

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".)

Member of the public

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 If you choose the second or third option, a name is still required, but it will not be published.

Owen Gallagher

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 am in my 50s and in a bid to save money and lose weight I have returned to cycling in my daily commute which is 6.5 miles each way five days per week. Most days I am shocked at the speed of motorists of all types of vehicle. Very often the vehicles pass too close. The speed limits over my commute are 30 and 40 MPH. I have driven for many years as a private motorist and as a police officer in my previous employment therefore I am a good judge of speed. I estimate some vehicles particularly early mornings are travelling at almost double the speed limit. A 20 mile a hour limit will bring down the potentially fatal speed at which some drivers travel.

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 fully support a 20 MPH limit I am unsure what other methods can be used to implement such an excellent idea.

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

Encourage many more commuters to travel by cycle and improve the amenity of the areas improved by the new limits.

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

I can see none. The are trunk roads and motorways for fast traffic. On local roads little progress is made at high speed due to traffic obstruction and light signals .

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.

There is little Police enforcement on the roads I know there is NO traffic enforcement during the early hours. This has to change.
On longer road enforcement cameras are an excellent tool.

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

The only cost would be signage and cameras. A reduction in commuting costs for me is £25 per week and a huge potential reduction to the state in medical costs as I delay my heart attack for hopefully 30 years . The state could save millions in lower health costs if the fat folk like me cycled safely to work.

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

Less road noise less pollution less death and injury a healthy population.

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

All will benefit as my previous response.

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

Disabled groups may require actual cycle lanes as they are less able to deal with traffic.

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:

Cyclists cause no pollution use no fossil fuels injure and kill very few people. Safer roads there can be no argument against it.

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?

It cannot come soon enough. There has to be enforcement and education for motorists.