

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 If you choose the second or third option, a name is still required, but it will not be published.

Pollokshaws & Eastwood Community Council (Glasgow)

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 built up area with primary School's and supermarkets ,and library in the area ,despite years of asking first Strathclyde police and now police Scotland ,it appears there is little they can do to slow down traffic in what has become a rat run for cars ,busses ,and lorries , we have had all sorts of excuses as to why not such as they cant get a long enough length of straight road to use a speed gun ,yet the demographics of the area is mainly older citizens or primary children we have one two small wars in 10years one a 20mph at the primary school the other a painted mini roundabout after several crashes to try and slow things down ,so we would back any scheme that would bring us peace and the police a valid reason to calm the speed of traffic .

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

No

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

It would to our mind make it an actual legal requirement and not just an optional extra of the local authority which in turn would lessen the risk to the community in road traffic accidents ,give the police an extra tool in the box , and lessen daily lottery of crossing roads by young and elderly .

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

There is no real disadvantage ,if your knowingly speeding in a built up area or near Schools ,Nurserys , Community Facilities , pedal cyclists, then you accept the consequences ,although there are those who will whinge as usual but its our lives and safety .

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.

our experience as not only a community but individuals is that there are those who will not comply voluntarily ,signage is important ,but actual enforcement by the likes of the police in our experience is necessary to drive home the message .

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				

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Local Authorities		X				
Motorists	X					
Other						
Police Scotland						

Please explain the reasons for your response

We are of the belief that as there are already some of these schemes around the country ,then the Scottish Government and local authorities know what it cost's and have an idea of what it saves ,so it follows that if it were a national scheme the cost would come down and if a fixed penalty scheme introduced then cost to the motorist would increase but revenue would offset initial cost .

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

At a time when our NHS A&E is under pressure the result of accidents and damage done at 30mph currently increases that pressure especially in fatal RTA where as at 20mph, there is a better chance of minor injury and fatality , speed bumps are another way of calming but from our experience the science behind them is a bit hit and miss some we have seen were obviously built to stop tanks ,then they go to the other extreme where you would be better just painting the word speed hump across the road so a reduction in speed is far better .

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

Whilst overall there should be no impact on he majority of the mentioned groups we see only three areas where it would improve things ,such as we as a nation are aware of an ageing population and more aware of people with disability that requires them to use motorised scooter's and have seen a few near misses with fast moving cars etc , the other is young mums with pushchairs /prams even near pedestrian crossing's , and pedal cyclists , especially at risk from 4x4 cars ,white vans, and lorries .

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

NO anything that can be done to protect the public regardless of group is a positive .

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 only obstruction to this proposal would be political apathy, and as citizen's who have listened to decades of good promises of protection of the law and it not come to pass , we will believe it when we see it .

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?

As a community we hope it will come to pass and wish you every success in your endeavour .