

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 If you choose the second or third option, a name is still required, but it will not be published.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

Partially 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 believe 30mph to be too fast for a number of roads, and the concept of a 20mph limit would indeed be more appropriate in many cases. However, having recently driven around parts of Edinburgh on main thoroughfares covered by a 20mph limit, I've realised just how difficult staying at 20mph can be. The realistic case is that mass replacement of 30mph signage should be with 25mph signage, or that a 20mph limit should only be enforced when driven over 25mph on a main thoroughfare (i.e. not a residential road). Humans make subconscious decisions based on numbers (akin to finding 99p to be a much better deal than £1). A typical driver in a 20mph zone would typically attempt to drive at 20-25mph, not 16-20mph. Real world situations make sticking to 20mph borderline impossible, since most vehicles are not geared to drive so slowly for a prolonged period on varied terrain, often involving constantly alternating gears between 2nd and 3rd (increasing wear/tear on cars). Consequently most drivers in Edinburgh on the main thoroughfares are doing 23-24mph at best, if not more. So this "experiment" has indeed brought speeds under 30mph and made the roads safer, but they have most certainly not brought them under 20mph. The UK had a 10% leniency on abiding to certain speeds, so I think enforcement at 25mph must be considered as the norm, since it corresponds with a typical car's tick-over in 3rd gear. In this light, I would be fully supportive of the new 20mph speed limit if they were enforced in this way.

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

No

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

Safer roads.

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

If you force a community to do anything that results in a burden, then the community will change their habits to comply or go elsewhere. The problem with this is that this will likely result in more traffic changing their behaviour to use routes that aren't limited, and the effect will be loss/movement of business.

There are currently 20mph on a large number of roads in the heart of Edinburgh, many of which are on major thoroughfares. I feel that the enforcement is now disproportionate - since there is no longer any difference between large roads and small/residential roads, so drivers now have no disincentive to use back roads as shortcuts.

Ultimately there should be two universal speed limits, 20mph on residential streets (where the main point of the road is to get to your house), and 25mph on main arterial routes or thoroughfares. Alternately the latter should be enforced at 25mph, and not 20mph.

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.

If you need to make so much effort to gain compliance, perhaps we should reconsider if this is realistically an acceptable solution to the general population?

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

Other = loss to business. Motorists = slower driving increases wear/tear and fuel costs.

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

Why would a speed limit target a group?

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

N/A

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

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?

Are we expecting businesses to relocate to England to avoid the hassle of negotiating 20mph roads for their business transport?