

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 If you choose the second or third option, a name is still required, but it will not be published.

Martin McDonnell

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 experienced places in the UK that have a 20mph limit and places where a similar limit applies in several other countries. As a pedestrian, I feel less intimidated by the traffic where there is a 20mph limit and it is easier to judge when to safely cross the road. As a cyclist, I find it easier to mix with traffic where there is a lower speed limit and that drivers are more inclined to hold back from overtaking unnecessarily. As a driver, I find that in most streets it is more pleasant to drive at a slower speed - the traffic flows seems more continuous; there is not so much stopping and starting; I use a lower gear and have more control over my speed; I feel more confident of being able to stop more quickly should a situation arise with less chance of seriously harming somebody. On some roads at quiet times it can be a little frustrating not to drive as quickly as the road would accommodate, however the thought of avoiding a possible collision, encourages me to keep my speed down. A national default of 20mph and city/town/village-wide schemes would provide more consistency, less confusion as to whether a particular street is 20 or 30 - this is currently quite confusing driving through Edinburgh where the schemes is not yet fully rolled out. It would also be cheaper, requiring less signage, to cover a whole area rather than individual streets or zones. The sooner this is implemented nationally the sooner driver behaviour will change with it. It has been implemented in so many other places that I see no reason not to change the limit to a more human scale 20mph.

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

Individual local authorities could introduce their own schemes, but this would cost more, give inconsistencies and confusion, and not have such a positive impact.

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

Less collisions; less killed or seriously injured; less pollution from stationary vehicles; streets become more people friendly and neighbours get to meet (research shows that the higher the average speed on a road the less contacts the residents have with their neighbours); cycling feels safer; more people to choose to cycle. Generally, the roads will feel calmer and be less stressful to use - people will start to moderate their car usage and not rely on being able to whizz around from A to B to C and will start to use more local facilities.

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

Some off-peak journey times may be slower. Journeys in the periphery of cities may be slower. Taxi fares may increase. Bus timetables may need to be altered.

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.

An "Intelligent" advertising campaign including TV, showing the benefits of the new limit would help to educate drivers. Automatic monitoring of public transport vehicles (buses, taxis, etc) to comply with the limit. Signs on buses and taxis. Police enforcement has to show that drivers will not get away with it. "Pace vehicles" or simply stickers in car windows may help to spread the message - maybe special "Green" powered vehicles could be driven around problem areas to slow traffic. Taxi drivers should be

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penalised harshly for con-compliance and it should be easy for passengers to report bad driving. Local community groups could play a part in identifying problem areas. Enforcement needs to be responsive so that people are encouraged to report problems through an easy reporting system. 20mph roundels on the road seem more effective than signs.

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						

Please explain the reasons for your response
Repeater signs not needed within a 20mph area.

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

Stated elsewhere.

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
Older people, children and less able people will be and will feel significantly safer.

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?

Yes

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?

No Response