

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 If you choose the second or third option, a name is still required, but it will not be published.

Anthony Cicalese

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 been active locally to have a safe road . The A807 -Balmore Road was mapped out in in the 1800.hundreds and surveyed in 1860 .The road was upgraded by W. Stirlingshire from Cole Road to Branziet. The section from Branziet to Robinsfield was left out but plans to effect major improvements were issued to the house owners in Bardowie.The A 807 from Robinsfield to Milngavie ,the Auchenhowie Road was upgraded by Strathclyde Regional Council The road maps Prepared by Transport Scotland indicate the main road Edinburgh to Glasgow show in black the route the through Bardowie to link to the Erskine Bridge to link with the roads to the southwest. It confirms what I have said over the past 50 years .The A807 is a rat run for all traffic wanting to avoid the congestion of travelling through the Glasgow system The massive redevelopment in Milngavie and Bearsden and in all of East Dumbarton thousand of cars at least 6 Supermarkets using the M8 from the storage warehouses in Grangemouth sending large articulated trucks back an forth. Large 40 ton loads of stone to provide the construction sites. School buses including twin arear axle double decker. Farm vehicles with excessively wide tyres help to prevent soil destruction but are a menace The road is barely 6 metres wide with a narrow 1metre footpath on the north side only. The Guidelines for the Development of Roads prepared by SDR some years ago when the traffic was half or less what it is today The Current designation of the road is a secret .Is it a Primary Distributor Road a District Distributor Road or a Local Distributor Road ,a General Access Road, The current state of this inadequate road and the poor visibility due to site the sight lines and a need for a 2 metre footpath on the south side of the road is not only essential but a health and safety requirement for the house owner, for car access. perambulators wheel chairs it is far fro Barrier Free There is no parking bay for deliveries in the in the current economic model or proper bus bays .It is not a people friendly place to live in subjected to banging tipper trucks, scrubbing tyres of large trucks and the Carbon Monoxide and Nitrous Oxide in hot summer days drifting into the homes below road level The proposed 20 mph will reduce the accident rate and give me half a chance to exit marginally safely. The road to be laid out to continue the design objectives of 50 years ago I could elaborate but no one will pay any heed to listing all the other defects Anthony Cicalese ARIBA ARIAS retd.

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

Yes (if so, please explain below)

Please explain the reasons for your response

The monies wasted by the council on moving offices and cycle ways would be better invested with a 20 mph signs and Number Plate Recognition Cameras The income Generated would offset the cost The road improvement is still my preferred option

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

see previous statement

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

The varying speed limits from 60 to 40 to 20 comes under the category of "Slow Slow Quick Slow"

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.

NPRC will eliminate the cost of monitoring by police and cost 20 MPH signs at entrances to Bardowie

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	X					
Police Scotland						

Please explain the reasons for your response

Scottish Government they sanctioned the Roads Hierarchy The local authority planning for the massive built environment with recognising the mess they have created The Motorist who according to the Admiral research published in the Milngavie an Bearsden Herald dated the 13 July 17 they would be discouraged by NPRC fines Reduction of property damage claims by homeowners

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

Yes Health and Safety

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 the aforementioned will find it of benefit

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

Cannot understand the question

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:

The enactment of the 20 mph is sustainable see previous comments

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?

Do the work before the winter