

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 If you choose the second or third option, a name is still required, but it will not be published.

Mr Hugh Waugh

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

There was a really pathetic attempt by our council to introduce a 20mph scheme in our area about six years ago when a new primary school opened. At that time two of the roads which take traffic through the estate were reclassified as 20mph with neither prior monitoring nor any additional road calming measures put in place. Streets in the center which were true 20mph suitable had 30mph signs erected even though traffic in these streets is very unlikely ever to have exceeded 15mph. I reside on one of the so called 20mph streets and doubt if more than 15% take any heed of the speed recommendation. My estimation of average traffic is 15% less than 25mph. 60% between 25-35mph. and 25% over 35mph. Two further points which have not helped. 1. Prior to Police Scotland reorganisation, my road (30mph) was fairly regularly monitored with prosecutions for speeding. To my knowledge no attempt has been made to enforce the 20mph limit. Complaints to the police about speeding traffic gets the response "if you see speeding traffic take the registration and report it to us" 2. Over the years a trading estate South of our scheme has been developing and no one in planning seems to be aware that our street is now used as a short cut to and from the A701. The latest development is that the planning department is giving up on this road which is to revert to 30mph with all traffic calming removed. Over the years a very unsatisfactory piece of planning which has encouraged drivers to ignore speed limits.

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

By our experience local councils do not take 20mph areas seriously

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

20mph restrictions might be enforced countrywide

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

No Response

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.

Good signage and an effort by Police Scotland to enforce the limits.

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						

Please explain the reasons for your response

Local authorities would need good signage in 20mph areas. If motorists maintain lower speeds fuel will be saved. The fact that injuries at 20mph are either avoided or are less life threatening always seems to be ignored.

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

An accident can close a road for over eight hours and estimates for the cost can run to hundreds of thousands of pounds
this should be set against police protests that they cannot afford to police speed limits.

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

The population as a whole must benefit

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

No Response

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?

No Response