

20mph Default Limit Bill
Mark Ruskell, MSP,
Scottish Parliament,
EDINBURGH.

Dear Malachy and Mark,

Many thanks for the trouble that you went to in order to get the consultation document to me - a great, wholly accessible Parliament indeed. I've done my best writing so I hope that it is reasonably legible and coherent. It's the first time I've done one so I'm pleased to make a contribution. I am praying that the Bill will be passed and that our party will continue to make waves in the future.

Here in Elach if it goes through I won't know myself - I will be like a cat wi' twa tails. Less noise and better quality of life - sheer bliss. Thanks again.

Yours sincerely,
G. Margos.

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Section 1 - about you

1. an individual
- 2A. Member of the public
3. JANICE MARGOS (I am content for this response to be attributed to me).

4.

Section 2 - your views on the proposal.

1. Fully supportive.

Reasons - we need to improve Road safety for all road users in built up areas. We need to radically improve air quality for human health, only a big cultural shift can achieve this i.e. as in the smoking ban.

2. No

Reasons - Councils left to their own devices will not "take the bull by the horns" and implement such a necessary, radical strategy.

3. Fewer accidents, deaths and injuries. Cleaner air leading to healthier people especially old folk with C.O.P.D and hopefully a reduction in children with asthma. General improvement in environmental quality and in noise reduction.

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4. I am concerned that a project on this scale could not be legally enforced by police enforcement
5. Police enforcement, advertising - a.t.v. advert explaining the new changes and also giving the reasons why, signage, 20mph Road marking, slow down road marking, traffic calming measures i.e. - changing the texture of the road to slow drivers down, more pedestrian crossings.

b) Unsure - I am not informed enough to answer this question.

b) Some increase in cost (to implement question 5.)

c) Broadly cost-neutral

d) Significant increase in cost i.e. taxi fares if the traffic is going much slower.

e) Unsure - but perhaps slower traffic could cause delays and cost money in that sense.

7. Yes. Noise reduction, more courteous driving leading to stress reduction and hopefully a reduction of intimidatory road rage incidents. A general reduction in heavy traffic vibration currently affecting residential properties. Less wear and tear on road surfaces. Lessening of speeding heavy traffic causing damage to gas mains, water pipes and electricity supplies. A general improvement in quality of life, ^{due} to improved environment. A more sustainable use of petrol until we go all-electric.

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8. age, hopefully the Proposed Bill will improve crossing the road for old people and children.
- disability, hopefully the Proposed Bill will improve crossing the road for all categories of disability including people with learning difficulties, people with mental impairment, people with sight impairment and persons of restricted physical abilities.
- hopefully will find getting around to be easier.
- Unsure as to how the proposed Bill could impact on the other categories mentioned in the question.
9. Don't know.
10. On environmental impact - yes.
On social impact - yes
On future economic impact - unsure though I hope that it will just be a case of our society becoming adjusted to going at a slower pace. Perhaps businesses that deliver or are dependant on others delivering to them may see an increase in cost.
11. Taking my street as an example, I am aware that when one problem is solved another one can be created. A 20mph default limit is only the start here. Our main street of our predominantly Victorian / Edwardian is also ~~as~~ the main

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11 (cont.) arterial route into town on the A0862, carrying a high volume of traffic. The current limit is 30 mph but the bulk of the traffic consistently speed between 30 and 40 mph. We have been trying for ten years to get something done about it with zero success. However, my concern is that when a high volume of traffic is slowed down to 20 mph, the vehicles will be nose to tail with no gaps between and we will still be unable to cross the road. A pedestrian crossing will cost £30,000 so I don't see it happening. Other traffic calming measures have been suggested to no avail even with the input of the Community Council.

Our situation is exacerbated by the lay out of the street which is shockingly unsafe for pedestrians. The road was previously single track, widened in 1963 but still narrow. Fifty per cent of it has a pavement 18"-20" inches wide and on a 25 metre section there is no pavement at all thus not conforming to present day standards. It is very terrifying walking so close to heavy goods vehicles driving at 40 mph. My only hope of an improvement here is if the 20 mph default limit is introduced, then the traffic might start to drive below 30 mph. The noise levels are horrendous, we are unable to

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11 (cont.) have a conversation on the street with our neighbour. The severe vibration has caused damage to my house and that was confirmed by a structural engineer. The vibration has fractured the gas main and twice gas has seeped into my house to very dangerous levels. I now have central heating courtesy of the Government but the gas pipe has been pinned to the exterior of the house which is positively bouncing during the day and that can also continue with heavy lorries during the night. During the last 18 months there has been a big increase in heavy commercial vehicles speeding causing a substantial decrease in people cycling. Not so good as our school promotes safe cycling to school for children. We also have a wheelchair bound resident who has to come off the pavement on to the narrow road and has to push himself in the face of 40mph lorries for 12 metres past the front of my house and then he can rejoin the wider pavement. I have to confess that I find it harrowing to watch him.

We desperately need a paradigm shift in attitude to the acceptability of fast driving and a cultural revolution as to the much needed

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11. (Cont) improvement in our air quality. It is a basic, fundamental human right to breathe clean air. Hopefully we will be able to ameliorate the many acute and chronic respiratory diseases.

I wholeheartedly support the aim of the Bill and I wish Mark Ruskell much success when it is brought forward in the Chamber of the Parliament.

J. Manges.