

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 If you choose the second or third option, a name is still required, but it will not be published.

Gareth Morgan

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**

As a cyclist I do not in general find 20mph speed limits make roads any safer for me. If I am cycling at 12-15mph and a car or other motor vehicle needs to overtake me it takes MUCH longer for them to get past than if they can do 30mph. This is especially relevant on urban orbital roads where traffic speeds are likely to approach 30mph. I certainly do NOT feel safer as a cyclist on those areas which currently have 20mph speed limits. I am also concerned at the impact on public transport (buses) if bus routes in urban areas are limited to 20mph. Times for bus journeys will necessarily increase, and therefore in order to address this bus companies will have to reduce the frequency of services. Also, I understand the total emissions from a car journey of a given distance are less if the car is able to travel at 30-40mph. If this is correct, forcing cars to travel at a max of 20mph will increase total emissions which is not good for the environment, and especially not good for cyclists and pedestrians on urban roads.

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 may be a few exceptional locations where 20mph speed limits are needed (e.g. outside school entrances) but this is best handled by local authorities' existing powers. However, some local authorities take this much too far, and if anything guidance from the Scottish government should indicate that 20mph zones should only be used exceptionally. New legislation is not needed.

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

None - see answers to Q1.

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

Many disadvantages - see answers to Q1.

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.

None - don't do it. If 20mph limits were widely introduced it would be impossible for police to enforce. Focus on education to discourage people exceeding 30mph which is a reasonable limit.

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**

The new signage would clearly be expensive. Costs for motorists - and all motor vehicles - are likely to rise if a given journey consumes more fuel. Costs for delivery services and taxi services are likely to increase if fewer journeys or deliveries can be made in a day due to 20mph restrictions. I do not believe cyclists or pedestrians would benefit. Walking out in front of a vehicle doing 20mph is still likely to lead to very serious injury, but there is a danger that pedestrians could become more complacent. Cyclists may face more congestion if there are more motor vehicles on the road due to longer journey times.

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)

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:**

Significant costs for the specific measure and for the wider Scottish economy due to increased journey times for motor vehicles with no benefit to cyclists make this unattractive.

## 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 further comment.