

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 If you choose the second or third option, a name is still required, but it will not be published.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

With evidence that there is no reduction in accidents in 20 MPH zones (Manchester City Council), I fully oppose the idea to restrict the speed limits to 20 MPH in certain zones. The change in speed restrictions is also a very costly exercise, with money being better spent on the improvement of roads - with some focusing on not driving into pot holes, such motorists would pay more attention to what is ahead of them. Also, the councils should also invest in timers at traffic lights counting down the time to the green light. There are several benefits of this: a) drivers can switch off car engines to save petrol and to protect the environment; b) drivers will be ready to drive off as soon as the light goes green, as at the moment, in some cases, delays are up to 10 sec.; and c) traffic jams would be reduced.

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

The councils should also invest in timers at traffic lights counting down the time to the green light (major junctions). There are several benefits of this: a) drivers can switch off car engines to save petrol and to protect the environment; b) knowing when the light will turn green, drivers will be ready to drive off as soon as, whilst at the moment, in some cases, delays are up to 10 sec.; and c) traffic jams would be reduced. Most importantly, the cost of the roll out of 20 MPH zones would be better used on improving the quality of roads in Edinburgh.

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

See previous pages on advantages.

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

See previous pages.

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.

Synchronising the green light on the main routes. This way, motorists will know that driving at a steady speed they'll driving continuously without having to stop frequently, whereas if they drove faster, this would result in them being stuck on the red. This would also need to be communicated to the public to encourage good practice.

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

Clearly, there will be a cost involved in the roll out of the programme to change speed limits. From my observations, because Edinburgh has serious problems with traffic, motorists most of the time drive 20MPH, but later on, motorists tend to drive much quicker because of the frustration of being stuck in traffic. I therefore think that as a priority, the council should focus on: a) improving the quality of roads; b) consider installing timers counting down the time to the green light; c) synchronising the green light on the main routes across the city - at the moment, there are a number of traffic lights that result in start and stop (even outwith the rush hour, for example in the evenings), leading to motorists' frustration. Driving at 20MPH is no good for fuel economy and so the environment.

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

None whatsoever.

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?

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?

No

Please explain the reasons for your response:

Driving at 20MPH is not economical and so uses more fuel than driving at 30MPH. This therefore may have a significant effect on the economy, motorists and the environment.

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?

The sooner you abandon it, the better.