

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 If you choose the second or third option, a name is still required, but it will not be published.

Euan Murray

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**

I had not appreciated that Edinburgh had a problem with the numbers of pedestrians killed by vehicles travelling in excess of 20mph while travelling in 30mph limits. You may have information about this within Edinburgh over, for example, the past 5 years? I know that cars have been required to be designed with pedestrian accident protection features of recent years and this will have an increasing and positive impact on pedestrian survival in car accidents. I wonder to what extent that was taken account in considering our new speed limits? We do have a problem with pollution which comes, as you'll be aware, from many sources including, but not exclusively, motor vehicles. It follows that the steps taken, with this new limit, of increasing journey times and the amount of time that vehicle engines are running is the direct result. It is incredible this has been discounted. Parked vehicles still seem to be able to park and have their engines running without regard for either the atmosphere or prosecution. Similarly, I understand that the diesel engines which operate lorry mounted refrigeration systems are not included in emission control legislation. As a cyclist, I am always most nervous in traffic when vehicles are in my proximity and, now that the speed differential between road vehicles and bicycles has been reduced, this is an increased time of risk for me and other cyclists. It seems extraordinary that the new limits operate 24 hours a day and this surely shows a lack of realism. If there is a problem, and there certainly is with pollution, it appears that the citizens of Edinburgh and visitors are treated as a soft target. It also seems that education of pedestrians and motorists is an opportunity either missed or deemed too difficult to tackle. Whatever, this 20mph limit in Edinburgh can't be justified and should be removed without delay before further damage is done

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

No

**Please explain the reasons for your response**

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

I cannot think of any whatsoever.

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

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As a cyclist, I am always most nervous in traffic when vehicles are in my proximity and, now that the speed differential between road vehicles and bicycles has been reduced, this is an increased time of risk for me and other cyclists.

It seems extraordinary that the new limits operate 24 hours a day and this surely shows a lack of realism.

If there is a problem, and there certainly is with pollution, it appears that the citizens of Edinburgh and visitors are treated as a soft target. It also seems that education of pedestrians and motorists is an opportunity either missed or deemed too difficult to tackle.

Whatever, this 20mph limit can't be justified and should be removed without delay before further damage is done

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.

In view of my earlier responses, this is not relevant.

It suggests that it is not being considered as an option that it has been a grave mistake and it should be removed, buried on not proceeded with further.

## 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
<b>Scottish Government</b>	X					
<b>Local Authorities</b>	X					
<b>Motorists</b>	X					
<b>Other</b>	X					
<b>Police Scotland</b>						

**Please explain the reasons for your response**

Increased journey times, pollution and health issues.

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

No, I cannot think of any.

## 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**

It will have an adverse impact on everyone due to increased pollution with engines running longer with longer journey times, risk to cyclists and cost to the community as a result of longer journey times.

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

Yes. Remove the 20mph limit.

## 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:**

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## 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?

Concern that the public are not going to be listened to and that the democratic process may be bypassed or ignored. There seems to great an intent to impose the limit come what may which can be understood from the slant of the questions in this survey.