

# 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

Public sector body (Scottish/UK Government/Government agency, local authority, NDPB)

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 If you choose the second or third option, a name is still required, but it will not be published.

Orkney Islands 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.

Partially 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 are good principles for 20 mph limits being in school areas, residential areas with a high level of on-street parking and places of pedestrian/vehicular conflict (higher than any ordinary street). In these areas it is more likely that the current average speed is lower than 30 mph and in some cases lower than 20mph. The main issue would be enforcement as it may not be a police priority or within their resourcing plans.

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**

Any new restricted roads regulations would need to be delivered through the Scottish Parliament. Using the existing criteria brings with it other problems. How are drivers encouraged to reduce speeds where the average speed is higher than 20mph? This would require the introduction of additional speed reducing features at a cost to the local roads authority.

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

In some areas the reduction in traffic speed and accidents. The proposal would make the roads around housing development, shared spaces, schools sports venues, visitor attractions etc. safer for pedestrians, cyclists and other vulnerable road users.

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

The lack of corresponding enforcement as it may not be a police priority or within their resourcing plans.

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.

Hopefully removing the need for engineering measures then enforcement, education and encouragement would be the options. This would need to be well publicised not just at a national level but more so at a local level through community councils, schools and colleges. Engagement through public events with the police, road safety groups and practitioners.

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**

Cannot comment on costs for the Scottish Government. There would no doubt be initial costs for the implementation of a new bill but thereafter cost will be borne by local authorities. For local authorities there will be the initial costs to replace all existing road signage and the cost of new signage in the first instance to advise road users of the changes. For motorists there maybe a reduction in costs as the lower speeds may encourage drivers to leave the car, thus reducing fuel costs. There will be an argument from some that the reduced speed limits will increase journey time which would impact on delivery vehicles, bus routes, taxis drivers and commuters.

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

As previously mentioned the reduction in speed may encourage drivers to leave their vehicles at home or use public transport and park a ride facilities. This could encourage cycling and walking and reduce the number of vehicles in the towns and cities

## 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?

Neutral (neither positive nor negative)

**Please explain the reasons for your response**

I do not believe the bill would have any impact under the Equality Act

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

N/A

## 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:**

However this would need to be introduced along with other improved public transport measures

## 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?

The main point to emphasise would be the costs associated with the proposals. With ever decreasing Roads budgets any new legislation will bring with it the need for new traffic management layouts, new signage, maintenance of these new assets and the development of new traffic regulation orders.