

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 If you choose the second or third option, a name is still required, but it will not be published.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

Cycling is my primary mode of transport, with public transport secondary. I feel that a lower speed limit improves road safety and minimally impacts journey times - not just for public transport (Lothian Buses in Edinburgh recently said that the 20 mph speed limits in Edinburgh would "not significantly affect journey times", and timetables would be unaffected), but for journeys made by car and [motor]cycle in cities.

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

No

Please explain the reasons for your response

I can't think of any other ways apart from advisory means which would likely be ignored.

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

Road safety (Already answered in an earlier answer)

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

I've noticed drivers in Edinburgh driving more aggressively in areas that are not 20 mph - I imagine they feel they need to "make up" for the time spent at the lower speed, when in fact traffic tends to flow better and journey times are virtually unaffected.

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.

Average speed cameras on rat runs / roads where users are tempted to speed, or after roads have been identified as having a large number of drivers speeding. Average speed cameras were recently installed on Dalkeith Road in Edinburgh (Which I think is a 30 mph road rather than 20 mph, but that's not really relevant), and the number of drivers who were obviously speeding has dropped to almost zero. Police enforcement would help for similar reasons.

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				

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Local Authorities		X				
Motorists			X			
Other			X			
Police Scotland						

Please explain the reasons for your response

Additional signage would be required to advertise roads which were previously 30 mph but will remain as such after the default 20 mph limit is introduced, and some up-front cost would likely be incurred by advertising the change.

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

None that are not already mentioned in the proposal document.

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

The proposed bill does not single out any of those groups of people in any way.

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?

Yes

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?

Please explain the reasons for your response:

Aside from an up-front cost for signage and advertising (As I mentioned in a previous answer), there would be no ongoing costs that I can perceive.

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?

None.