

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 If you choose the second or third option, a name is still required, but it will not be published.

Adam Smith

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 built-up areas, safe, aware drivers will typically slow to 15-20 anyway. The problem is there are MANY places rurally where there is currently a 30mph limit in areas with no houses, no streetlights, not even pavements - will these also now be 20mph or will they be reclassified at 40/50/60? This may work well in cities but you are proposing a country-wide implementation which will have a totally different effect in rural areas. Think outside the central belt. Increase the "20s plenty" areas if need be around schools and shopping/pedestrian areas, only where it is needed. Otherwise I can almost guarantee it will be seen as a cash generator as the inevitable 20mph speed cameras begin popping up all over the 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

extend and increase the "20s plenty" campaign in more areas around schools/hospitals and where there is heavy foot traffic (around shopping centres etc.).

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

it will generate more income via speeding fines.

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

1. Rurally, cars and lorries having to slow to 20 and speed up again afterwards will cause much more pollutants than having to slow to 30 momentarily.
2. There already is "20" zones around areas that need it.
3. Driver frustration as even larger queues form, in turn causing some to take more risks (overtaking) and making the roads less safe.
4. Driver confusion as everyone will have to re-learn something that is engrained in everyday driving without thinking. The 30 number is even marked differently in many cars' speedometers as the recognised "standard restricted road limit"
5. Unsafe drivers will begin to get lazy checking at junctions if they expect traffic to only be going 20mph they might assume they will "make it" and just pull out.

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.

A very forgiving and accepting public.

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

New signage, reconfiguring/replacing current camera systems, greater police time wasted catching someone going 21mph rather than serious crime. Additional court costs from all the cases that will be heard - both prosecuting costs and costs for legal-aid and potential damage pay-outs where new signage was not installed in time or adequate.

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

No, dangerous drivers will exceed the speed limit whether it is 20 or 30.

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

It has nothing to do with "protected groups", which idiotically by grouping certain people highlights them as different from a supposed normal. Positive discrimination?

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

"drivers" and "pedestrians" are the only ones affected, these are gender/race/sexual orientation/age/whatever neutral terms.

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 truly believe it will cause more pollution, going 30 vs 20 doesn't cause more pollution. Going slower in built up areas increased the time vehicles are present and emitting toxins, also slowing down a further 10mph requires even more fuel (and thus pollution) to speed back up after the restricted limit area is passed.

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?

Think about the implications it will have outside of the central belt, Scotland is greater than just Glasgow/Edinburgh city centres.