

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 If you choose the second or third option, a name is still required, but it will not be published.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

We have been making strides in road safety in the last several decades, road safety is at an all time high and shows no signs of falling. Our cars are safer than ever for both occupants and pedestrians, our air is cleaner than it has ever been. For these reasons I believe a lower limit is a wholly unacceptable move which hurts business, commuters and will turn ordinary road users into criminals as many of our roads are designed for 30 limits, there have been many studies in the past which have shown that experienced drivers naturally gravitate to their own perceived 'safe speed' the road limit should be set close to the upper 80percentile of this limit, which for many in a built up area is 30, those who do well in excess or below are in a minority.

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

Unsure

Please explain the reasons for your response

I believe we should have more active management of our roads, setting limits closer to road speeds at certain times, minimising the need for enforcement. To cite an example, Poland runs a system that regulates the speed limit throughout the day, allowing travel at 40-50kph (25-30mph approx) during the day, and 60-70kph (35-40 approx) at night, this could easily be implemented in Scotland, similar to the timed bus lanes in Glasgow. 20mph limit at rush hour with 30mph limit outwith, and possibly a 40mph limit during nighttime hours of roads like Great Western road. This would provide the added safety whilst the roads are at their busiest, whilst allowing motorists to go about their business as normal at times which our infrastructure will support it better. This would also give the wanted environment effect, minimising the accelerations and deceleration of road vehicles traveling between A roads of different limits.

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

I agree that in a few fringe cases where negligence has already been present within a road user (drivers and pedestrians) that the change may have a positive effect on the overall outcome, however I believe the cost to business, commuters and people trying to go about their day to day lives without persecution would simply be too high.

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

First and foremost, due to my previous point regarding road users natural speed, I think that unless active enforcement is implemented via traffic calming or cameras, that the proposed limit would be widely ignored, the cost of these calming measures would be astronomical, and a limit ignored by the majority would cause a speed differential and more minor accidents.

It will add an increased strain on our countries already stressed logistics industries, slowing down deliveries and increasing costs.

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.

Active calming measures would be required to reduce the perceived safe speed of the road, without this many road users will be criminalised.

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

I am unsure about the costings for local authorities and the government, as mentioned previously it is my belief that calming will be required to reduce the perceived safe speed of our roads, and for the changes of signage. Whilst the proposal cites the relative minor cost of some signage for the local authorities, it doesn't cite costings for the measures required to encourage adherence to the new limit, and whether or not this would be a local authority commitment or a commitment at a national level.

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

Road noise in built up areas may be reduced, particularly from larger vehicles, however this benefit, and the others cited, would be insignificant compared to the detriment caused by the legislation.

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

Irrelevant.

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 previously mentioned, I think the cost to business would be high, and without full redesign of much of our road network, I believe the social cost of criminalising many experienced motorists will be high.

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.