

# 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".)

Academic with expertise in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.

Evelyn Szarek; a member of UPHD: Edinburgh United Private Hire Drivers

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 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**

Within a certain range, lower speeds produce more pollution. Things like benzene, CO, NOx, CO2, PM10, PM2.5, aerosols (e.g. sulfate, nitrate), among others, are not only ejected into the air in higher amounts, but also, due to lower speed of the traffic, there is less turbulence to disperse the pollution within the air. Essentially, higher speeds cause more dispersion/ dilution of ground level pollutants; and changing the speed limit from 30mph to 20mph will decrease the air quality due to higher levels of "stuff" coming out of exhausts; as well as it will keep the traffic for longer amount of time within the city due to lower speed limit and, thus, increased journey time.

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**

Yes. The major reason for accidents is significant amount of distractions on the road itself. These are, for example, parked cars, pedestrians, delivery vehicles. Personally, I think the major reason for congestion is on-street parking. I understand Edinburgh is a medieval city and the width of the streets was designed way before cars existed and, thus, is not suited to accommodate such a large amount of traffic. Therefore, taking the parking off the roads into other areas (such as multiple level parkings, underground parkings etc.) will certainly create more space on roads, allow multiple lanes for traffic queues, allow buses to use their bus lanes and, finally, decrease the overall congestion by making the traffic flow more smoothly. Speaking about pedestrians, one of the reasons there are accidents is, again, not enough space. Footpaths are not wide enough to fit all the pedestrians, not to mention the Fringe Festival crowd. Coming back to previous paragraph, removing the on-street parking may not only increase space on the road itself, but also allow widening the pavements. Delivery vehicles. Of course everyone just wants to do their job, however, because most businesses only have one front entrance, goods will only be delivered through that particular entrance- which is normally located on the main road. These vehicles are blocking bus lanes during morning rush hours; blocking traffic overall, which is fair enough, we can't make a human being run with goods a mile away from the vehicle. But we may think about possible solutions to this problem. Deliveries at night? To the back entrance if one exists? Evening deliveries? Rubbish collection between 6pm and 7am? But not on the main road during the rush hour. The reason I have written all of the above is that it is not the speed of traffic itself that is the major criminal in the story of Edinburgh having many road accidents. There are other factors, direct and indirect, that I think are more to blame. I am a driver myself and I can certainly see how many things I need to watch out for while driving in the city centre: parked cars, doors opening, pedestrians running everywhere, cyclists filtering through the traffic, unloading goods, people jumping off the buses, rubbish on streets, (...). It is an endless list. We may want to tidy up first, remove at least some of those distractions, and watch the results.

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

If I am asked for advantages of the 20mph proposal, I think there will be no advantages.

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

As mentioned before, the section about the air quality.

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.

Certainly NOT the speed bumps. They make drivers slow down to almost zero, rather than down to 20mph. This causes vehicles to brake, then accelerate, then brake again.. breaking shoots particulate matter into the air through brake and tyre wear; reaccelerating uses more fuel/ energy, injecting other pollutants into the air plus particulate matter from tyre wear.

## 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**

Economical cost of air pollution. People dying prematurely, people who are tax payers. Prior to death they need treatment (financed by the NHS). The cost of introducing the enforcement itself: signage, paying staff to put up such signage. Motorists will use more fuel due to higher fuel consumption at such low speeds.

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?

Negative

**Please explain the reasons for your response**

Not just those protected groups, but the entire population: health impacts due to poor air quality.

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

Probably avoiding walks/ runs/ jogs during the rush hours/ in the city centre.

## 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 mentioned before.

## 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?

As mentioned before.

However, I may have a suggestion, actually. How about a certain speed limit, say, from 8am to 6pm. And a higher speed limit "at night" (i.e. when there's less traffic). Many countries around the world use such limits (e.g. 50km/h during the day in urban area; 60km/h after sunset).