

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

Other (e.g. clubs, local groups, groups of individuals, etc.)

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 If you choose the second or third option, a name is still required, but it will not be published.

Ardersier and Petty 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

We as a village have been trying to get a 20mph speed limit throughout our village for the last 10 years. We have a significant amount of through traffic which causes significant road safety concerns within the village and conflicts with pedestrians and school access. Furthermore, a 20 mph limit would significantly reduce the noise pollution caused by the traffic.

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

Although a bill will be significant step forward a key issue will be the ability of the local authorities to fund the necessary changes to the road architecture.

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

Giving communities the power to demand a 20 mph limit should they so wish. This should be considered as part of community empowerment. If it is enforced an increase in road safety, reduction in accidents, reduction in antisocial driving.

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

No that I can think of although how it will be enforced will be the main issue.

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.

Signage and enforcement activity. More advertising and encouragement to report speeders through the 101 police contact system.

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						
Police Scotland						

Please explain the reasons for your response

I suspect that central government will place the additional costs with local authorities hence the above selection. I would envisage that the cost of change across the country would be significant.

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

Slight reduction in pollution levels. Less car on car accidents.

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

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

I don't see any negative impacts

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

Please explain the reasons for your response:

Yes over a long timeframe. Should be prioritised on traffic accident data. An alternate option would be to give communities the right to opt for a 20 mph limit.

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?

If a community wants a 20 mph limit it should have the right under community empowerment to have a limit. This will of course need to be prioritised (due to funding). The prioritisation should be based upon objective road safety data.