

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 If you choose the second or third option, a name is still required, but it will not be published.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

I live in central Edinburgh where this kind of scheme is already in place. Enforcing a limit this low forces drivers to pay more attention to their speedometer and consequently less attention to the road. It is already the case that a driver should drive to the conditions and not to the speed limit. Slower does not equate to 'with more care'. The rest of Europe has a 50kph limit for urban roads, including the Netherlands which is known for being particularly cycle-friendly. Our 30mph limit is roughly equivalent and I believe it is a good idea to keep it the same. Rather than prosecuting drivers for exceeding a lower speed limit, I think it would be better to enforce a policy of driving appropriately to the conditions. It is important to leave enough space between a car and a cyclist and to take more care when there are children playing or inebriated people around (more likely to enter the road unexpectedly). Many of the roads in central Edinburgh do not have enough space for a car to pass a cyclist. It is still unacceptable to pass too close to a cyclist at a slower speed. I believe we should focus on safe rather than slow.

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

Separate cycle lanes where possible. Enforce safe urban driving as opposed to slow urban driving

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

I don't see any advantages.
Petrol engines aren't even as efficient at lower speeds so I don't believe that it will reduce pollution. The engines will just be running for a longer period of time as journey times are increased

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

Drivers paying more attention to their speedometers rather than the road
Increased frustration for drivers, leading to more aggressive driving
Out of sync with European limits, making it unintuitive for foreign drivers to comply
Doesn't make people drive more safely
Difficult to enforce

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 think it should be mandatory for new cars to come with speed limiters as standard. That would solve the problem of having to pay too much attention to the speedometer as the car itself would assist compliance. Over time that would filter down until all cars had it. I make use of cruise control to keep to 40mph limits through roadworks on motorways and 50mph limits on congested motorways but it isn't useful for a speed as low as 20mph. Driver assist features like these do eliminate the anxiety and stress of unknowingly being non-compliant to a reduced limit

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

Government - Not much to do aside from passing a bill Local Authorities - Significant expense in signage, raising awareness and enforcement Motorists - Slight increase in fuel cost from running engines for longer

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

No

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

I don't see how it would affect these groups of people more or less than people not in those groups.

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

I don't see any negative impact specifically for those people

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?

No

Please explain the reasons for your response:

Currently it would increase stress and anxiety on people too poor to afford cars with speed limiters that would assist them in complying with the bill. Lower speeds means longer journeys, more emissions and greater fuel costs

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