

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

Third sector (charitable, campaigning, social enterprise, voluntary, non-profit)

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 If you choose the second or third option, a name is still required, but it will not be published.

Tony Hancock, Vice Chair, The Royal Burgh of Lochmaben 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.

E Mail THinc007@aol.com Phone 07836 242839

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

Lochmaben is situated on the A709 between Lockerbie and Dumfries. It is the busiest non trunk road in the South of Scotland if not the whole of Scotland with up 8,000 vehicles passing through daily , 40% of which are HGV's . Traffic counters recently placed in the High Street revealed that up to 10% of vehicles i.e. 800 were exceeding the 30mph speed limit on a daily basis. Lochmaben has a very wide High Street, with an ageing population, there is no pedestrian crossing .older residents are put at risk when crossing from the Surgery to the Pharmacy. Reducing the speed limit to 20mph would improve residents safety.

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

A clear cut system is required

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

A safer environment for pedestrians crossing the High Street in Lochmaben

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

We do not believe there would be 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.

We believe that both advertising signage and police enforcement will be required, also there will a need to overcome Police opposition to 'enforcement'.

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		
Other						
Police Scotland						

Please explain the reasons for your response

There will be some increase in costs incurred by Local Authorities

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

By reducing speed on our roads we can create streets where the space is shared more equally between different road users and create a safer environment, encouraging people to make active travel choices.

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)

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

No negative impact

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