

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 If you choose the second or third option, a name is still required, but it will not be published.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

Lowering the speed limit will not actually reduce the emissions as stated in the policy document. I appreciate that there is evidence to support reduced emissions in a lower speed limit areas. However, having lived in an area in England where the speed limit was reduced to 20mph, I can say that I changed gear far more often than in an area with a 30mph limit. Changing gear more frequently increases the wear and tear on the car. The 'speed' at which the gears are set on current cars may often result in a change of gear approaching 20mph; if you are likely to be wavering around this speed, there is an increased chance of having to change down again, and then up etc. In addition, in my car (and therefore in many others I suspect), driving at 20mph itself is inefficient and uses far more fuel as you are either driving in the lower gear but at a high rpm, or in a higher gear but at a low rpm, which is equally inefficient. In addition, from having lived in an area where this speed limit was brought into force on the majority of roads, my experience is that it merely serves to frustrate people, adding time to their journeys. While I can see the benefit of a 20mph limit in certain areas, I fear that bringing it into force on almost all roads in built-up areas will only cause irritation and potentially more danger. I do not believe that bringing the limit down to 20mph will have much effect on the problem of speed on the roads. Yes, some people will drive at 20, but many others will not, and the money is surely better used in policing the roads to try and reduce the number of speeding vehicles. Just the other day, I was doing about 28 in a 30 limit, behind another car, when the vehicle behind me overtook both cars and sped off into the distance, clearly confident that there they were unlikely to be seen by any police. I should add that although the road is fairly straight, it is residential, with many side streets crossing it.

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

Unsure

Please explain the reasons for your response

I think that the actual proposal for lowering the speed limit is not the best way forward, although I agree that it would be sensible in some clearly signposted areas; there is a 20mph area in my local town which is very clearly signposted, and almost impossible to miss. I fully appreciate and understand the safety considerations, especially for children and the elderly/vulnerable who may be slower to cross a road, and realise the differences in casualty injuries at 20 or 30 mph. However, the speeding drivers are again those who are likely to cause the most accidents, and if they are frustrated because a 10mile journey is taking 30 minutes instead of 20 minutes, then that state of mind is dangerous. I do not think the roads will suddenly be safer for cyclists if the limit is reduced; a reduced limit does not address the frustrated / speeding drivers, nor - and most importantly, does it address how people overtake a cyclist safely, giving them sufficient room. Very few cyclists travel at 20 mph. Reducing the speed limit to a point at which many modern cars have to sit in a lower gear at high revs, or a higher gear at unsustainable low revs, causing more changes of gear, is not going to help reduce emissions, or help reduce wear and tear on cars. If a 20mph limit is seen as the way forward, then dialogue with car manufacturers needs to take place to ensure that future cars are more economical at 15-20 mph than they are currently.

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

I can see advantages in safety for pedestrians, as the impact of a 20mph crash on a pedestrian is vastly different to a 30mph crash. If the emissions information covers gear changes and my previously-mentioned issues of where gears on a car are 'set', then I can also see a public health advantage to reduced emissions.

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

I think that until cars match the speed limits in how economical they are at various speeds, reducing the limit will increase wear and tear on cars, which ultimately leads to more waste as parts require replacing etc. I am also concerned about the drivers for whom this will be an annoyance, as they are likely to be the dangerous ones. Cars are continuously being made quieter, which doesn't help the driver realise how fast they are, or aren't, going.

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.

Far more enforcement than there is now; if the enforcement needed to ensure compliance with a new 20mph limit was in place, then I suspect things would look different, and we would not need the reduction in speed limit across all of Scotland as is currently being proposed.

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

Government and local authorities will have to pay for vastly extra resources to police the new limit. Motorists are likely to have slightly increased maintenance costs through changing gear more frequently.

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

Don't know.

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

As the protected groups have nothing to do with travel / transport etc, I would not expect the proposed Bill to have any general impact on any one group - as a group.

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?

Unsure

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.