

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 If you choose the second or third option, a name is still required, but it will not be published.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 work in Edinburgh, and travel by foot, bicycle and car and so have direct experience of the recent introduction of the 20mph speed limit across Edinburgh. My own view is that many of the roads which require a 20mph limit, such as residential areas, areas beside schools etc. already have a suitable 20mph speed limit in place. The blanket approach to 20mph speed limits has resulted in many safe roads which were 30mph having been reduced to 20mph speed limits. The result? Widespread disregard for the new 20mph limit, increased conflict between road users and increased congestion. I particularly feel sorry for the Police, who must have a difficult time trying to enforce a 20mph limit which is so easily exceeded by not just motor vehicles but also push bikes, scooters and skateboards. I think the long term ramifications of the 20mph limit in Edinburgh will be interesting to see, when the majority of road users, including Edinburgh Council vehicles, Police cars, public transport etc. all regularly drive in excess of the arbitrary limit. From a cyclists point of view, I would have thought the 20mph limit would have resulted in a more harmonious relationship between cyclists and drivers. This has not been the case, as 20mph is well within the realms of many cyclists and not just going downhill. This results in some quite frankly dangerous overtaking manoeuvres by drivers, which is a dangerous and unintended consequence of the 20mph limit, never mind the odd occasion I have seen cyclists overtaking other road traffic at above 20mph! Now while these specific acts clearly are attributable to the individuals involved, the 20mph limit is creating the conditions which are increasing these types of encounter. From a pedestrians point of view, I definitely notice an increase in traffic, and an increase in difficulty to cross the road due to the increase in slow congested traffic. This results in the pedestrian crossings being heavily used, which again has a knock on effect on the overall congestion in Edinburgh. Overall, I feel Edinburgh is grinding to a halt and predict a rise in the recorded vehicle emissions and a drop in air quality in Edinburgh, never mind the other unintentional effects highlighted above. All in all, I'd say the Edinburgh 20mph speed limit is an ideal opportunity to study the effects of such a limit, which in my view demonstrates the problems caused rather than solved by such a limit. I therefore fully oppose the limit as proposed.

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

Other options to increase road safety, driver training and enforcement by the Police. I'd also suggest increasing the focus on sustainable transport; ie 20mph limit for fossil powered vehicles, 30mph limit for electric or sustainable vehicles would have a big impact on the transport people use. I've noticed the increased popularity of electric bicycles for example, however they are currently expensive, limited to 15mph, and not available on the Bike to Work Schemes within the £1000 limit. If the Bike to Work scheme limit was raised for electric bikes for commuters, and the limit was increased to say 20mph, you'd have a large increase in people commuting by this method. This type of approach is more likely to achieve a demonstrable impact on the environment in Scotland.

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

Percieved increase in road safety, ie reduction in road deaths however I'd expect there to be mirroring increases in other safety concerns such as dangerous driving and the health effects of congestion.

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

Increased congestion and associated health concerns
Increased conflict between road users
Widespread disregard for the limit and associated law, which would hae knock on impacts elsewhere in society.

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.

Police would actually be needed to enforce the limit. However Police are stretched as it is, without the service demand to enforce what would be a minor widespread offence

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

Such a change in the speed limits will require a huge initial capital spend to put in place the new signage etc. There is also then the ongoing costs of monitoring and enforcement of the limits. From a motorists point of view, you'll spend longer travelling the same distance, increasing wear and tear and stop start motoring which is inefficient.

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

No real impact, the legislation will affect everyone equally regardless of whether they are part of a protected group or not.

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

Please explain the reasons for your response:

As per previous responses

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