

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 If you choose the second or third option, a name is still required, but it will not be published.

Nicholas Parker

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.

Partially 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

Instead of introducing new legislation enforce current legislation. A widely held attitude is that if people speed in a 20mph zone they will probably "only" do about 30mph and this somehow makes it safer. We currently have a default of 30mph in built up areas so the same effect could be achieved at no legislative cost by enforcing current regulations. If the same level of enforcement takes place after a reduction in limit then that is a double waste. Additional cost and parliamentary time with no major increase in conformity and safety.

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

Yes (if so, please explain below)

Please explain the reasons for your response

NATIONAL enforcement campaign of existing 30mph limit. Carried out on a national level this would remove the feeling of "safe" areas to speed and bring about a change in the psychology of and attitude to urban speeding in the same way as has happened with drink driving.

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

To bring average / typical speed to nearer the existing 30 limit

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

With current levels of enforcement it would be widely disregarded. It could even lead to more dangerous situations where devout 20ists cause frustration by impeding those who might disregard a perceived paper limit leading to inappropriate overtaking manoeuvres. I have witnessed this behaviour in Dunbar where certain drivers get it into their heads that 20 is plenty and continue to hold up traffic outside the 20mph zone despite 30 or even 40mph limits.

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.

National advertising campaign followed after a bedding-in period by uniform national enforcement.

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						

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

Some will benefit others will be inconvenienced

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

No

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:

With the exception of larger cities where traffic flow speed is generally lower than speed limits due to congestion, the net effect will be to increase journey times for the majority of urban journeys. This will lead

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?

to increased delivery costs since labour time costs are a bigger influence than reduced fuel costs. There will also be an increased time for private or commuting journeys. The idea that 20mph then means that everyone wants to walk or cycle is at best simplistic. For lots of people there is no alternative since usable public transport let alone joined-up public transport hardly exists. eg.Live in Dunbar; wife uses train to commute into Edinburgh but for social use the last train home is 10pm; I work in North Berwick there is a bus only every 2hrs.

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