

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 If you choose the second or third option, a name is still required, but it will not be published.

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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 live in a small community in rural Dumfries & Galloway. Our village is a Conservation Area, its layout set down in the time of the horse and cart, when pavements were deemed unnecessary. As in so many other villages in the area, the front doors of many of our beautiful 'chocolate box' cottages open directly onto the road. The village forms the 'crossroads' of two local roads serving several other communities, and providing a vital link for the local agriculture and forestry that sustains our local economy. The through traffic in our village therefore includes cars, vans, agricultural machinery, and timber wagons, all of which pass through our tiny village at speeds of up to 30mph. This speed is simply NOT appropriate to most rural communities. In my village, our children have to walk to school - without the benefit of a pavement - dodging in and out of parked cars every time a car, tractor or HGV comes by. Whether you are five years old, or seventy-five years old, having an 8ft high tractor tyre pass within inches of you is intimidating at 20mph; it's quite terrifying at 30mph. The school run is often stressful, and many parents chose to drive their children to school, even when they live close by, as they see this as a safer option. My husband is German, and on our regular visits to family in Germany we are always amazed at how 'walkable' German villages, towns and cities are, in comparison to Britain. But the whole 'mindset' of German drivers is different to that of British drivers. Whereas German drivers put pedestrians first, in Britain speeding is almost considered an 'inevitable consequence' of busy lives. Lack of suitable legislation and rigorous penalties to enforce them have made speed an accepted evil. We have lagged behind most of the rest of Europe for far too long, allowing heavy and speeding traffic to blight our quality of life. I fully support anything that can be done to reverse this now, better late than never!

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

We have been trying to obtain a 20mph speed limit outside our village school for years. But the issue never seems to be high enough a priority to ensure action is taken by the local authority. We are not prepared to sit by and wait for one of our community to be killed before that action is taken. With local authorities struggling under the weight of financial cuts, road safety is dropping further down the list of priorities for most. The economics of a nation-wide policy speak for themselves. Do this now - while it is still affordable and attainable.

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

Across Scotland communities and councils struggle to get to grips with road safety. Throughout our attempts to gain a 20mph area outside our village school, we have been made to feel as though we have to re-invent the wheel - as though nobody has ever done this before. This is just absurd.

A standard procedure, implemented nationwide by Highways professionals, is the most obvious way forward.

The biggest bonus to the nationwide approach is that one large educational campaign can reach drivers across the country, rather than targeting smaller communities as and when individual 20mph areas are created. Only such a nationwide campaign could have the results that we so desperately need.

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

Many drivers will, of course, object.

But my greatest concern is that it will simply be blocked by the haulage industry.

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.

Revised signage is only part of the picture. Most drivers prefer to drive at speeds appropriate to the surrounding terrain, regardless of the speed limit. Those are not the drivers you need to reach. Police enforcement will be essential, but awareness education, rather than fines alone, will need to be at the heart of changing poor driver behavior. Fines, then loss of licences, for persistent offenders, will need to be SEEN to be working, if they are to have a wider effect as a deterrent.

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						

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

Improvements to quality of life, as can be experienced simply by walking down many streets elsewhere in Europe.

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

I don't really understand this question! Are you suggesting that introduction of 20mph areas would adversely affect any of these groups specifically? We ALL stand to reap the benefits of safer, quieter, less polluted streets!

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

See previous answer - I can't imagine how this Bill could have any negative impacts on any of these groups in particular!

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:

Slower speed = fewer accidents = lower healthcare costs slower speeds = less noise/air pollution = lower mitigation costs The initial cost of implementing the speed limits will doubtless be high, but the long-term benefits (economic as well as social / environmental) will eventually balance out this cost.

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?

Education, Education, Education!!!!

Unless better driver behavior, especially towards pedestrians / cyclists, is engrained in our society, the creation of 20mph areas alone will only go half way to improving the situation.