

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 If you choose the second or third option, a name is still required, but it will not be published.

Phil Jones

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.

Partially 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

I don't believe every 'restricted' road where a 30 mph limit is in force would benefit from a further reduction in speed limit. This could ultimately lead to frustration and the temptation to take risks where a 30 mph limit extends for some distance (leading to more accidents, not less). This is particularly true for remoter areas where traffic numbers are significantly lower and the risk of accidents less than in towns and cities. Forcing an impractically low speed limit to pander to those who would be happier if we all used public transport is unfair when some of us live in communities where there is no public transport fit for purpose. It seems the lobbyists for a blanket 20 mph limit would be happier if we reverted to the 1900's when motor vehicles came equipped with a guy waving a flag.

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

Continue with a more measured report where speed limits are tailored to individual road conditions, e.g. accident black spots, schools and care homes, etc.

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

Fewer accidents where there is currently a perceived risk.

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

As already stated, the frustration of having to drive at 20 mph for any considerable length of time is a factor that needs taking into account. It also means vehicles have to be driven in lower gears, increasing fuel consumption and particle emissions. It's hardly a 'green' solution, is it?

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.

Heaven forbid - but I imagine road humps and one-way bollards with frequent give-way lanes would become a regular feature. It's a shame the money used for this nonsensical project can't be spent on fixing potholes and resurfacing Scotland's atrocious roads.

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						
Police Scotland						

Please explain the reasons for your response

At a time when budget restraints are cutting into public services, it seems a woeful waste of public funds. The cost to the motorist will also increase significantly - increased fuel consumption and journey time. Do we really want to revert to a Third World mule and cart economy.

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

Is this meant to be a serious question?

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

Another irrelevant question.

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 trust it will be seen as a hobby horse Bill designed to pander to a deluded minority who live in a different world to most of us.

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.