

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 If you choose the second or third option, a name is still required, but it will not be published.

Comhairle nan Eilean Siar

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 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

A blanket approach to restricted roads, as defined, would be very difficult to administer and enforce in rural areas, where 30mph limits are deemed appropriate for the location. The current definition of restricted roads can be confusing to motorists when based on the distance between street lights. There are many rural areas in the Western Isles where lighting provision and signed speed limits vary, however precedence is established by appropriate signage and the promotion of Traffic Regulation Orders. The Comhairle is fully supportive of extending 20mph limits to built up urban areas, however would prefer that discretion is applied to rural areas.

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

Focus the Bill on built up urban areas and provide discretion for rural areas. Local Authorities to be resourced to create active travel plans, giving priority to built up urban areas and rural schools. Simplified TRO process. Possibly two stage where Local Authority can implement trial restriction that is enforceable by Police.

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

Hopefully the Bill would result in safer roads and streets, however would require higher levels of enforcement.

Safer roads and streets should result in increased activity in cycling and walking, however this is also culture, weather and seasonally dependent.

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

Blanket approach creating confusion and driver frustration where 30mph is deemed appropriate and safe for environment and locality.

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.

Publicity and road safety education for road users should be increased, however the most important measure is enforcement. Many drivers do not understand what is meant by the term "restricted road" and generally rely on signage.

There is a concern that Police Scotland does not currently have the resources to undertake adequate enforcement. This Bill would place additional demands on this resource.

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

Local Authorities would have to change signage and review existing Traffic Regulation Orders. Motorists would potentially save on fuel costs, however there may be an increase in FPNs and prosecutions. Police Scotland could have increased enforcement costs.

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

Over and above the desired road safety benefits there would hopefully be:
 an increase in cycling and walking;
 a decrease in pollution;
 a decrease in anti-social driving behaviour, including noise disturbance.

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?

Slightly positive

Please explain the reasons for your response

Disabled, elderly and younger pedestrians may feel safer in the lower speed areas.

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

Don't think there would be any negative impacts on these groups.

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?

Unsure

Please explain the reasons for your response:

The Bill could sustainably be delivered in built up urban areas, however there could be negative impacts in rural areas.

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?

While supportive of this Bill being implemented in built up urban areas there is a concern that confusion and frustration will be experienced in rural areas.

Police Scotland must be on board in relation to enforcement if this initiative is to be effective.