

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 If you choose the second or third option, a name is still required, but it will not be published.

Bishopmill Primary 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 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 canvassed the opinion of the Parent Council members and, of those who responded, there was a general acceptance that it could be a good idea but there was a requirement to conduct much more investigation. One member of the council cited an example from Whickham in Gateshead where a 20mph limit was imposed. It was generally ignored and caused frustration amongst resident on streets where there had never been any accidents in living memory. The key points to consider would be: 1.Enforcement would be the key for this plan to be successful, unfortunately I don't envisage this happening as the 30 mph limit is already widely flaunted and Police resources are limited. 2.Analyse where a 20 mph limit would actually be effective eg housing estates, outside schools, areas of known blackspots. 3.Consideration would need to be given to known 'through-roads', balancing the requirement to keeping traffic flowing against public safety. 4.An education campaign would need to be driven, highlighting that over a short distance driving at 20mph actually makes little difference to journey time, but there is a considerable difference in impact forces of a vehicle colliding with a pedestrian between 20 and 30 mph. You will need to convince people this will save lives. Any change must bring benefit, the key is to highlight that benefit extensively prior to implementation.

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

It would need to be a Bill to be able to be correctly enforced.

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

A reduction in pedestrian accidents, but also a reduction in the 'near-misses' that aren't as widely reported but will be happening on a daily basis.

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

It will require additional funding for enforcement. If applied on roads without any obvious danger to pedestrians the limit will be ignored, this behaviour will then become 'normalised'. when there is actually a real need to travel at 20mph such as outside schools drivers will resort to their normalised behaviour and not slow down.

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.

Signage and police enforcement shouldn't be considered as 'other measures', they will need to be part of the 'first principles' of the proposal.

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

1. Scottish Government/Local Authorities - Will need to pay for 'benefit' campaign, Increase in signage and enforcement, therefore increase in cost. 2. Drivers - driving slower, less fuel, reduction in cost.

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

Possibly, I don't have the statistics, but the Scottish Ambulance Service could provide details of any possible reduction in accident rates and therefore reduction in treatment costs for accident victims. Possible reduction in costs for Police Scotland to attend accidents.

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

I don't see how reducing the speed limit to 20mph could have any impact on any protected groups.

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

answer as per Q8.

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

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?

Key points:

1. Thoroughly advertise benefit, you must get driver buy-in.
2. Enforcement, and that requires proper penalties, unlike the 'don't use mobile phones at the wheel' campaign, which continues to be generally ignored.