

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 If you choose the second or third option, a name is still required, but it will not be published.

Stephen Jones

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**

1. Save lives. A significant number of road deaths and injuries happen in built-up areas with 30mph or higher speed limits. 2. Improve cycling safety and increase active travel. 3. Calming effect should help communities divided by busy roads. 4. Encourage motorists to buy small, electric or hybrid vehicles which will be economical at low speeds.

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**

Could be devolved to councils? The concern I have is that most seem fearful of influential motoring groups and will hide behind a local referendum.

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

1. Reduction in deaths and injuries
2. More active transport
3. Less through traffic.
4. Motorists will be able to use the street light rule to determine the speed limit throughout Scotland
5. Reduction in large diesel SUV registrations

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

Anger and frustration among motorists who don't support the change.  
Non-compliance. This is a major issue in Edinburgh where overtaking in 20mph zones isn't unusual.  
Cost of enforcement.  
Widespread ignorance about pollution and vehicle speed.

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.

Non-compliance is a problem in Edinburgh where overtaking in 20mph zones isn't unusual. The majority of motorists do seem to comply but there is a significant minority who don't.

We do need to identify problem roads for fixed safety cameras where non-compliance is a problem e.g. East Fettes Avenue which has schools, parks etc.

Strategic use of safety camera vans along with warning signs. Move them regularly to eliminate complacency.

Increased use of 'your speed' displays on approach to schools.

A mechanism for dealing with rat-runs where non-compliant speeders seek new routes through residential streets to avoid enforcement measures.

The public need to be educated on how pollution levels vary with speed. There is a myth that faster speeds reduce air-pollution.

## 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**

Significant reduction in cost would be for the NHS and emergency services as the number of serious injuries and deaths would be reduced. Enforcement measures would require an initial investment and ongoing cost.

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

**Please explain the reasons for your response:**

Average speeds in urban areas are already incredibly slow because of congestion. Reducing the maximum speed to 20 will not have any impact on journey times. Reduction in serious accidents should offset increase in enforcement costs.

## 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*