

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".)

Professional with experience in a relevant subject

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 would like this response to be anonymous (the response may be published, but no name)

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 If you choose the second or third option, a name is still required, but it will not be published.

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 proposed bill is a total mess and mixes facts with wishful thinking. While it may be correct that driving at 20mph provides many benefits over driving at 30mph, the proposed action will not deliver this reduction and only engineering measures have delivered the necessary speed reductions and these have not delivered many of the promised benefits on health through increased walking and cycling or a reduction in pollution. Engineering methods have encouraged drivers to take the longer route to their destination increasing pollution but reducing traffic in traffic-calmed areas. These areas have not however seen an increase in healthy activity as a direct result of the engineering solutions. Any increase in healthy activity is more likely due to changes in public attitude rather than a feeling of "safer roads".

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 proposal cannot deliver its aims.

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

Increased employment for Engineers, sign makers, labourers, researchers, lobbyists and unending reports proving the success and the failure of the bill.

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

Huge cost of additional signing at all junctions meeting 30mph roads.
More sign clutter.
Little or no reduction in speed. (the 20mph speed limit in Belfast has made no difference to traffic speeds and resulted in no prosecutions)
If the speed limits are rigorously enforced then an increase in pollution and congestion as drivers seek roads with 30mph limits and sit in queues.
Increase in pollution as drivers sit in a lower gear with higher revs travelling at a lower speed.
Frustration, road rage and accidents as the vast majority of drivers get irate with the single vehicle travelling at or under the speed limit as the other dozen vehicles behind tailgate them and dangerously try to overtake.
If the speed limit is not enforced then little or no speed reduction and a total waste of money

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.

Constant police enforcement

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

Cost of signing design, purchase and supervision of works Cost of maintenance Increased journey times either from slower progress or longer alternative routes will impact on fuel consumption and time spent behind the wheel rather than actively engaged in work. Increased taxi fares. Decreased profit for taxi operators.

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

None, as our overstretched police force will not prioritise drivers travelling over 20mph ahead of more serious crimes and drivers will know this and ignore the limits

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

The Bill will impact everyone negatively in equal measure.

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

Tear up this Bill and save everyone the wasted time, money and effort.
Read the DfT policy carefully and realise it is there because qualified and experienced engineers have researched this topic and know what they are talking about.

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:

If something costs millions and has little measurable positive effect it is not a good idea. Hitting someone at 29mph instead of 30mph is not effective use of anyone's money. Forcing our police to stand around booking people for travelling at more than 20mph is a waste of resource Forcing motorists, delivery drivers, taxis and others to increase journey times in towns by 50% is not economic sense. Increasing pollution by increasing time spent with engines running in a lower gear probably at higher revs is not an answer to environmental problems.

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?

A similar Bill was recently proposed for Northern Ireland and had major opposition, hence the introduction of the 20mph in Belfast and several other trial locations to assess compliance (no compliance whatsoever has been seen)