

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 If you choose the second or third option, a name is still required, but it will not be published.

David Harvie

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

ALL roads are bearing the impacts and risks imposed by continuously increasing traffic of all descriptions; many of these impacts are exacerbated by the increasingly relevant problem of poor road maintenance. Any means of reducing these impacts are imperative, especially in residential, or otherwise built-up areas, and areas of special sensitivity such as the vicinity of schools, hospitals, or sheltered and similar accommodation.

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

While I support the aim of reducing speed, I have huge concerns about the issue of enforcement. It is a hopeless position to rely on 'operational discretion' of the police. Current speed enforcement in residential areas (well, mine at least) is non-existent, and I cannot see an improvement in that situation because the signage reads '20' rather than '30'. Police forces are suffering expenditure cuts, as are local authority roads departments, and these deficiencies seem set to continue for years, if not decades. In truth I suspect that the tyranny of road traffic will not significantly improve until some roads can be redesigned and others closed to traffic. Essentially, traffic needs to be removed from places where people are trying to live!

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

I think this an important proposal, which must be brought into effect. However, I remain doubtful of significant practical benefit, UNLESS enforcement measures can be dramatically improved.

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

The main disadvantage of the proposal would essentially be its failure, due to lack of support and adequate enforcement.

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.

Firstly a well-designed and long-term publicity campaign should be planned. Signage and police enforcement of course.
It may be that consideration should be given eventually to a dedicated CCTV system (initially perhaps in 'hot-spot' areas) as a principal enforcement tool. If not CCTV, some alternative speed-recording technology.

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						
Local Authorities						
Motorists						
Other						
Police Scotland						

Please explain the reasons for your response

I would be guessing too much to complete this section. However, in principle I would say that this issue is sufficiently important that no authority or agency should hide behind a 'cost-neutral' target. If technological answers can be found to the enforcement issue, such costs should not be permitted to condemn the project.

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

I consider that there would be a huge benefit in terms of 'total traffic impact' - in particular, noise - to residential areas. I believe that traffic noise is a serious and under-rated disturbance. Most traffic noise comes not from vehicle engines, but from tyres impacting on road surfaces. In residential streets, this noise is multiplied as it reverberates from adjacent buildings; and poor or badly-maintained surfaces also affect this problem. Anything that returns to us the concept of the 'quiet street' by reducing visual and sound impact of traffic is to be welcomed.

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

The impact of the proposal can only be positive for everyone.

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

I cannot identify any negative impact.

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:

If I was being cynical, given my views on enforcement, I would say that economic, social and environmental impacts might not change significantly.

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?

I return to enforcement; this seems to me to be the most critical issue. If the Bill can be the catalyst for significant improvements regarding enforcement, very positive changes can occur.