

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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.

Duncan Fraser, Parent Teacher Council member

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.

Partially opposed

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

The data on cost/benefit is not persuasive - I fully appreciate the costs involved in fatal accident inquiries and the devastation to families - but £4m for an 11% casualty rate? The data on causation is too complex to reach a simplistic A=B ie lower speed does not mean there will be fewer accidents. It may lead to lesser injuries but that is a potential rather than an actual benefit. I drive to work and to school - the Edinburgh 20mph zone is a mis-guided attempt to lower accident levels. It adds unnecessary delays and increases frustration, leading to speeding in other non-20 areas.

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

A far more targetted approach rather than a blanket government/legislative solution. Where are the issues and what are the specific factors - there is always more than speed in every accident. There is no scope to increase enforcement so the penalties are inconsequential; and surely slower moving traffic emits more exhaust fumes than moving quickly?

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

None

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

Longer slower journeys
More exhaust because of longer slower journeys
More accidents at lower speeds
Money spent unnecessarily and seemingly to address the apparent inequality in road casualties!!
No enforcement opportunities

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.

Far more than is currently available
Will Speed Awareness Courses be available for this lower speed level?
The potential for lowering speeding thresholds to match those in England and Wales, linked to the SAC above, will have the desired impact on changing driver attitudes and therefore driver behaviour - why is enforcement seen as the way ahead?

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

The SG will pass the burden onto LAs who will seek higher enforcement from the non-existent police who then become the "bad guys" in another government drive to pursue their egalitarian agenda - rather than seek to understand what the issue actually are and target initiatives where they are most needed

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

No

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)

Please explain the reasons for your response

There will be no impact on these groups as the restriction would apply equally to all road users

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

There are no negative impacts

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?

No

Please explain the reasons for your response:

Huge cost to initiate and no cost recovery - if it works there is no fine enforcement money. the reduction in legal inquiries could be substantial which is a revenue saving but is an unpredictable cost

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?

Another blanket solution to localised problems caused by a wide range of factors.
Wait until speeding thresholds are reduced so that speeding becomes as unacceptable as other driving offences - sanctions need to be applied fully.