

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 If you choose the second or third option, a name is still required, but it will not be published.

Errol 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

As a community council we set up a traffic safety group and consultation with the community led to an agreement between the community and the council officials that our proposal for 20mph for Errol was a high priority objective. This was rejected by the elected officials and thus progress in safety would be improved by the above proposal.

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

Our view is that our local authority has been very laggard in responding to the encouragement coming from the Scottish Government in the form of guidance from Transport Scotland (June 2016). The above proposal to replace 30mph default speed limit with a 20mph limit will mean that residential communities can improve safety quickly without having to wait for their local authority to catch up. It will also mean that the shift to 20mph speed limit will be done en masse and therefore more efficiently and with less cost.

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

- * Road safety
- * Encouragement of active travel modes of transport

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

- * Lack of compliance at least initially

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.

- * Street infrastructure to encourage lower speeds (e.g. pavement outbuilds, raised speed tables).

Page 12: Financial implications

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			

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Local Authorities			X			
Motorists			X			
Other			X			
Police Scotland						

Please explain the reasons for your response

In the long-term the cost to local authorities may end up being lower as a consequence of the efficiency that comes with shifting to 20mph en masse rather than in the current slow piece-meal manner.

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

Reduced street number of street signs because there ought to be fewer changes in speed limit (from 20 to 30 and from 30 to 20).

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

All those groups include pedestrians or cyclists or potential cyclists.

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

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?

Please explain the reasons for your response:

The costs of implementation are minor and the benefits major.

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