

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 If you choose the second or third option, a name is still required, but it will not be published.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

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**

I currently work in the Transport & Logistics industry and, while I can see benefits from a 20mph speed limit, for example in Edinburgh. I do not believe that a blanket adoption would be beneficial or necessary. There are plenty of streets in Scotland that operate in a perfectly safe & clean environment with cars and other modes of transport travelling at 30mph. Looking at Edinburgh as an example, there is no blanket adoption because a common sense approach has been used. Having been a stakeholder in the decision making process here, it was clear that adopting a 20mph speed limit on certain routes that are currently 30mph would hamper the economy of the given area and cause more congestion and therefore emissions, rather than reduce these areas.

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**

There are many methods to reduce emissions that can be achieved without a Bill in Parliament to reduce speed limits or to implement an LEZ. These methods could very well displace the problem, rather than solve it. Simply improving traffic flows by analysing major junctions, whether it be traffic light sequencing or roundabout layouts could assist traffic flow, keeping traffic moving and therefore allowing cars, lorries & vans to operate at a more efficient level. It has been proven that stop/start driving is detrimental to vehicle emissions. Currently many residential, "mandatory" 30mph streets already operate an optional "twenties plenty" regime which keeps traffic speeds down and therefore streets safer. Investing in driver training and awareness could better solve road safety rather than yet more legislation and a "sledge hammer to crack a nut" type approach. The motor industry, in particular the Road Haulage industry is already governed by more red tape & legislation than the aviation industry. Road safety is taken into consideration by the Traffic Commissioner and drivers breaking speed limits could result in operators losing their Operator's Licence, as well as penalties on the driver themselves. Consideration must be given to the wider road users, and not just car users when there is a want to pass legislation.

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

I can see, that in certain areas & streets a 20mph speed would benefit, particularly where there is a high activity of social behaviour in residential areas or school streets. For instance where children could be playing. Road safety is paramount to all road users and every effort should be made, by this Government and by road users themselves to improve road safety.

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

- 1) Blanket 20mph across ALL 30mph streets would increase congestion, hampering the Scottish economy & supply chain.
- 2) Professional drivers & industries, whom are trained to an extremely high level, are burdened by yet more legislation due to irresponsible car drivers.
- 3) Emissions due to slower moving, less efficient traffic would increase if a 20mph limit was implemented nationwide.
- 4) Car sales would drop, reducing the likelihood of any onward investment from car manufacturers.
- 5) Deliveries would become restricted, therefore less efficient and the supply chain would be unable to meet "next day" consumer demands.
- 6) Trains would reach capacity quicker than the Scottish Government would be able to improve its infrastructure.

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 is already a tendency for road users to travel above the designated speed limit. For example, any calls for an 80mph motorway increase are brushed under the carpet, and perhaps rightly so, because there is an understanding that if drivers can legally driver at 80, they will driver at 90. In order to ensure speed limits are adhered to at all times, there MUST be a Police presence on our roads - signage and awareness is simply not enough to prevent speeding drivers. It is my belief that properly enforcing a 30mph limit, would be more productive in every way than reducing to 20mph.

## 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					
Police Scotland						

**Please explain the reasons for your response**

Local Authority roads would need to change all signage to reflect the new limit, putting extra demand on resource and budgets. Scottish Government's time to debate and implement the bill. Motorists increased fuel consumption and time wasted.

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

I do not believe any of the perceived benefits of a 20mph speed limit make the move worthwhile. Other measures outlined in my response could prove equally effective, productive and cost less.

## 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?

Slightly positive

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?

**Please explain the reasons for your response**

Slower traffic will benefits those with mobility problems however I do not believe this is to say that slower traffic & more responsible driving cannot be achieved with other measures.

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:**

As outlined in my response already I do not believe that a blanket 20mph speed limit will benefit the environment or economy over future years. It may see quick benefits but over years I see this hampering the Scottish Economy.

## 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?

I believe I have outlined my views both for & against these proposals.