

# Proposed Restricted Roads (20mph Limit) (Scotland) Bill

## Page 2: About you

Are you responding as an individual or on behalf of an organisation?

an individual

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".)

Professional with experience in a relevant subject

Please select the category which best describes your organisation

*No Response*

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 If you choose the second or third option, a name is still required, but it will not be published.

william telfer

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**

I have campaigned for the last 5 years in my town, Langholm, for a townwide 20mph limit

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**

Legislation by the Scottish Gov is easily the best route to achieve this.

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

There are too many "advantages" to list. The benefits of 20mph as the default (normal) urban speed limit are very well covered by "20s Plenty For Us". Eg wide area 20 limits becoming the norm obviates a need for 20 "zones". It will be much clearer for all to understand, much cheaper to implement...etc

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

I can't think of any disadvantage

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.

It must be made clear to the police that wherever 20mph is the legal speed limit they have to enforce it as they should under the present 30 limit. I.e. driving over 30mph in town is illegal. The police may need to be educated on this. A shining light is the West Midlands Police.

## 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	
Local Authorities					X	
Motorists					X	

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Other					X	
Police Scotland						

**Please explain the reasons for your response**

Re SG and LA's: -reduced signagage=reduced cost. Re motorists:-reduced speed = reduced stop and start, less braking and accelerating ie means smoother driving so less fuel consumption, also with the streets more pleasant more incentive to walk to the shops etc rather than always getting the car

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

Streets will feel more liveable with less noise, less pollution, less stress. Communities will be less likely to tolerate drivers who currently are able to get away with driving at speeds slightly above the 30 limit will be less able to get away with such speeds even if feeling able to drive at a few mph faster than the new 20 limit, speeds will be reduced

## 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?

Positive

**Please explain the reasons for your response**

Seems obvious to me that disadvantaged groups will benefit for more streets

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

No

## 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:**

not aware of any disproportionate effect

## 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