

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 If you choose the second or third option, a name is still required, but it will not be published.

Barbara Munro

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.

Partially 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

Whereas I think that a reduced speed limit is positive, my personal experience of this limit imposed where I live (North Edinburgh) has not been wholly positive. I find that such a slow speed tends to make my mind wander and I am less attentive than if I am going at a slightly higher speed. We have in place the speed bumps and other speed controlling measures which means that cars tend to adhere to the 20mph limit, and negotiating these actually makes one go at around 15 - 20mph. But in the streets where these are not in place, there is a tendency to go a little faster. I find that I (and others) tend to do 25mph on these streets and this is a more comfortable speed. It is easy to slow when there is such a need due to people and traffic, but I do not become as inattentive. Another point I would like to raise is that cyclists pay no attention to the speed restrictions. I have gone down Dundas Street (20mph limit) behind a bicycle which literally grew more and more distant. I am wondering how these restrictions will be enforced on cyclists? A further difficulty exists in that the speed limit is variable along the same road - e.g. Ferry Road in Edinburgh. This is confusing and I see that people do not respect the different speed limits. I agree that the speed limit should be revised but perhaps 25mph would be a more ideal speed and would allow people to be controlled by this limit without getting too frustrated or losing attention.

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

I am not sufficiently aware of parliamentary business to understand how the objectives could be otherwise delivered.

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

Safer roads without doubt. But I also think that most drivers are considerate and allow pedestrians to cross the road, and permit other drivers to enter the flow of traffic. Those who do not drive in this way will not respect the limit whether it be 20 or 30 mph. I have sometimes been overtaken on roads where there is such a limit and I am driving at the top speed permitted. Generally I believe it is this kind of driver that is involved in accidents.

But pedestrians also need to have their head examined sometimes. Why should a person step out into the road in the path of a bus? And yet they do.

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

As I have previously mentioned, such a slow speed tends to make one inattentive and frustrated. It encourages people to run across the road thinking they have time, and cars to pull out suddenly. When one is coming back off a motorway, this is a very low speed to get accustomed to.

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.

As mentioned, cyclists need to be made to recognise that the restrictions also apply to them and be made to observe them. I find it helpful where there is a sign that lights up to warn me about my speed if it is over the limit. That is much more likely to make me slow down than fines and cameras. Maybe I am not aware that my speed

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has crept up and I find these signs are much more encouraging and less aggressive. Likewise when I am thanked on leaving a town for observing the limits. Psychologically I respond more favourably to such petitions. I need polite requests rather than negative threats.

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						
Police Scotland						

Please explain the reasons for your response

I do not know anything about such costs and so cannot give an opinion.

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

Yes. It means when I hit a bad pothole, there is less chance of the suspension breaking.
There should be a reduction in noise and stress for the pedestrian. It is not pleasant to walk along a street with traffic whizzing past.
I would imagine there would be a reduction in pollution, but I don't really know about this.

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)

Please explain the reasons for your response

Only disability and age would benefit positively from these measures. Children would be safer and older people and the disabled would greatly benefit from a calmer traffic. (by the way, could the length of time

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traffic lights are open for pedestrians be increased?) The other protected groups would not, to my mind, be affected any differently than other non-protected groups.

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?

Unsure

Please explain the reasons for your response:

However, I think that the impact that the Bill would have on the enforcers, who I suppose would be the police, would not necessarily be very favourable. I wonder if they would not be better employed looking at crime and terrorism than hounding drivers. Education and social pressure would be the best way to enforce the law just as not drinking has had.

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?

I think I have included all my thoughts in the previous questions.