

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 If you choose the second or third option, a name is still required, but it will not be published.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

Where do I start? Research from cities where the 20 mph limit has been implemented suggest that it makes next to no difference to drivers' speeds and, indeed, its roll out has been frozen in Manchester because the reduction in accidents over the last 5 years has actually been in lower in the 20 mph zones than elsewhere in the city. Cars are not designed to go at a steady 20 mph, which in my car require high revs (and therefore more pollution) in 3rd gear or having to increase my speed slightly so that I can go up to 4th. The blanket implementation makes no sense - crawling along at 20 mph at midnight on a wide road with no pedestrians, as opposed to a narrow road with cars parked either side in the middle of the day where there are children/older people walking. Constantly watching the speedometer and nerves caused by frustration from cars behind mean that drivers are less likely to pay attention while driving. I believe the cost in Edinburgh has been over £2 million and as both a taxpayer and a charity employee, I would rather the money were used more effectively. I can certainly see the argument for 20 mph on narrow residential roads, and in certain areas at certain times of the day (e.g. near schools) but this is a ridiculous, expensive folly that will not change driver behaviour, will not cause a reduction in accidents and simply angers law-abiding citizens like me.

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

I note that many bus lanes in Edinburgh, which used to operate all day, are now only during rush hours, and allow a better flow of traffic. A similar principle could apply to 20 mph limits, possibly using the flashing lights that operate near schools, and only in places where there is a proven risk of accidents caused by cars going at 30 mph instead of more slowly. Better monitoring of current speed limits would have a better effect but - surprise, surprise - there's no money for the personnel or technology to implement this. As drivers discover that no one is going to implement the speed limits anyway, they give up obeying them - that's human nature.

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

None

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

The risk of turning law-abiding citizens into reluctant law breakers because it's almost impossible to stick to a 20 mph limit on a wide, quiet road.

Drivers pay more attention to their speed than to watching the road - no evidence from other schemes that it results in improved road safety.

Personally, I will try to avoid voting for any party in local or Scottish elections that leads a proposal to introduce 20 mph blanket limits. Which means that the Greens and other parties that I would naturally vote for in other circumstances risk losing my support.

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.

More speed cameras, traffic police.

Change the design of cars to accommodate driving at 20 mph (but oops we don't have control over the car industry in this country, so that's not likely to happen)

The current 20 mph signs in Edinburgh are tiny, and extremely easy to miss.

All of this costs a huge amount of money, which I believe would be far better spent elsewhere.

Oh, and if this is serious, why have bus schedules not been amended to take account of the reduced limits?

Please don't implement this just on principle. Look at the research on schemes that have been implemented elsewhere, and give up!

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

All the reasons I have specified in my previous response. Signs, traffic police etc will cost statutory authorities money. Drivers need to spend more on petrol to compensate for driving at high revs at 20 mph, or risk having to pay fines for going over the speed limit. If manufacturers do design cars to enable an easier 20 mph "coast", either drivers will need to upgrade, or Scottish Government will need to fund a scrappage scheme.

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

Unsurprisingly, 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

As there's evidence that drivers' speeds hardly change anyway, it's not going to have any effect on anyone apart from disgruntled drivers.

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

Enforce existing 30 mph limits, especially near traffic lights and junctions.

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:

For it to be effective, it needs to be clearly signposted and enforced. If that happens, those of us who have to use our cars regularly will feel disenfranchised and forced into illegality. If it doesn't, all this effort and expenditure will have been for nothing.

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?

I suggest you don't. I hope that you will report on the negative responses to your consultation as well as the positive ones.