

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 If you choose the second or third option, a name is still required, but it will not be published.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

In the first instance, vehicle gearing dictates that 30mph is a comfortable, low load cruising speed in 4th gear in most cars, the same statement is true for 3rd gear at 20mph. In 3rd gear, you are using more engine cycles to travel the same distance so more fuel will be burnt, hence the notion of this proposal being "cleaner" is very questionable. Moving at 20mph places automotive traffic at the same speed as most road cyclists achieve, so rather than being able to pass a cyclist safely, the cyclist will find themselves travelling alongside vehicles for extended periods of time. Ask any cyclist whether they would rather be alongside moving traffic or intermittently alongside and you will have the answer to the notion of this being "safer," again this is questionable. Throughout the rest of Europe, and indeed most of the world, urban speed limits are 50km/h [31mph] by default with special lower limits used selectively at 30km/h [18.6mph]. This is a poorly thought out piece of legislation, dressed up as environmentalism, which will only serve to inconvenience the general public.

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**

Actually instigate works to reduce urban congestion to allow traffic to flow rather than sit idle, such measures would include; removal of viscious speed bumps which cannot be negotiated at anything over 5mph which force traffic to constantly slow down and then accelerate wasting fuel, timing traffic lights properly, traffic sensing traffic lights outwith peak times so that free flowing traffic is no longer brought to a halt to allow non-existent traffic out of another section of a junction, removal or changing to peak use only traffic lights which actually cause congestion e.g. the ones just added just off the M8 at Newhouse

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

None. It will simply inconvenience people and build frustration making the roads more dangerous.

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

Increased pollution, increased driver frustration, longer journey times, added risk to cyclists

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 support the \*proposed\* national 20mph limit so this question is not relevant.

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**

Police are funded by Scottish Government - speed cameras don't reprogrammed themselves Speed limit signs are paid for by local authorities - they won't change themselves Motorists - burning more fuel doing the same journey and wasting your life needlessly taking more time to do the same journey Other - yet more urban areas suffering from consumers deciding to stick to the free flowing motorway route to go shopping out of town rather than put up with trundling in town at a painfully slow pace

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

I don't believe there will be any benefits at all in the real world

## 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**

An utterly irrelevant question.

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

*No Response*

## 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:**

Freedom of movement and ease of movement are crucial to development in a country. This bill is a backwards step

## 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 Response*