

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 If you choose the second or third option, a name is still required, but it will not be published.

Kiltarlity 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

We have a small length of restricted speed roads (30 mph) in our Community Council area, in the village. The local primary school has recently confirmed in relation to another matter that they have no issues with the current provision of footpaths and crossing places and as part of that has expressed no concern with village road safety. The main village road is a "through" road (30 mph), as are a couple of side roads. Generally speed limits are observed, though there are occasional infringements which are dealt with by police action. Reduction of the speed limit to 20 mph would not help with the occasional instances of the 30 mph limit being exceeded. Reduction of the "through" traffic speed is likely to cause frustration to road users, including commuter and agricultural traffic and may cause undesirable side effects eg pushing traffic onto minor back roads that are single track with passing places, poor visibility and which have an unrestricted speed. This would worsen road safety overall in our area rather than helping. A lower speed limit would not increase the number of people walking or cycling in the village - children already cycle safely here. But more fast traffic on the back roads could reduce safe cycling and walking in the rural roads surrounding the village. For these reasons, KCC resolved by a majority vote that this Bill would not be supported.

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

No

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

In some areas, where there is not through traffic, it may make it easier for children and young adults to move around, socialise, meet and congregate in built up areas. This may or may not be thought desirable. We think it is unlikely to encourage more walking and cycling overall, though it may encourage use of parks and playgrounds in areas that have them.

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

As set out earlier, in our area it is likely to push fast traffic onto back routes that are single track and unrestricted and lead to an overall reduction in road safety.

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.

Speed limits should be appropriate to the roads and surroundings for which they are set. If the road is of a character eg built up, where a motorist would naturally restrict speed and be alert for children and other hazards, then enforcement should not be an issue. It is only where the speed limit is inappropriate eg on wide through routes, that excessive compliance issues are likely to arise.

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						

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

Unsure

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?

Unsure

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?

No

Please explain the reasons for your response:

We consider that the administrative impact (in sorting out designated faster routes from a general 20mph limit) and the greater enforcement burden would outweigh the benefits expressed in the consultation. While reducing speed per se decreases serious accidents, these figures do not take account of the effects

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?

of pushing traffic that needs to travel faster onto other routes that are less suited to carrying such traffic (see our comments earlier). This is not a sustainable position.

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?

We feel that the current system should continue, with a considered process for creating 20 mph zones.