

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 If you choose the second or third option, a name is still required, but it will not be published.

dunvegan and district 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.

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**

In the main in build up areas 30mph is fast enough and especially in areas where there is pavements on both sides of the road.. and pedestrians are often crossing. In areas where there is only buildings/pavements on one side of teh road maybe 30mph is acceptable

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**

I do think that we have to make a clear rule as in our village we have a 4- going to a 30mph within that 30mph only a few 100 feet there is a 20mph for the school which is on at certain times... i think it would be easier for drivers if it was 20 all the time.

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

The safety to pedestrians and cyclists would be greatly improved.  
If it was 20mph in all built up areas drivers would know straight away when they seen buildings etc that they were in a 20 mph zone instead at present you might be in a 20 or 30 or as in dunvegans case the 20 only runs for specific times of the day which can be confusing to drivers.

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

it may cause conjection and a build up of traffic, but otherwise cant see any disadvantages

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.

Average speed cameras would make everyone stick to the 20mph speed limit, they have done a fantastic job on the A9  
The flashing signs when you enter the zones are very effective at reminding people to watch their speed, maybe paint the speed limit on the road at regular intervals.  
if cameras cannot be used, for speed checks or vans be set up to check drivers speed

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**

we would expect that if the scottish government took it in they would have give all councils some money to fund the changes to signage etc, if average cameras were used this would also be a cost that we believe the scottish government should meet. the local councils would have to pay their men to install the new signage and dismantle the old signs etc so that would be an extra cost to them.

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

as stated before it would be safer for pedestrians, cyclists and road users

## 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

**Please explain the reasons for your response**

we dont believe that it will make a difference to any particular group but benefit everyone.

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

## 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*