

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 If you choose the second or third option, a name is still required, but it will not be published.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

The proposed approach is entirely disproportionate and makes no sense as a blanket limit. 20mph limits used selectively make sense - for example around schools, public parks or near shops. However a blanket 20 mph limit at all hours of the day does nothing to reduce congestion, increase safety or reduce pollution. It creates frustration amongst drivers, is ignored, or results in cars operating in an inefficient and thus more polluting manner. All of these create more danger or pollution than intended. By creating longer journey times it harms economic productivity and is of no benefit. It also takes no account of modern safety and braking standards of cars. Significantly higher penalties for those caught texting at the wheel of their car would be a considerably more effective means of creating safer roads in my view. I would rather stand in front of a car being driven at 30 mph by someone paying attention to where they are going (i.e. able to react and stop), than a car being driven at 20 mph being driven by someone texting.

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

See previous comments A blanket ban makes no sense, in terms of safety (it causes frustration), pollution (cars are operating outside of their efficient window) or economically (journeys across towns and cities take longer unnecessarily). There are other ways to improve safety - Take away someone's licence if they are caught texting whilst driving!

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

There are none!

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

See previous comments

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.

No Response

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

It is a waste of Government time and money operating this. Were it implemented, the cost of policing may be outweighed by fines but that is somewhat missing the point. Not to mention signage, advertising etc as previously mentioned. Motorists and the general economy will suffer. Journey times take longer which costs money. People will be less inclined to cross towns to participate in commerce. Cars operate less efficiently which increases fuel costs for motorists.

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

They will take longer to travel around safely in a legal manner than they did before. This must have a negative impact on quality of life.

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

Don't implement it

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

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?

I thoroughly object.