

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 If you choose the second or third option, a name is still required, but it will not be published.

Dulnain Bridge 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

This proposal was discussed at the recent AGM of our Community Council and was unanimously supported. As a small Highland community we have grave concerns regarding speeding through the village. Whilst a 30mph limit is in place in the village every access road to the village has an unrestricted speed limit with it's accompanying problems. We believe that the successful adoption of this proposed Bill will be of major assistance in controlling speeding within the village.

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

Allowing for the financial constraints currently inhibiting Highland Council and Police Scotland we believe that a national approach and enforcement policy will make the public more aware of speed restrictions.

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

As stated above a national solution to speeding will have far greater impact to this problem and if this could be combined with a higher level of policing together with further signage we believe that the problem of speeding could be greatly reduced.

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

We see little, if any, disadvantages.

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.

A collective enforcement of the new proposal would be hugely beneficial. However, bearing in mind the current budget restraints, this may not be feasible so the adoption of a new national speed limit could well be the solution.

If finances allowed we would like to see this measure supported by a greater police presence, increased signage and a zero level tolerance.

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?

The quality of life within small communities would be enhanced and it is also possible that this effect would also be felt in urban areas.

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

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

We do not believe there would be any negative impact.

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