

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 If you choose the second or third option, a name is still required, but it will not be published.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

I write about this town and the road I live in. There is a dangerous situation in this road of cars dashing down hill at over 30 mph into the very centre of town with eateries and shops one side, a hotel and manufacturer on the other, no pavement on one side and a confusing situation of a part two way street, part one way street, add to that an invisible roundabout at one end of this road and a blind junction at the other end. In Campbeltown we see some drivers (often private hire taxis) exceeding the speed limits of 30 mph and other drivers driving at 20 mph on 30 mph roads. This in itself is dangerous; people drive according to their age - not varying street signs. There is a 10 mph sign on the harbour area; I have seen it used many times as a drag strip. Campbeltown is circled, crossed and traversed with roads and byroads. Any visitor to or resident of this town cannot help but be shocked there is only one crossing in the town. There is iniquity in the councillors painting road markings, putting speed bumps and signs on roads they favour (like a short dead-end road or roads wholly devoid of traffic) leaving the rest of the town to dice with partial or no pavements with cars going 30 mph and just one road crossing in town. How the significant population of elderly cope I do not know. Crossing the road is difficult and dangerous.

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**

The council, the councillors and the police are not interested but of course will not state this clearly, they pretend the opposite. I have written and written and written and begged our councillors to have a 20 mph speed limit just on my small road. I have sent photos detailing the dangerous situation. The councillors are invisible and implement not a 20 mph limit throw up a smokescreen and hide. Months and months go by without a reply and finally after reminders the council says it is changing round its team members. They are just not interested, not up to the job and do everything they can to hide, shirk, delay. I think Councillor Armour in particular in dismissing all and any concerns with a bland statement that the police are "not aware of any problems" does disservice to his office, Campbeltown and all efforts regarding improving safety. Photos I have sent give this the lie. As I type this in the middle of the night cars are roaring about the town. There are very very rarely police seen about ... and the police "are not aware of any problems" ... so neither the police nor the council nor the councillors are remotely up to the job of making the streets of this town safer. There is iniquity in the councillors painting road markings, putting speed bumps and signs on roads they favour (like a short dead-end road or roads wholly devoid of traffic) leaving the rest of the town to dice with partial or no pavements with cars going 30 mph and just one road crossing in town. How the significant population of elderly cope I do not know. Perhaps the councillors have been invisible because of their collective shame of doing such a bad job. To all my worries, letters, emails to the council I understand from the replies timeframes have been ignored and I have heard nothing regarding a "consultation" that was promised (as a fob-off); I certainly did not hear if it took place. The police perhaps only implement road signs. The councillors have ignored safety, letters, deadlines, emails, consultations, a lack of crossings, and what is going on elsewhere in Scotland & UK for safer roads.

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

Safety.

There is one crossing in Campbeltown. The town is looped, crossed, divided, sub-divided, transversed by roads: there is one crossing. Vehicles and drivers use the roads as if they are the only roadusers - crossing is frankly dangerous, anywhere, anytime.

Quite a few roads - the one I live in being one - have no pavements or partial pavements. People cross here in the centre of the town to an eatery but have cars shooting down a part 1 way part 2 way street as a short cut to the main road. There is no pavement on one side of the street where there is a hotel and bars.

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

Cars and car drivers in this town know they have the power. Pedestrians are literally pushed to the side and ignored (no signs to watch out for people walking against cars coming 30 mph in this road).

Police do a poor job of controlling the speed limits which range from 10 (harbour) 20 (some roads, but without any rhyme or reason as to which roads get 20 mph) and 30 (taxies particularly go up to 50 mph on some stretches, they know the police are never about).

We are a predominantly elderly town. We need to make cars go slower and make Campbeltown pedestrian and cycle friendly.

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

None

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.

The police would need to come out of their favourite hideaway on a 30 mph stretch that really does not need a 30 mph sign (which is why they monitor cars there because it is inappropriately signed) and actually implement town safety (where cars go 20 - 30 - 40 or 50) where there are lots of pedestrians, only one crossing in the whole town, no police.

The council have done nothing. They need to be made to implement this from above (Scottish Parliament) as from us as residents in the town the council and councillors have done everything they possibly can to ignore speeding, safety, concerns, no crossings, pedestrians, cyclists.

## 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

The councillors love to show they are proactive when they think they can do something for themselves or for friends or for publicity. So we have a short dead-end street just about 75 yards long. It is festooned with street signs saying "20 mph". It has got a huge speed-bump. It has got so many road-markings you cannot see the tarmac. The road is only used as a small car park for a handful of local residents. Even an F1

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

driver couldn't go above 10 mph with turbo on max boost. This show of concern without any use whatsoever must have been costly. The rest of the town is 30 mph; pedestrians have no crossings, no police, no signs, no pavements or partial pavements. OK, so the council don't care and it shows; a 20 mph limit for the whole town will be a shock for a week but then hopefully a general slowing down. there is The police will need to monitor the town not the stretch of road that should be 40 or 50 but is 30 (on the very outskirts, where there are no pedestrians). There is no cost implication in that. There will be cost saving to GPs and hospitals as there will be less accidents.

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

Yes, hopefully a return to a town here in Campbeltown that is focused on the many pedestrians and not road users. It will redress a imbalance that the council have ignored, where the big powerful cars and lorries banging over the bumps control the town and pedestrians have to look and look and look and wait and wait and then run across. The council clearly do not care about pedestrians (one crossing, partial/no pavements). Even the tractors using the roads go way over the 30 mph speed limit so I can only hope it is implemented as it says 20 mph.

## 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**

This bill is concerned with safety for all

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

I believe "9. Could any negative impact of the proposed Bill on any of these protected groups be minimised or avoided?" is a poorly phrased question or limited applicability.

## 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:**

This Bill is about safety. It might improve social condition in the town with cars going slower. I am puzzled by the irrelevance of the question.

## 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 whole town needs to go 20 mph and the police monitor it carefully. The council will need to be told what to do.