

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 If you choose the second or third option, a name is still required, but it will not be published.

Avoch and Killen 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

Please explain the reasons for your response

The Community Council already operates a 20mph limit through the village of Avoch and would like to see it extended further in the village particularly near the primary school; the village of Killen would also benefit from a 20mph limit; we are confident it would improve safety in our area.

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

No

Please explain the reasons for your response

The Community Council feels the proposed bill would be effective if implemented and with adequate policing.

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

Improved safety in our villages.
Cleaner environment.
Improved driver awareness of the risks involved in excessive speeds.

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

Some drivers would flaunt the limit and put others at risk.

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.

Improved signage - we have recently installed a speed monitor at the east end of the village of Avoch which politely thanks drivers if they are within the 20mph limit and urges drivers who exceed the limit to slow down and this is proving very effective; we have another speed monitor at the west end of the village that displays the actual speed with a smiley or sad face; when we carried out a Speedwatch survey during 2016 we found many drivers exceeded the limit regardless and many of those were visitors to the area therefore a "polite" sign is found to be more effective.
More signage along the extent of the 20mph zone would remind drivers to keep to the limit.
Improved police resources to carry out regular and frequent speed monitoring.

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

LAs would have to pay for new signage and speed monitors; the Govt would have to provide extra funding for the LAs and Police to implement the Bill; motorists could save by using less fuel; Police would have to pay to provide extra resources for speed monitoring; other?

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

Less noise from thundering traffic especially HGVs, buses and others who completely disregard the current 30mph; elderly and disabled people will have more confidence walking in the village and crossing the road

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 impact will be the same regardless of race, etc

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

see previous 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?

Speed bumps are not a solution but chicanes can be effective in certain situations