

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

Third sector (charitable, campaigning, social enterprise, voluntary, non-profit)

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 If you choose the second or third option, a name is still required, but it will not be published.

Roslin & Bilston Community 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.

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

Because it will avoid the current confusion of some of these residential roads being 20mph and some 30mph It will encourage walking and cycling It will reduce accidents It will reduce pollution It will save Councils the cost of enforcing separate traffic orders It will favour deprived areas where more people walk or bus

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

We don't have the background knowledge to speak authoritatively on this but, probably, if there was a better way it would have been found. You maintain that it would save money because of saving individual traffic orders, and we have to take that at face value

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

it would reduce pollution
Reduce accidents
Encourage walking and cycling
Make life less confusing for motorists
Save individual councils the processing of separate traffic orders.

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

Enforcement is always put forward as a problem - but we feel it would be easier to enforce than the current piecemeal system because people would know where they were. Experience shows that, once these limits are in place they change people's behaviour.

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.

Very good signage would be needed initially. In some places they use placards on lampposts to prepare motorists. News items would also be helpful.
Experience with 30mph has shown that occasional police presence in an area is enough to get the message over to most motorists, and then the limit becomes self-enforcing.
Locally our police do say that they find it hard to enforce 20mph limits, but it would undoubtedly be easier for them if this was universally applied.

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

Fewer accidents would mean fewer emergency responses and less healthcare. Local authorities would save on paperwork and enforcement Motorists might save petrol Improved overall health from less pollution and fewer accidents would make a saving

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

You must have thought of everything!

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

It will benefit everyone, but particularly the disabled, the less- able, the elderly, children, and anyone needing to accompany children from place to place.

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

Don't know

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?

Unsure

Please explain the reasons for your response:

It's difficult for us to speak on this as unfamiliar with Parliamentary processes, but the consistency of its provision should considerably reduce the need for individual signage and enforcement. Socially it might increase commuter times to work, but - in fact - seems as if it might promote a smoother flow of traffic. Where limits have recently been put in in Edinburgh, some people have decided to go by bus, but - in the busier areas - traffic speed has not changed a lot as it was already very stop-and-start. Obviously some individuals will find it hard at first and some businesses be affected (delivery van-drivers, work vans...) This is an area you would need to look at carefully. Environmentally it would have to be an improvement.

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?

Just the proviso on the previous page that - whereas many people can adjust their commute - there are those who may not be able to do this. In Midlothian our population is increasing disproportionately, a lot of it in the form of out-of-town commuter dormitories. These people need consideration, and public transport improvements would need to run alongside your plans so that they are not disadvantaged. Equally local businesses need to be fully consulted in case delivery times or shift arrival times are critical.