

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 If you choose the second or third option, a name is still required, but it will not be published.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

There already exists a legislative framework for imposing a 20mph speed limit where and when it is appropriate. Imposing a blanket speed limit that is not backed by the 70th percentile speed of vehicles will simply result in drivers ignoring speed limits that they view as inappropriate.

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

As stated earlier, there already exists a framework for applying a lower than 30mph limit where appropriate. Legislation which lowers the speed limit below an appropriate limit for the road will simply lead to drivers ignoring speed limits.

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?

Increased congestion, increased fuel consumption and hence vehicle pollution, increase in drivers ignoring motoring laws that they feel are inappropriate.

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.

Clearly a massive Tv, internet and press advertising campaign will be needed.

In other nations, all variations to their urban 50kph speed limit are usually signed with repeater signs as well as at changes to the limit.

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					

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Local Authorities	X					
Motorists	X					
Other		X				
Police Scotland						

Please explain the reasons for your response

As already discussed, this change will require substantial advertising and additional signage. It will increase travel times and vehicle fuel consumption and pollution. These effects will, I feel, outweigh any reduction in costs from a claimed but not proven reduction in the frequency and/or severity of road traffic collisions.

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

Please explain the reasons for your response

As already discussed repeatedly, I believe that this Bill would increase travel costs and times, and also the prevalence of lung disease.

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

No!

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

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?

Please explain the reasons for your response:

I have already stated my reasons for this multiple times! To restate again, it will increase journey costs and times, and lung disease.

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.