

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 If you choose the second or third option, a name is still required, but it will not be published.

Andrew Fraser

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 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

We know, from previous experience, that a 20 miles/hr limit will not, on its own, guarantee that vehicle speeds are capped at 20 miles/hr. We do not want the plethora of signs which would accompany it. We do not want to generate a false sense of security among road users.

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

Local authorities are perfectly capable of changing speed limits on an area basis, as has been done in Edinburgh. As, in many situations where they may be appropriate, they will seem too slow to drivers, who are influenced by many other aspects of the road environment than mere signs. In order that they work in these circumstances, and in fairness to them, drivers will need Intelligent Speed Assistance (ISA). The government has long since promised to promote ISA and we should by now have been ready to apply it. To the best of my knowledge, there is no need for a Bill - although the application of a 20 miles/h limit will require the mandatory version of ISA. Given the popularity of the idea of 20 miles/hr limits in certain areas, this should not prove problematical.

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

I do not see any advantages of the proposal - it is not true to say that 20 miles/hr orders have to be made on a street by street basis. The streets are simply listed in the Order, which could have advantages where a street in an area might be better with a different limit. (Actually, 25 miles/hr might be more sensible than 20 miles/hr, and ISA would facilitate a finer grain. It may even be possible to restrict speeds to 10 miles/hr in these dangerous super store car parks.)

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

A huge increase in the number of signs, where speed limits change.
The limits will eventually be ignored (as happened earlier last century), rendering them a complete waste of public money, which might otherwise have been spent more effectively in terms of accident reduction - although the loss of our strategic regions in 1996 has made this rather difficult (as the fatality record shows).

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.

The last things we want are more signs and more police involvement. Surely, compliance should be maximised through the application of ISA.

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 have responsibility for speed limits so, naturally, the costs will fall on them. I would not expect any reduction in accident costs, as the roads I'd expect to be involved do not generate large numbers of serious accidents, anyway. The sad thing is that this is yet another diversion from treating worst things first.

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

I cannot think of any.

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

I can see no causative relationship between a speed limit and the protected groups.

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

I can see no causative relationship between a speed limit and the protected groups.

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:

It may lead to a further lowering of respect for the law.

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 would suggest that it be abandoned until we have a fully functioning system of ISA. At that time, it might be possible to introduce a far more fine-grained system speed limits, with which the vast majority of then population is content.