

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 If you choose the second or third option, a name is still required, but it will not be published.

Martin Jamieson

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 loved when we held the Commonwealth Games in Glasgow and the city centre was traffic free. It felt like the city was returned to the people and visitors for them to use and enjoy. As a half way compromise reducing the speed limit to 20 mph would make it much more safe. There may still be "accidents" but there would be far fewer fatalities. Government (both local and national) should be held responsible for all deaths caused by delays in implementing this legislation. These "accidents" are preventable. In a similar way, the Police and Crown Office fail in their responsibilities to enforce existing legislation and deter dangerous driving.

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**

Local authorities have not implemented 20mph limits, and we need national legislation to speed this up. Perhaps if local councillors and senior staff were personally liable for deaths in areas in which they had failed to implement a 20 mph speed limit this might change.

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

Fewer people would be killed on our roads. In addition more people would feel it was safe to cycle and would improve their health. This in turn would also reduce pollution and traffic congestion.

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

There are no disadvantages. Traffic would complete journeys in the same length of time.

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.

Measure the resources that Police allocate to public safety. In the same way as the Police feel responsible for football matches, they should recognise that if they do not enforce speed limits, and more importantly dangerous driving, then they are failing in their duties. Similarly the Crown Office and politicians must find ways of enforcing public safety.

Health and Safety legislation requires employers to review incidents and manage the safety of their staff. Politicians should have the same duty of care for the general public. The next time that someone dies in an "accident" involving vehicles driving in excess of 20 mph, each politician, police officer and council manager should ask themselves what was unique about this? In what way could they have learned from previous "accidents" and taken action to prevent this one?

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**

Fewer injuries will reduce costs for NHS and public. Fines should cover enforcement costs. Increased active travel will generate health benefits and reduce costs. Motorists will save a little money by accelerating more slowly and driving at a steady 20 mph, than they would be accelerating to 30, and braking for the next red light.

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

There will be fewer people killed or injured. People will feel more safe and there will be less pollution if more cycle or walk.

## 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 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

**Please explain the reasons for your response:**  
Positive benefits, and self financing enforcement.

## 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?

Yes, please extend this to include strict liability where a motorist injures a member of the public (pedestrian or cyclist) and enforce it!