

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 If you choose the second or third option, a name is still required, but it will not be published.

Rose Harvie

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 live in Dumbarton, in a relatively quiet residential street. We have few lorries, and no buses, but we frequently have speeding cars up and down the street, especially during the late evenings. There is a 'rat run' between two roundabouts at the top and bottom of the road. There are two primary and one secondary schools in the vicinity, and there are 20 mph signs which are often ignored, even during school hours and in the presence of a crossing patrol person. Speeding cars are a problem throughout Dumbarton, indeed the whole of West Dunbartonshire. I am aware of research evidence that a person struck by a vehicle going over 20mph is more likely to be seriously injured or killed. I am very strongly in favour of a widespread speed limit of 20 mph in all residential areas of Scotland.

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**

Not sure if local authorities are legally able to bring in such speed controls. If not, then a Bill in the Scottish Parliament would be required. If local authorities could pass by-laws, it might be that only some would do so. Therefore, on balance, I would favour a Scottish Government Bill for the whole country.

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

Life would be much safer, especially for children and the elderly.  
Roads would be quieter.  
Learner drivers would learn on the driving test that 20 mph was the maximum speed allowed in residential areas, and would hopefully accept this, much in the same way that no smoking in public places has come to be largely accepted.

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

I cannot think of any disadvantages, except that the policy would require careful monitoring, and thus more resources, either from the police or the local authorities. But I think the benefits outweigh the disadvantages.

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 would need to be an extensive media programme to inform the public of the start of the new law. This should include graphic images of injuries and deaths caused by speeding vehicles. The public should be encouraged to accept the advantages, and to report offenders anonymously. (There is an example of this: anyone witnessing the offence of failing to 'pick up' after a dog, and who can identify the offender and their address, is able to report the person and the address, and the local authority will take action.)  
A schools programme could encourage children to influence their relatives to comply with the law, pointing out the obvious safety advantages.

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**

Once the Bill was law, and accepted, there need be very little cost to SG. Obviously there would be enforcement costs to the LA's, but the benefits would outweigh the cost. The only cost to motorists would be fines if caught exceeding the speed limite.

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

I believe there would be a substantial benefit to society as a whole - life would be quieter, less polluting, safer, and generally pleasanter for all.

## 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**

The main groups to benefit would obviously be the young, the elderly, the disabled, and pregnant women. I can see no negative impact on any group.

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

I see no negative impact on any group.

## 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:**

Any slight economic disbenefit would be outweighed by the social and environmental benefits.

## 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?

I welcome this proposed legislation, which I believe is long over-due, and I hope that the Bill receives cross party support in the Parliament.