

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 If you choose the second or third option, a name is still required, but it will not be published.

Colin Mackay

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 a person who drives, cycles and walks. Takes buses, trains and taxis. I feel the 20mph is a good restriction to put in place. I constantly experience speeding in 30mph zones, which are obviously always residential and full of built up housing with children. Where I stay (Minard Road, South Glasgow) is a prime example. People treat it as a straight through road, 30mph is not often enforced. It means there is a lack of confidence for children and residents to use the street as a proper residential area. If the limit was lowered to 20mph I'd expect this to be probably not kept to by many drivers, however the lower overall speed from before would be a big improvement. If we are to encourage all abilities of person to walk and cycle we need to reclaim our residential areas for people, not cars. There is also a much bigger chance of accidents being not as life threatening if it occurs at a lower speed.

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**

Some changes need a push before believe in the results. An example being, all the evidence points towards cycling being a huge benefit to our own well being, environment and future enjoyment of our cities. The government included an aim in their manifesto recently. SNP council members then voted against a cycle path being extended in a prime location, Bearsden which would have linked up this area with the city. Their reasons were unsound and appeared to be pandering towards winning votes for the local election.

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

1. Safety for residents and all citizens.
2. Less congestion and pollution.
3. Encouragement for citizens to take up cycling or walking (less of an unsafe situation on roads - see Edinburgh improvements)
4. Less noise.

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

1. Driver road rage.

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.

Increased fines. Speed camera signage. Reducing width of roads to make way for cycle lanes and or increased pavements. Training of bus/taxi drivers to adhere to law.

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**

I'd expect the initial increase of penalties to cover any additional costs.

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

I believe it will give people more confidence in going out and about in their neighbourhoods in our cities and towns without fear of their children or loved ones being knocked down by speeding motorists or choking on constant fumes.

## 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?

Unsure

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

*No 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

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?

**Please explain the reasons for your response:**

It will of course be of huge benefit to both social and environmental areas.

## 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 Response*