

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 If you choose the second or third option, a name is still required, but it will not be published.

Karen Osterberg

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 witness speeding every day living next to a sign that displays drivers' speed. The speed through my village is 30mph and the sign regularly flashes over 45mph. Something needs to be done urgently.

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**

It must be law or it won't be taken seriously.

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

The research done to back the proposal is incontrovertible evidence that it would be beneficial on many levels.

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

Only that going through the processes would take time and the change, if approved, would take time. Some authorities may argue the cost but I would suggest they look at the money they waste annually and argue that.

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.

PUBLIC INFORMATION FILMS! Bring them back. It would be quite an eye opener for people to realise the difference that traveling at 20 rather than 30 makes to braking distance, reaction time and at worst, the impact on the human body when struck by a car. Be blunt. People need reminders about every day laws. Sadly celebrity endorsements are also useful and effective. Assuming the new speed limit rules will be phased in across Scotland localised adverts in local papers, radio and tv. Enforcement: speeding is epidemic and across all ages and genders. Strict enforcement after a "honeymoon" period to allow people to get used to the reduced speed after which harsh fines and bans.

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**

Local authorities will have an initial expense of changing signage. Government will have an increased cost of whatever is required to roll out a new bill. Advertising and enforcement will be increased to begin with but then should be returned to normal once the bill is fully operational. There should be no cost to motorists other than fines if they speed. If people say it will now increase journey time and therefore costs this is something to be considered but not influenced by. Quality of life overrides this. And truthfully we are only talking about a few extra minutes to pass through a 20mph zone. Other is a bit vague. By other do you mean shops that may be within the area? Travelling at slower speeds will give motorists more time to safely observe their surroundings and may be beneficial to local businesses.

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

Yes. I think it will increase flow in town centres. People will be able to pull out of junctions more easily and safely, people will be able to park on the roadside more easily without traffic bearing down on them. The reduction in noise will be beneficial to the well-being of residents. Shops may notice an increase in trade as drivers are more likely to "notice" their surroundings. This will only happen if it is enforced though.

## 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**

Any Bill that protects the people is beneficial to everyone.

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

There should be none. Why would reduced speed impact anyone because of their sexual orientation, religion or race?

## 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 intention of this Bill, for it to be successful, relies on it being carried out by the public. It is not reliant on continued funding, development, movement of resources or green belt invasion. It will of course have an initial expense to change signage but after that all new signs will automatically be at the appropriate figure. As long as areas are not favoured over others and the reduced speed limit is phased in equally and fairly there will be no social impact other than a beneficial one. If it were to be phased in too slowly and areas were specifically targeted for enforcement and fines, for example into the Highlands and Islands but not central belt for another 12 months, then that would cause social issues and retaliation from the public. It may also cause people to be less inclined to uphold the new reduced speed limit.

## 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 strongly believe in this Bill. Living rurally I sit in cars with people entering villages at 45mph breaking only when speed warning signs flash at them. They then speed up to 45 again before they have left the 30mph zone. I find it exasperating that drivers cannot be bothered to slow down for just a few moments that it takes to pass through. A child was killed by this action in the village next to us. Bringing to light the devastation that "casual" speeding causes is essential. People don't think this is speeding and say to me "aren't you good" when I drive through at 30 as if it's optional. Everyone does this, lorries, tractors (!), cars; all ages and both genders equally at fault. This new Bill will save lives I am certain and all the other benefits are well evidenced. Scotland should lead the way here and this is a fantastic opportunity.