

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 If you choose the second or third option, a name is still required, but it will not be published.

Terry Hudson

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**

In 1930 the national 20mph speed limit was abandoned as outdated even for the primitive vehicles of the time, most still on brakes operated by roads and cables. There is no justification for its re-introduction other than to make driving more un-pleasant and force people 'out of their cars' as most government/council propaganda states. Any road can have many 'safe' speeds it all depends on PREVAILING conditions. Teaching people to observe and react to these changing conditions is what is required.

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**

Yes road safety should be taught in schools from an earl age, educating young minds to be responsible for their actions as they go through life, would benefit society as a whole. Stop putting all the road safety onus on licence holders and make the whole of society contribute. I noticed at the beginning of this survey, you listed politicians/Professional/Academics' as separate catogorys, somehow implying that somebody like me who has driven for over five decades without injuring or killing anybody as a bit of an inconvenience, rather than somebody that might have something useful to say. Just because some 'expert' has read some books does not make them anymore qualified than somebody that has put their words into action. Most 'experts' have a vested interest, career, job, suppliers of computer hardware or software, speed cameras, government grants etc, so all have to tow the 'official' line rather than give an honest opinion.

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?

Slower speeds make for more congestion.  
Emission systems only work when at their full high operating temperature so making for slow 'warm-ups' and slow driving means more emissions because of cold emission equipment.  
This speed limit will also apply to zero emission burgeoning electric vehicle market, so this really knocks this emission argument.  
The accepted practice to see if something has met its claimed expectations is gather statistics over a three year before/after period.  
So 20's Plenty claim it will lower emissions, but how much real data can they produce? This must include vehicle numbers and type, as often people avoid such schemes and take a more free flowing route.  
How many people when choosing a route take the slowest one or the one with more speed cameras or road humps?  
Judge people by their actions, not their words on some carefully chosen questions on a survey.  
Goods deliveries will take longer so adding costs and more vehicles t just to complete similar delivery schedules.  
Those in the 'Care' industry would take longer to do their job and so more might be needed to complet home visits, or cut down on the time they spend with patients.  
Doctors on call would take longer to get to emergencies and even if exempted would still be stuck in the added congestion.  
Speed limits abutting what was 30 mph and now will be 20mph, will be downgraded, so more gridlock.

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.

Enough data is available to show that the only way to enforce such low mindless obedience speed limits is by rigid enforcement.  
 Creating a whole new criminal class out of perfectly safe drivers, has been going on for years, so this is just a continuation of this process.  
 Trying to replicate peasant cycling communist China of the Mao Tse-Tung period, is not my idea of 21st century living.  
 We deserve better than the mindless obedience demanded of North Koreans!

## 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						
Police Scotland						

**Please explain the reasons for your response**

By making our roads more inefficient will cost us all. Drivers will pay most by the way of fines and increased congestion costs to industry to be passed on to end user. As Britain is leaving the EU, we should be making ourselves more efficient to compete in world markets, sadly the anti-mobility menagerie have the upper hand and like to see our economy spiral down, so costing us all, (except the very rich), downgraded life styles

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

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?

**Please explain the reasons for your response**

We will all suffer together. If I had a pregnant woman in my car and expecting a baby soon, I would rather drive at 30mph than 20mph to the hospital!

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

Yes, let people get on with their lives and stop imposing un-wanted legislation and concentrate on solving real problems, not creating more difficulties for people and their families, just trying to get on with their lives.

## 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 is enough information out there to say vehicles will use more fuel at these speeds. Very often automatics will run in a lower gear at 20mph rather than 30mph, so use more fuel and of course more noise from faster revving engines. etc. Particulate filters fitted to diesel cars, will clog more easily so need replacing. More signage required, the ubiquitous red tarmac, roundels, etc, maintenance of all this, all require materials, so less sustainable all round.

## 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 point other than to make driving more un-pleasant and expensive.  
Except motorways, do not all roads have residents, so where will it stop?