

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 If you choose the second or third option, a name is still required, but it will not be published.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

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?

Safety: pedestrian, cyclist, animal, vehicular, all road-users

Environment: less pollution

Community: a more pleasant milieu is generated via a lessening of vehicular speeds and the associated aggression of those who always seek to drive as fast as possible

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

A perceived disadvantage will be that journeys will take longer, so it is important to emphasise in explanatory media that the increase in journey time is marginal, the benefits outweigh the disbenefit and that commencing journeys a little sooner will become the behavioural norm as drivers become accustomed to the change; also point out the reduction in accidents, the lessening of pollution and the lower fuel consumption.

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.

The standard response is to introduce speed bumps and other traffic-calming measures; the "calming" effects of these measures are equivocal as frustration levels tend to increase and some drivers divert and cause congestion elsewhere in order to avoid the unpleasant experience of lunging over speed cushions. Traffic calming signage quickly succumbs to the "Law of Diminishing Returns" as drivers assimilate and then ignore arrays of flashing warning signals (some of which, unhelpfully, activate when the speed limit is being complied with).

Where speed limits are lowered, police enforcement methods should be of an informal and cautioning variety, rather than a criminalising and stigmatising variety; such punitive "one strike and you're out" behaviour only serves to alienate the public, increase dislike of traffic and law enforcement agencies and does not necessarily induce the desired behavioural change: - explanation and persuasion can succeed where harsh enforcement and punishment tend to fail.

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

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

Local Authorities						X
Motorists						X
Other						X
Police Scotland						

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

One would hope that by reducing the speed-limit, subsequent post-adjustment behavioural change might generalise to better driver behaviour across the piece.

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?

Positive

Please explain the reasons for your response

Those occupying the categories of "disability", "age" (younger or older) and "pregnancy and maternity" should obviously benefit from such a Bill; as would any person for whom crossing roads quickly is an issue.

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

I do not perceive any negative impacts to the groups described.

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:

Delivery drivers and taxi drivers will probably lobby against this Bill but as the age of delivery drones and driverless taxis draws ever closer, any negative economic impacts on these groups would not be long-term.

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 Response