

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

on behalf of an organisation

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".)

No Response

Please select the category which best describes your organisation

Commercial organisation (company, business)

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 If you choose the second or third option, a name is still required, but it will not be published.

Westcotec Traffic Safety Systems

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

Please explain the reasons for your response

The proposal is clearly designed to reduce casualties in urban areas . Any scheme that is clearly evidenced to reduce casualties has got to be of benefit to the population . There are also other ancillary benefits such as pollution reduction and health benefits. A strength of the proposal is the option for the Local Authority to opt out of the default position and employ a 30 mph limit where appropriate and evidenced. A blanket 20 mph limit in all areas will lead to discredit in those areas where it is clearly not appropriate . The 20 mph limits need to promote self compliance and there are places within urban areas where 20 mph is too slow.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

No

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

Casualty Reduction
Improved Environment for vulnerable road users (pedestrians,cyclists etc)
Reduced pollution
Option for Local Authority to employ 30mph limit where appropriate.
Enhanced quality of life for residents

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

No Response

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.

20mph Vehicle Activated signs to be employed through the zones, these can be combined with pollution measuring facility if required.
Data collection to enhance the picture around speed compliance.
Targeted police enforcement is required in those areas where problems have been identified by data profile.
High profile media campaign prior to launch of the scheme to include all of the facets of the system.
Periodic updates as to the improvements in terms of pollution and casualty and speed reduction.

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

Scottish Govt cost will be in initial legislation processes Local Authorities will have increase with signage and infrastructure costs. Motorists will have reduction in costs with improved fuel consumption. Significant reduction in cost will be to all agencies long term following on from reduction in casualties

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

No Response

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

Positive impact for disabled road users as improved safety with reduced speeds will facilitate more effective transit for this group .

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

No Response

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 long term gain needs to be factored in with the positive benefit to Health Services and Emergency Services savings from reduction in injuries and fatalities on the roads being taken into account, this will ensure that the overall benefits will positive in terms of cost 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?

No Response