

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 If you choose the second or third option, a name is still required, but it will not be published.

Murdette Price-Davies

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**

We live in a rural hamlet with a road running through the middle. Our house is one of the older ones in the main part of the village and so is part of the original roadside settlement pattern. We are therefore well placed to observe the through traffic and it must be said that the bulk of the traffic does not comply to the speed limit. As well as cars and motorbikes going to fast, I have seen countless lorries, vans and even tractors going through the village at alarming speed. A recent speed monitoring exercise found that upwards of 85% of vehicles going through the village were speeding. The school is on the main through road to Insch and, as we have three small children, our walk to school is along the road on rather narrow pavements. All of the children who attend the school are vulnerable at drop off and pick up times on entering or exiting the main school gate. There have been two accidents in recent months where speed was a contributing factor. Luckily, no-one was hurt but in both cases the force of the impact was such that the vehicles were written off. In one case the force took the car through a neighbour's fence and right up to the wall of her house. I know that this issue of speeding and road safety is one regularly raised at our Community Association meetings; at meetings of the Parent Council for the primary school it is an issue which causes real anxiety. I think a lower speed limit would encourage drivers to be more aware of their speed and safety implications. It would also oblige the local authority to take more active traffic calming measures - I do not feel our provision is adequate currently - and make it easier for police to enforce penalties where necessary. There must be many communities in rural areas that have similar concerns. Indeed the reduction of the speed limit would have such positive impact not just in rural areas, but in more built up urban areas too.

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 think there has to be some heft behind the proposal, so a Bill in the Scottish Parliament seems to carry the appropriate authority. However, it would require, no doubt, the requisite funding to be put in place to provide the signage, monitoring and traffic calming measures to effectively implement the new speed limit and embed it in the communities. To be effective the introduction of a lower speed limit needs a Bill backed up by a campaign to raise awareness and the funding to make sure traffic calming measures are up to date and conspicuous.

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

Increased safety for all road users, particularly pedestrians and cyclists. The damage caused by impact at lower speeds on both people and vehicles is statistically considerably less. Traffic may move more smoothly, without congestion caused by varying speeds. Perhaps even a positive effect on insurance premiums, in the long term.

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

Financial implications of following through with Bill in terms of signage, traffic calming, speed monitoring and the issuing of penalties. Some drivers may find it hard to adapt to the change at first and be resistant to it.

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 motion sensitive signs which indicate how fast you are going as you approach should be used more commonly than is current whenever there is a zone of transition between speeds. Police enforcement would need to be more conspicuous, certainly during the roll it of a speed limit. Speed cameras that result in fixed penalty notices would need to put in to areas where habitual speeding is a problem because of road layout, etc.

## 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						
Police Scotland						

**Please explain the reasons for your response**

The cost of traffic calming measures and signage could be in some degree offset by fixed penalty fines, but there would no doubt be some additional cost to government and authorities. However, I think that most cost of the cost of monitoring and signage, etc would be incurred in areas where the provision is in need of upgrading or is currently insufficient for enforcing the existing 30mph speed limit. It could therefore be argued that a significant portion of the outlay is money that ought to be spent to keep the public safe in any case.

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

As fuel use is increased as speeds increase, there will be a reduction in pollution, in terms of emissions from acceleration and noise pollution. Cyclists would feel a good deal more confident if motorists were going slower so that would encourage more environmentally friendly transport choices.

## 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?

Slightly positive

**Please explain the reasons for your response**

The main positive impact I can foresee would be for people with disability, if the roads and pavements were less intimidating to negotiate and mothers with babies would find it easier to get out and about with buggies.

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

I can't think what negative impact would be incurred to any specific group, so I am unable to answer that question.

## 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:**

The implementation of any change will have an impact, but I do not feel in this case it will be disproportionate. The social and environmental impact, I believe, will be more positive than negative. As for the economic impact, I believe that increasing public safety and making our cities, towns and villages more pleasant and less dangerous is a worthwhile investment.

## 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 Response*