

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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.

Michael Elliott [B.Sc., M.Sc., C.Eng., MICE, CIHT]

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

A 20mph speed limit is appropriate where there are dwellings. There is no need for a multiplicity of '20'signs. When the 30mph speed limit was introduced in the 1930's 30mph signs did not appear outside towns overnight. If there were street lights the presumption was that the speed limit was 30mph. In the case of a default speed limit of 20mph the presumption must be that the speed limit is 20mph unless there are signs indicating otherwise eg 30 or even 40mph on major arterial route in urban areas.

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

No

Please explain the reasons for your response

I think legislation, with a lot of publicity, is necessary for a default speed limit for it to be enforceable with prosecution if necessary.

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

Getting rid of 'speed cushions'. Probable reduction in road traffic accident casualties.

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

Possibly increased disrespect for road traffic law.

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 not expect substantial diversion of police resources to enforce a default 20mph speed limit but a legally enforceable limit would, I believe, provide officers with a useful 'charge' dealing with problem areas.

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 |

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

| | | | | | | |
|--------------------------|--|--|---|---|--|--|
| Local Authorities | | | | X | | |
| Motorists | | | X | | | |
| Other | | | | X | | |
| Police Scotland | | | | | | |

Please explain the reasons for your response

Probable reduction in cost due to reduction in road traffic accidents and possible removal of 'speed cushions'.

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

Possible reduction in air pollution. With increasing adoption of electrically powered vehicle which tend to be very quiet a lower speed limit will give increased warning time when hearing a vehicle approaching. Hearing an approaching vehicle can be as important as seeing it, especially for the visually challenged.

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?

Slightly positive

Please explain the reasons for your response

See answer to Q.7

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

See answer to Q.7

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

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Please explain the reasons for your response:

The answers to earlier questions.

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?

Since 1991 I have been working in the road safety engineering sector and for nearly 20years have been advocating a legally enforceable 20mph speed limit on roads where there are dwellings.