

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 If you choose the second or third option, a name is still required, but it will not be published.

Patricia Fort

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

For compliance and effective there must be a consistent approach.

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

We need a national, Scotland-wide, response. Roads in Kirkwall must be considered in the same way as roads in Kirkcudbright. Otherwise it will be confusing for all road users.

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

A consistent approach across Scotland.
 A limit that all road users will be aware of.
 Calmer drivers
 Reduction in pollution
 Fewer hazards for pedestrians and cyclists
 Fewer Road Traffic Accidents, and hence fewer calls on the emergency services and fewer traumatised or bereaved relatives.

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

It would give the motor lobby yet something else to moan about.

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 enforcement at the initial stages and on a random basis thereafter is essential.
 Sentencing in the courts must treat this as a serious crime and award appropriate punishment.

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

Road traffic accidents would be reduced both in number and severity by this measure, leading to a reduction in cost for all the emergency services. Road congestion would be reduced as drivers would either drive to the speed limit or consider public transport, cycling or walking in our city, town and village centres. A consistent 20mph limit would reduce the cost of TROs for all the small, individual zones that Local Authorities, such as Glasgow, are currently implementing. In addition there is the cost of signing all these small areas. There will be a big reduction in both pollution and Road Traffic Accidents (in both number and severity) giving a significant reduction in cost to the individual, and the NHS, of inhalers etc, in treating accident victims, either those who are injured or those who are killed.

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

Yes, our towns will be cleaner and pleasanter, encouraging people to walk and cycle and also encouraging tourists.

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

Not sure about all of these groups but a calmer road environment will lead to less road rage. It is when people are angry that they tend to make racist, sexist, ageist etc comments, so it should improve life for many people. For people with a physical disability, it will make it easier to cross the road etc.

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

I would think so, if their concerns are taken into account.

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's a sustainable measure, reducing fuel use and reducing pollution. Provided it is implemented across Scotland at the same time the need for signage and publicity will be minimised. It will, by ensuring cars go slower, encourage people to use more sustainable methods of transport. By making cars fit into the environment, rather than making the urban environment fit the car, it will reduce the pressure on people to buy a car.

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?

The areas covered by the 20mph must take account of where Road Traffic Accidents occur, particularly those accidents affecting people who are walking and cycling.
We always think we need a low speed limit outside schools but do we realise that many accidents occur on streets where there are shops and people are allowed to park? 20mph is required in such places, as is robust management of parking.