

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 am content for this response to be attributed to me or my organisation

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 If you choose the second or third option, a name is still required, but it will not be published.

Dr John Bremner

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 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

I would support this bill on condition it includes a plan to install self-funding 20 mph speed cameras widely throughout all the affected areas. This has 2 advantages: (A) The extra funds raised by speed cameras can be used (1) to pay for public awareness campaigns and market this 20mph limit to motorists (you need a lot of money to get this to work) (2) to re-synchronize traffic lights to 20 mph (Edinburgh hasn't done this in my area- so rewards drivers who break the 20 mph limit) (3) to invest in public transport and cycle ways. (B) The new law will actually be obeyed. This is essential to plan for before you introduce any new law. This is based on my experience: 20 mph speed limits were introduced by Edinburgh city council in my, and nearby, streets but are not enforced. This brings the law into disrepute. Cars on these streets seem to be going just as fast when the limit was 30 mph. Today some cars even seem to travel at 40 mph on 20 mph roads. The consultation itself states: "In 2015, 20mph roads had the lowest level of speed limit compliance in the UK, across all vehicle types – for example, 84% of cars exceeded the limit (compared with 52% on 30mph roads). In Bristol, 9 out of 10 drivers were caught breaking the new 20mph speed limit." And: "The Bill will not make any changes to enforcement or the penalties for speeding...The report produced by Fife Council stated that "Police Scotland are able to enforce these mandatory speed limits". Of course "the police are able" but have they done so? Please act on the evidence that you, yourself cite in this consultation.

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

It needs legal backing

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

1. It paves the way for national targets for commuters to cycle or go by public transport. This has huge public health advantages. It will make Scotland far healthier. At present many people are frightened by fast traffic, so don't cycle.
2. It will reduce deaths due to RTA.

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

Unlike the 50 alcohol law, when that was introduced, this law doesn't have any convincing plans for its legal enforcement.

Drivers in Edinburgh already know that 20 mph speeding fines in my area just doesn't happen, so they break 20mph limits with impunity - these speed limits appear to motorists as aspirational rather than a law (unlike the drink/drive limit, which motorists know IS enforced).

You need to back this law up with a stick.

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.

This has to be enforced by 20 mph speed cameras all over the place. Drivers must FEAR this law and OBEY it.

And to get buy-in, not just driver resentment, you need to fund TV ads showing what happens to a child in an accident at 20 mph and at 30 mph. Those ads need to be on prime time TV, every night. Also with roadside ads reminding drivers of the TV ads. You can get this advertising money from the fines from the speed cameras.

That will make this law a reality, not just words on paper.

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

Financial implications depend on whether you introduce speed cameras to help fund enforcement of this legislation. If you do: (1) it should be cost-neutral for Scottish Government and Local authorities in the short-medium term, but with potential for significant NHS savings due to far fewer serious RTA and improvements in public health as people walk, use public transport and cycle more to work, losing weight. (2) It will cost motorists for the fines, but they'll save on petrol by driving more slowly. So cost-neutral for them overall. (3) Others will save, since they will be able cycle safely for more journeys, which is free transportation.

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

As stated above, I believe there will be significant public health benefits in addition to reduction in serious RTAs.

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?

Positive

Please explain the reasons for your response

Disabled people, elderly and children, and pregnant women are at significant risk from speeding drivers as their mobility can be limited.

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

No

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

Please explain the reasons for your response:

It will have a good environmental impact by reducing emissions and air pollution.

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