

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 If you choose the second or third option, a name is still required, but it will not be published.

George Horne, a member of the Aberdeen Rosemount and Mile End Community Council

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 supportive

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 don't think 20mph is appropriate for main through routes or wide non residential roads. The use of the word walkway in lieu of pavement appears to be to hide the fact that it would apply to nearly all town of city roads unless the appropriate council applies to individually modify the speed limit on each of main through route of wide non residential roads. I support the use of the 20mph limit in residential areas. The whole area excluding through roads should be 20mph. The applications of the 20mph limit I have seen so far in Aberdeen and Edinburgh don't appear to me to have been intelligently applied. In Aberdeen each individual road in a residential area has 20mph signs and road surface markings rather than the area as a whole. In Edinburgh Queen St, which is including parking six lanes wide and a through route in a non residential or shopping area has a 20mph limit. Fine for George St and Princes St but why Queen St? If the law isn't applied intelligently, people disregard it and this particular law will be difficult to enforce anyway. So I agree with the proposal, but if the law doesn't allow zones to be classified as 20mph, the law should be changed. Whatever happens it has to be done intelligently and the track record isn't very good to date.

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

If you can avoid a bill in Parliament all the better.

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

A collision at 20mph is much less serious than one at 30mph. The force of the collision is related to the square of the speed.
Less acceleration means a lower fuel consumption and hence emissions, in what probably would be in a residential or shopping area.
If it is intelligently applied to only residential and shopping areas, it is more likely that drivers will take heed of the lower speed limit.

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

It would be disregarded if not intelligently applied. It will be difficult to enforce anyway.

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.

Road signage is fairly standardised anyway, road signs and road marking with 20mph on them. I don't think it will be easily enforceable.
Speed bumps, raised crossing areas, additional car parking to narrow the road, would all be an effective way of reducing traffic speed.

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

Shouldn't cost the Scottish Government anything, except that they will have to provide the additional funding required by the local authorities for additional signage and road markings. Other is for additional Police time to try and enforce it.

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

The standard benefits are fewer fatalities and serious injuries and a lower level of pollution. I suspect drivers will be less stressed driving at 20mph in town, but I doubt whether that would be easy to measure.

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

Is this a standard question? It doesn't bear any relationship to the questionnaire. Maybe a disabled person would have a lower chance of being injured crossing the road but you haven't asked that question.

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

I don't think it will have a differential impact on any of the named groups in the previous question.

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:

It will cost money to implement intelligently and some members of the motoring community are not going to be very happy.

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