

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 If you choose the second or third option, a name is still required, but it will not be published.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

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 live in a Fife village on the outskirts of Dunfermline where cars and lorries routinely use the roads as a rat run and are obviously exceeding the speed limit around 50% of the time. (I served as a special constable throughout the entire 1980s and have a good sense of how fast a vehicle is travelling) This creates a pedestrian hazard and makes crossing the road quite dangerous for locals, particularly where cars are parked on the pavement, which is another matter. Although I am a driver, I would be quite happy to see a blanket 20 mph limit in built up areas where the public are present much of the time in the interests of pedestrian safety. However, my engineering training in renewable energy systems has also given me an interest in car exhaust emissions and I am aware that all vehicles with an ICE massively exceed their quoted figures which are based on wholly unrealistic laboratory tests. The holy grail for me would be a combination of a blanket 20 mph speed limit coupled to an immediate withdrawal of all traffic calming schemes that result in stop-go driving and cause unnecessary exhaust pollution due to vehicle mass being repeatedly accelerated then halted. I would also suggest that electronic signs be erected which show drivers how fast they are travelling as these tend to correct all but the most errant. Finally, as I am very focused on recording fuel consumption, I do agree that driving at a steady 20 mph with no impediments is far more efficient than stop-go driving with a 30 mph limit and probably just a quick in terms of ultimate velocity,

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**

It needs to be a national bill not left to individual councils to pick and choose whether to comply.

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

- 1) Safer for pedestrians.
- 2) Less exhaust pollution. (if all traffic calming measures are removed at the same time)
- 3) Less wear on car engines once the stop-go cycle is minimised due to (2).
- 4) Less stressed-out drivers who would probably be happier travelling at a steady 20 mph rather than racing between traffic calming measures.

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

The cruise control on my car tends to hunt at lower speeds and varies either side of being set at a 20 mph by a couple of miles an hour, so if this is a universal feature there would need to be allowances made for the practicalities of vehicles holding an exact and constant speed

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.

There would require to be plenty of 20 mph signage and also flashing roadside signs that instantly show speed to passing drivers to indicate if they are going too fast. I would suggest only prosecuting those who are exceeding the limit by 3 mph or more in the interests of practicality. I also find average speed cameras quite effective on the A9 and this would probably work in towns and cities.

## 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						
Police Scotland						

**Please explain the reasons for your response**

Councils appear to have unlimited resources to install speed bumps and traffic calming measures, so this would be a lesser one off initial cost which would more than pay for itself in reduction of pedestrian injuries and, possibly, RTCs.

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

I think that it would encourage the take up of electric vehicles which are particularly suited for this kind of driving. I am uncertain about whether there would be an increase in cycling as vehicles and bikes just do not mix in real-life and the fact that the cycle I bought three years ago sits in my shed due to a fear of being struck by a car, van or lorry is testimony to this assertion.

## 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?

Unsure

**Please explain the reasons for your response**

I do not comprehend how this related to speed limits.

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

No comment.

## 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?

Yes

**Please explain the reasons for your response:**

I would suggest that a smoother traffic flow, less debilitating exhaust pollution and less pedestrian injuries is a win-win situation in social and economic terms.

## 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?

Please proceed!