in recent years. This video can be used as evidence, and through fines this would help fund for more police resources to be put on the roads to help keep on enforcing. The final problem would come if this measure were to come to pass. By slowing drivers down even further on urban roads, you'll only make them drive faster and more aggressively when they reach the national/motorway speed limit roads. What we really need is driving standards re-taught and re-affirmed to drivers. The message needs drilled into everyone's head that trying to "bludgeon" one's way through traffic as fast as possible, always results in little to no improvement on journey time. It in-fact puts both the driver and many other road users to extreme risk of accident, injury and therefore death. A more relaxed and less intensive attitude taken by our drivers on the roads, would have a much more positive overall effect, rather than simply curbing on speed.

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

I explained much of this in my previous answer, but I shall re-emphasise here: Since increasing road capacity is likely unfeasible due to land and cost problems, the only other alternative would be to saturate public transport with as many buses & trains as possible for peak hours. Have them frequent, and as high capacity as possible, make them a better, less frustrating, and cheaper alternative to cars and you will bring traffic down during the working week and improve overall driver behavior. Another factor is lack of enforcement of existing road limit & laws, far too many drivers get away with making dangerous/aggressive maneuvers on the road without being held to account, especially if no accident is resulted from it. Part of that is due to confidence in knowing it is highly unlikely they will be punished, and the other is the feeling of invulnerability in their vehicle. More resources must be allocated to enforcing both the following of current speed limits, and the ability for police to fine drivers for making dangerous moves on the road, even if it doesn't result in an accident. Invest in dash camera technology which has come about leaps and bounds in recent years. This video can be used as evidence, and through fines this would help fund for more police resources to be put on the roads to help keep on enforcing.

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

It be cheap, and not need much work. Though that makes it an easy out, and that isn't acceptable to me, anything worth doing is often difficult. The ease of this measure shouldn't really be a factor.

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

A blanket treatment on the metric of speed merely treats a symptom of an issue on our roads, and not the cause. It's an easy, lazy and less resource intensive means, but does nothing to change matters going forward.

How will this be enforced? Police struggle as it is.

By slowing drivers down even further on urban roads, you'll only make them drive faster and more aggressively when they reach the national/motorway speed limit roads. Subsequently, this would result in an overall negative effect and make our faster roads more dangerous, and the defacto response would be to reduce speed on them.

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.

Hopefully no measures need thought of, good sense will prevail and this Bill won't proceed any further.

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			
Local Authorities		X				
Motorists	X					
Other						X
Police Scotland						

Please explain the reasons for your response

Motorists will face the biggest costs in even larger fuel costs from moving at an even less fuel efficient speed, and from the inevitable fines from even more speed cameras/traps. Local Authorities will burden costs from setting up signage and speed traps.

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

There aren't really any benefits, it may tick a required box of reducing injury/death rates to a certain level. That would be purely an artificial reduction, it won't be from improving or educating drivers, it would be from being forced to follow a lower speed rate, due to the speed cameras that would certainly follow them.

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

I don't see it having any different impact on those groups. (It's certainly negative towards motorists though!)

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

As a general comment on speed limits, why must they be as they are 24/7? Why not have contextual speed limits like SMART does?

Do I really need to keep to 20mph on a road at 2am on a Thursday morning? If the weather & road conditions allow, 30mph should be deemed acceptable to do. Same with motorways at those sort of hours, why on earth do we have lengths of the M8 through Glasgow down to 50mph? That might have sense at peak hours, but not at the sort of ones I've cited.

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:

I've already outlined this in my previous answers.

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?

My overall message is this, don't take the easy way out by simply reducing speed limits. Our driving standards need both an overhaul, and drastic improvement. The technology and ability of motorcars is improving at a pace where our driving abilities and experiences don't keep up. This leads to rashness and complacency on the roads, it is only through the advancement of safety technology in cars, that we have not seen more accidents or fatalities.