

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 If you choose the second or third option, a name is still required, but it will not be published.

David McCudden

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

A 20mph speed limit may be safer and lead to shorter stopping distances and less injuries. These in my opinion are the only benefits driving in 3rd gear with higher engine revs is less efficient and more polluting than driving at 30 not less as you seem to think. Also, a terrible idea for cyclists that you mean to make more off. It would lead to more hatred from the average motorist. Since bicycles are not subject to speed limits. A lot of cycle commuters would be traveling faster than the cars around them.

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

Unsure

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

Shorter stopping distances. Though drivers should no when to drive slower anyway. 30mph is a limit. Not the speed that has to be driven.

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

Terrible idea and would lead to more hatred from the average motorist. Since bicycles are not subject to speed limits. A lot of cycle commuters would be traveling faster than the cars around them.

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, I think it is a terrible idea.

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				
Local Authorities		X				
Motorists		X				
Other		X				

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

Police Scotland						
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Please explain the reasons for your response

Change in legislation will take time and effort hence increased cost. Increased signage for local authorities means increased cost. Increased fuel consumption equates to increased cost.

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)

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

No Response

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:

See my previous answers.

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?

Take another look and you will find it is not worthwhile. It will increase pollution lead to frustrated motorists and generally make thing worse than they are now.