

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 If you choose the second or third option, a name is still required, but it will not be published.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

(1) The proposal looks implementable for small towns and villages with one main through road, but is too simplistic for cities. Default switching of all restricted roads from 30 mph to 20 mph ignores the complexities of main routes in/out of cities, some of which it makes far more sense to keep at 30. (2) Local authorities are very poor at decision-making and can't be trusted to deal with issue (1) sensibly, especially if a change from 20mph to 30mph is made as administratively/financially difficult as 30 mph to 20 mph is now. Local authorities are also very bad at responding to the concerns of residents; my local authority (East Lothian) routinely ignores or dismisses public concerns about many issues, and would be certain to do the same in the case of 20 mph limits causing real problems, even if pointed out by residents. (3) Re (1) and (2), the incredibly poor implementation of 20mph in Edinburgh neatly illustrates why local authorities can't be trusted to deal with speed limits. There is a strong case for having a 20 mph zone covering the central core of the (or any) city, but the piecemeal swaps between 20 and 30 on main roads in/out of the city are bizarre and seem designed to cause maximum confusion. It is clear that no thought has been given to the experience of drivers (myself included) who want to keep to the legal limit. It is necessary to be constantly on the alert for signs indicating the random speed limit changes on the same road (to the detriment of attending to other things which are actually more important for safety). This is bad enough on familiar roads, but many tourists visit Scotland's cities and the set-up in Edinburgh must be causing them even more confusion than it does locals. Replication of this kind of chaos across Scotland is not desirable.

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?

No Response

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

Inappropriate 20 limits on some roads. Waterloo Place in Edinburgh is a good current example of this - a high-quality straight road, no residential development, few pedestrians.

Confusion caused by local authorities implementing 20/30 in a similar ill-thought out way to Edinburgh

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.

Clear signs showing start and end of 20 zones, and no random swapping between 20 and 30. Repeat signs at short intervals for 20 (one thing Edinburgh has actually got right).

Police enforcement of excessive speed (but not just a few mph over). The kind of drivers that need discouraging are those who only observe speed limits when their satnav indicates the presence of a speed camera. Tailgating and intimidation of those who are observing speed limits by these drivers should also be targeted. I rarely manage to drive anywhere in the Lothians without this happening, sometimes including very dangerous overtaking, and have never seen anyone pulled over by the police for this behaviour.

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						

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?

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?

Unsure

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?

- (1) 20 mph limits should not be used as a revenue stream, so speed cameras should not be placed immediately after 30/20 transitions (as is currently the case on at least one road in Edinburgh)
- (2) Whilst protecting pedestrians is important, some thought should be given to everyone's personal responsibility for their own safety. This proposal is based on the idea that all that needs to happen for roads to be safer is for cars etc. to travel at lower speeds. This should indeed help, but this idea neglects the increasing tendency for pedestrians to wander into the road without looking, along with general unsafe crossing behaviour such as dodging amongst busy traffic even when a pelican crossing is nearby. Rather than always blaming drivers, how about some campaigns on pedestrian behaviour and also to encourage parents to teach road safety to their children (as used to happen) instead of encouraging the idea that it is acceptable for children to be uninformed on how to cross a road safely.
- (3) The idea that cycling will increase is unrealistic. Sharing a road with moving vehicles is too frightening for most of us no matter what the speed limit is. The need is for segregated cycle paths; the issue is infrastructure, not vehicle speed.
- (4) The statement that journey times don't increase much doesn't actually fit with my experience of crossing Edinburgh since the 20 mph zones were introduced, which does take noticeably longer. Perhaps not a major issue for car owners, who can allow extra time, but what about public transport slowing in cities?