

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".)

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 If you choose the second or third option, a name is still required, but it will not be published.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

Fully 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

There are a number of reasons behind my support of the proposal. Road safety: in the event of an accident, a vehicle may cause less damage when travelling at 20mph than 30mph. Air pollution: less energy may be expended sustaining 20mph than 30mph. Noise pollution: When geared appropriately, engines may cause less noise at lower speeds, as with tyres. Integration: more road users may be encouraged to cycle on the road when vehicles travel at less intimidating speeds. Pedestrians may also feel less vulnerable when using pavements alongside roads. Of course, policies which enable a reduction in the use of motorised vehicles should be implemented along with a lowering of the speed limit.

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

Unsure

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

Please see previous response.

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

Enforcement of the new speed limit may be challenging. In Edinburgh, where I live, new 20mph speed limits are frequently ignored by road users who have been observed to become frustrated and prone to take risks when following a road user who is obeying the new limit.

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.

Public awareness campaigns which highlight the dangers of road traffic accidents may help. Measures which help reduce the number of vehicles on the road I believe should be prioritised. I fear the introduction of the new, lower speed limit will be considered sufficient in tackling road safety. Rather, it should be the beginning. It is disappointing to see roads being resurfaced (Old Dalkeith Road between Cameron Toll and the Inch, for example) with absolutely no consideration given to encouraging cyclists or pedestrians. Pavements are no wider, indeed the road appears to have been widened in parts. Cycle lanes remain painted lines which simply disappear where traffic islands are present. I feel it should have been possible to have the cycle lanes separated from the road by a kerb and I am disappointed that motorised vehicles are being favoured over healthier, more environmentally friendly modes of transport.

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 Scottish Government, along with local authorities, I hope will invest more money in developing pedestrian and cyclist-friendly roads and transport networks while implementing measures to reduce the number of motorised vehicles on our roads. Local authorities may see a reduction in claims for damaged tyres etc. as lower speeds may reduce the impact caused by potholes. Indeed, road surfaces may last longer as vehicles travel more slowly over them. Motorists, I expect, will see a reduction in fuel costs.

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

No Response

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?

Unsure

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

No Response

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?

Yes

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 Response