

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 If you choose the second or third option, a name is still required, but it will not be published.

Ferintosh 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 opposed

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

Ferintosh Community Council is situated in rural Ross-shire in the Northern Highlands. The Council has consulted widely with its residents about the proposed Restricted Roads (20mph Limit) (Scotland) Bill and has discussed the matter at one of its public meetings. The majority view of residents is that they are opposed to the introduction of default 20mph speed limits, and consequently the Community Council cannot support the proposed Bill. We have the following observations in respect of the main benefits that are presented in support of the Bill:- Reducing serious road traffic accidents:- While it is accepted that a collision between a vehicle and a pedestrian at 20mph will cause less damage than a similar collision at 30mph, we have no record of such a collision occurring within a 30mph limit in Ferintosh. Consequently, no reduction in road traffic accidents will accrue from the introduction of a 20mph limit. Improved health:- One of the main reasons for car use in this area is to undertake journeys to and from work where no public transport alternative exists. Such journeys are typically of distances of up to 20 miles, and the introduction of comparatively short stretches of 20mph limits will not encourage residents to walk or cycle to and from work. A similar situation exists with shopping journeys, one of the other main reasons for car use in this area. As walking or cycling are not viable alternatives over such distances, no health benefit will arise from the introduction of 20mph limits. Air pollution will be reduced:- Traffic density is very low in Ferintosh and traffic congestion is almost non-existent. Consequently, little or no reduction in air pollution would result from the introduction of 20mph limits. Tackling inequality:- As stated above, there is no record of casualties occurring within the existing 30mph speed limit, and therefore no reduction can be achieved in respect of deprived communities. The Community Council endorses the targeted approach to road safety that is being taken by Highland Council. This has resulted in relatively short stretches of 20mph limits and/or other traffic calming measures being introduced in locations where there is a perceived greater road safety risk. In general, this results in short 20mph limits in village centres while the remainder of the village retains a 30mph limit. Our residents support this approach. While the Community Council would not presume to comment on the advantages and disadvantages of 20mph speed limits within the conurbations of the Central Belt, our residents feel that no benefits would accrue from the introduction of default 20mph limits in rural areas. In fact, they are of the opinion that the increased journey times that would arise from reduced speed limits are a significant disbenefit with no compensating benefits. In summary, Ferintosh Community Council does not support the proposed Bill.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

Yes (if so, please explain below)

Please explain the reasons for your response

Please see comments in respect of Question 1.

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

Please see response to Question 1.

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

Please see response to Question 1.

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.

Please see response to Question 1.

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				
Local Authorities	X					
Motorists			X			
Other						
Police Scotland						

Please explain the reasons for your response

Increased costs associated with legislation, signage and enforcement.

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

Please see response to Question 1.

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

The proposed Bill has no obvious impact on any of the above groups.

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

There is no obvious 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?

No

Please explain the reasons for your response:

Please see response to Question 1.

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.