

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 If you choose the second or third option, a name is still required, but it will not be published.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

My reasons for opposing this are as follows: 1. Whilst 20mph may make sense on small residential side roads, it is ludicrous on main roads and thoroughfares. It has been rolled out too widely in Edinburgh - now the vast majority of drivers and even the police are ignoring it on main arterial routes. The 30mph limit achieves a good balance between maintaining traffic flow and respecting other road users. 2. Studies have shown that increasing the number of speed differentials causes more accidents than having an increased average speed (Aljanahi et al, 1999). 3. Figures published by Transport Scotland show that road deaths have been falling in Scotland in a steady trend, in line with current targets. There is not an urgent need to take such sweeping action. 4. If the Scottish Government was really serious about making roads safer for all users, then other measures such as protected cycle lanes should be prioritised and large 4x4 vehicles should be banned from city use. Large 4x4 vehicles in particular, aside from causing excessive pollution, are responsible for more severe pedestrian injuries when accidents occur.

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

No

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

Possibly there might be a benefit on smaller, purely residential streets. However, in my experience of living in a 20mph street, most people were driving at 20mph before the reduced limit, as this is a sensible speed given the parked cars, etc. And despite the new limit, there are still idiots who race along it occasionally. Introducing a speed limit does not alter the behaviour of these people. Nor will it alter the accidents which occur by drivers who are intoxicated, sleep deprived or distracted.

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

Increased congestion on main thoroughfares and arterial roads. Longer journeys. Frustrated drivers.

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.

You are proposing to introduce this 20mph limit on every road in a built up area. It will be impossible to enforce. It would also be hypocritical of the state to enforce a limit which it's own Police force are not observing. I think there would be widespread dissent. Speed cushions at appropriate areas are a far better idea, if you wish to ensure that 'all' traffic is slowed down. Clearly though, speed cushions have their own associated disadvantages.

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**

Initial costs will be the signage and raising public awareness. Attempting to enforce this will be a drain on already stretched Police Scotland.

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?

Not applicable

## 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

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?

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

Costs of introducing and enforcing the new speed limit would be great. In the present climate of heightened terrorist threat and economic instability, spending precious resources on this endeavour is not sensible. And given that latest figures still show over 10,000 deaths per year from smoking in Scotland (compared to 191 on the roads in 2016), I think any expenditure on improving life expectancy and inequality should focus on this area.

## 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?

Nothing further.