

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

on behalf of an organisation

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".)

No Response

Please select the category which best describes your organisation

Third sector (charitable, campaigning, social enterprise, voluntary, non-profit)

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 If you choose the second or third option, a name is still required, but it will not be published.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

There is no evidence base for the alleged benefits of this proposal. In fact, the converse is the case; See statement from NICE (National Institute of Clinical Excellence for England/ UK which provides evidence that arbitrarily imposing universal 20mph speed limits (and installing speed-control humps) simply contributes to GREATER generation/ emission of CO2 gases (by constantly driving in 2nd gear with concomitant over-revving of the engine). There is no need for new legislation. There are current rules/ legislation / road traffic laws already in place.

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

Take the 'do nothing' option; leave the situation as-is.

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

There are no benefits of this proposal.

In fact, the current 20mph speed limit in Edinburgh is either irrelevant (during the day when normally congested-road conditions pertain) and/ or ignored during darkness/ overnight as there is no enforcement.

And enforcing a national 20mph speed limit would not be cost-beneficial - ie the enforcement costs would outweigh the (claimed) health benefit.

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

See above; also;

* Driver frustration ('frustration' is a known and recognised factor by the DSA in contributing to road traffic accidents)

* Driver frustration at the 20mph speed limit is already inducing 'illegal' overtaking at 30mph..

* Even more congestion

* even more emissions by over-revving / constantly driving in 2nd gear

* Brings law into disrespect

* Would not be based on genuinely bona fide representative consultation (ie commercial opinion polls)

* Is based on doctrinaire political dogma

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.

Signage is irrelevant and ignored

Even pedal cyclists (albeit the fit ones) can drive/ ride than 20 mph

Enforcement is not cost-beneficial; ie the costs outweigh the benefits (and the national polis force cannae even enforce the current 20mph limit in Edinburgh)

The few 'hot spots' (eg Corstophine/ St. Johns Rd, Edinburgh and Hope Street/ Central Station, Glasgow) could be alleviated by

- road engineering buses / dispersal
- removing speed limits to reduce engine-revs / emissions

A national speed limit of 20mph is entirely unnecessary across the country.

Irrespective of posted speed limited, the actual speed limit in residential roads (with or without speed humps) is de facto 20 mph

The same (evidence-free) dogma resulted in mass-criminalisation of motorists by speed-tax-cameras (which do not have any impact on road traffic accidents

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						
Other	X					
Police Scotland						

Please explain the reasons for your response

Costs include not-cost-efficient enforcement and higher fuel costs for drivers/ vehicle owners and more 'dogma-driven' jobs-worth jobs

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?

Neutral (neither positive nor negative)

Please explain the reasons for your response

Seriously? More/less speed does not impact on any of these groups in any way.

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:

See above re cost-benefit analysis

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?

Yes; Judging by the 'sleekit' tactics employed by Embra council, there is little confidence that similarly devious tactics to drive this dogma to apply to all/any roads will not be adopted by Scot-Govt. ie;

Embra council said 20mph limit would

a) only apply to central business district; then they unilaterally extended it across the city

Q11. Do you have any other comments or suggestions on the proposal to establish a 20mph default speed limit on restricted roads?

b) only apply to 'side/ residential' roads (where 20mph is in effect the de facto speed limit) - and then unilaterally extended it to include main roads/ arterial roads/ main bus routes

le; the public can have little confidence that ignorant 'mission-creep' will be resisted by elected politicians and/or bureaucrats