

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 If you choose the second or third option, a name is still required, but it will not be published.

Matthew Wheeler

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

Vehicles in the UK have been engineered to ensure the gearing provides an appropriate drive with sufficient power at a low RPM when travelling at UK legal speeds. This is why whether you drive a 1.0litre or a 6litre car, it will be equally capable of cruising in a high gear and low RPM at specific road legal speeds such as 30mph or 70mph. By implementing a speed limit of 20mph you are actively going against the engineering of these cars which forces the car to use a lower gear and higher RPM and thus significantly increasing pollution. This is fact and it is quite clear that you have not checked this basic principle of motoring with any relevant qualified engineer. As such from view point of protecting our cities from high pollution I cannot accept this proposal as it will increase pollution and in turn the health connotations associated with this pollution. As CO2 is factually denser than air this means those who will be most affected will be young children and as such I find it quite disgusting that this proposal appears to have been made on the viewpoint of obtaining votes from this not educated in these matters.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

No

Please explain the reasons for your response

No, as we have decades of transportation on our roads which has been designed to run optimally at 30mph. If anything you should be funding this money into bursaries for people looking to purchase electric vehicles, which although still have a significant impact on the environment, this impact does not negatively change based on a lower speed (in fact it would have a positive impact due to the lack of gearing). Then in 10 years time, once you have forced the majority of new personal and business vehicle owners into electric vehicles, you could then look to decrease the speed limit on the basis of pedestrian safety.

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

None. It's poorly thought out.

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

Already discussed in my 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.

You can't. Speed cameras are not designed to catch people speeding at 20mph and would require replacement at significant cost. Replacing speed signs would also incur huge cost. This is money that Scotland needs for other far more important projects.

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

As already mentioned the cost of replacing various legal items would be significant for the tax payer. The cost of running a car would increase as miles per gallon would drop based on the lower gear/higher RPM driving required to maintain a speed under 20mph.

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

N/a

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:

This significant cost will be covered by the tax payer, and it is quite disgusting that our Government would see this as a fit celebration whilst cutting relevant social services.

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