

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

on behalf of an organisation

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".)

No Response

Please select the category which best describes your organisation

Other (e.g. clubs, local groups, groups of individuals, etc.)

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 If you choose the second or third option, a name is still required, but it will not be published.

Bo'ness Public School Parent Council

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.

Partially 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

Although there is plenty of evidence to show that a lower speed limit does result in fewer fatalities, it should be noted 1 While traffic calming measures reduce vehicle speeds on neighbourhood streets and may contribute to enhanced road safety, these measures can result in significantly higher fuel consumption and emission rates when drivers accelerate aggressively. 2. How will these be enforced when we have issues maintaining safe access to school properties and disregard for changes in laws already evidenced by the change in mobile phone laws 3. Manchester has called a halt to their speed reduction plans after evaluation revealed there was virtually no difference to speed or accidents

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

Most schools are already covered by temporary speed restrictions and these should be vigorously enforced: 1. It should be compulsory that lower limits are permanently established on all approaches to schools 2. Councils should automatically apply markings outside school entrances 3. Police Scotland should be able to supply officers to monitor schools on a regular basis to be vigilant about these enforcement areas

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

Looking at a number of different reviews, notably Berlin and Manchester, the jury is still out on the actual, as opposed to perceived benefits on the lower speed limits[therefore it is difficult to quantify any perceived benefits

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

Studies have shown that emissions are highest immediately after start up but tend to be consistent across the speed spectrum. Harsh and rapid acceleration, such as we see from vehicles leaving a speed reduction area would increase harmful emissions.

I don't think there are any real "disadvantages " -but in truth there appears to be no benefit to be gained by the proposed changes.

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 main measure would need to be police education before enforcement - obviously this will be an issue as it seems that this seems to be a low priority matter in these days of government cuts.

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

There will be an increase in costs as this will need to come from Scottish Government but without the release of DVLA related payments this will cause financial decisions to be made

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

In truth no

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)

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

No Response

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

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Please explain the reasons for your response:

On the surface it seems like a good idea and I understand there may be some savings from reduced hospital care. It does require equivalent legislation for penalties to be aligned with offences

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