

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 If you choose the second or third option, a name is still required, but it will not be published.

David Leslie

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

I have long hoped for the general introduction of a 20 mph speed limit. This proposal will achieve that, with allowance for appropriate exceptions, and demonstrates that there are significant cost savings in addition to the benefits that I foresaw.

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 unsure whether existing regulations could be amended to make it simpler for local authorities and communities to adopt widespread 20 mph limits without recourse to expensive and time-/resource-consuming consultations, signage, physical measures etc.

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

As stated in the paper, but in addition:

- considerable reduction in noise, with resulting health & well-being benefits;
- reductions of effect of speeding vehicles on pavement users, especially for those in buggies and wheelchairs, not just noise, but drafts and splashes / spray eg when walking or standing on narrow pavements on a wet (or even worse, slushy) and windy winter's day;
- real reductions of risk, and just as important reductions in perceptions of risk, to cyclists as motorists are less likely to attempt to overtake inappropriately when speed differentials are smaller.

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

Looking at pollution effects of petrol and diesel engines at lower speeds, it seems that petrol driven vehicles may be more polluting at lower speeds. It might be argued that as the proportion of diesel vehicles is reduced, the effect on pollution may be greater.

I would hope that more nuanced research will demonstrate my gut feeling that smoother driving is a consequence of lower speed limits, and this will have an even greater effect on pollution reduction.

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.

I would hope that existing speed feedback signs, showing smiley faces as a reward, will continue to have a big reinforcing effect. Perhaps the numbers of these could be extended as prices fall. Maybe new signage and feedback signs could be combined.

Further, overhead gantry signs on major roads can be used for campaigning.

Incorporation into continuing education of professional drivers important, similarly building into GPS mapping, and taking account in developing driver-behaviour insurance schemes.

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

Assuming SG includes NHS costs, reductions due to lower accident rates and increased active travel/ physical health and well-being/mental health, also for example from noise reduction. LAs: lower implementation costs, and avoidance of having to take other measures to reduce pollution on streets. Motorists: fuel-savings

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

Covered earlier: health & well-being, not just physical health.

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?

Positive

Please explain the reasons for your response

Particularly with respect to those with disability eg sight and mobility

Q9. Could any negative impact of the proposed Bill on any of these protected groups be minimised or avoided?

I can't think of any negative impact.

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:

I would expect impacts would be overwhelmingly positive, and on-going. I have considered whether future developments in engine technology, eg electric or hydrogen powered, or in automated driving would render the proposal unnecessary or less than optimal, but I don't believe so.

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?

Only to say that this of course could be incorporated into other legislation.

There might be scope for improvement of arrangements for part-time speed limits, not just for restricted roads, eg

- time of day / light conditions
- weather-dependent: I have long felt that it would be relatively straightforward to require vehicle lighting to be used when windscreen wipers have to be switch on, this could be extended to required speed reductions
- traffic / road conditions dependent