

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 If you choose the second or third option, a name is still required, but it will not be published.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

From initial trial and usage in the newly reduced 20mph areas in Edinburgh - the only side effects to the change to 20mph have been negative. Slower commute times, increase in emissions due to having to drive in a higher gear and causing irritation and erratic behaviour in drivers due to the extreme slow nature of driving from point A to point B - especially if you're in a hurry. Benefits could be seen as safety - but in reality, nobody wants to, or actually does, drive at 20mph. Seems like a fairly large waste of resource at this moment in time.

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

No

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

None.

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

As previously mentioned - higher emissions due to driving in a higher gear, increase in road user frustration due to slow speeds. Slower to get from point A to point B, further making a misery of commuter traffic. Driving at 20mph is a thoroughly unpleasant experience for any period of time. No real evidence of a benefit to general road users for reducing emissions, which was surely one of the main points.

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.

As far as compliance goes, an increase in road signage and a definite increase in painted road markings.

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 | | | | |

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

| | | | | | | |
|------------------------|--|--|--|--|--|---|
| Other | | | | | | X |
| Police Scotland | | | | | | |

Q7. Do you believe there will be any other benefits to reducing the speed limit from 30mph to 20mph?

Possible reduction in safety for cyclists or pedestrians.

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?

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:

A decrease in speed correlates to an increase in engine revs, an increase in gear selected - causing greater emissions, not reducing them. Driving at 20mph causes much higher fuel consumption from testing.

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?

It's just not necessary.