

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 If you choose the second or third option, a name is still required, but it will not be published.

Stewart Geddes

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 proposal is simplistic and not backed by evidence. It ignores driver behaviour where the vast majority drive to the road conditions in perfect safety. Where incidents take place it is almost invariably as a result of driving without due care and attention. Speed is rarely a factor except to the extent that a vehicle has to be moving to have an incident. When driving at speeds too low for the environment, evidence shows that people's concentration drops and makes them more likely to have an accident rather than the reverse.

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**

There is no need for a wholesale reduction of speed limits to 20mph. There is no evidence to support such a move

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?

There would be no reduction in accidents, indeed it could result in more.  
There will be an increase in pollution and an increase in driver frustration leading to more danger  
Journey times will increase  
Congestion will increase  
The proposal will bring the law into disrepute due to widespread flouting  
Police do not have the resources nor the will to enforce this proposal  
The proposal is seen as vindictively anti-car rather than a positive proposal

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.

None

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**

There will be a huge cost to replace signage for local authorities and Scottish Government Motorists will see an increase in fuel consumption, greater wear and tear to engines. There will be an increased cost to the NHS due to increased pollution and due to increased road traffic accidents

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**

There is no correlation between the proposed bill and these groups. The questions are pointless

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

This is an 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:**

The bill will increase costs of transport, increase costs of labour, increase wear and tear to vehicles. There are no sustainability benefits

## 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?

Don't do it. Retain the tried and tested 30mph limit