

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

Third sector (charitable, campaigning, social enterprise, voluntary, non-profit)

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 If you choose the second or third option, a name is still required, but it will not be published.

Paisley East & Whitehaugh Community Council

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.

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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 supportive

Please explain the reasons for your response

Paisley East & Whitehaugh Community Council support the proposal in principle as a means of improving safety in residential areas

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

A consistent approach is required on a Scotland-Wide Basis - without legislation there could well be a piecemeal implementation from authority to authority, which can only be confusing for motorists.

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

The main advantage would be improved safety. However, this measure could also encourage more people to travel locally on foot rather than use their cars, eg to visit local shops and more people might also be inclined to cycle.

The proposal could lead to a decrease in pollution in residential areas.

All of these factors could have positive health implications

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

Marginally increased commuting time and for delivery drivers, taxi drivers etc

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.

There would have to be a high profile publicity/education campaign in the run up to implementation and for a period afterwards as a reminder that a lower limit applies on restricted roads.

There would have to be more high visibility policing on restricted roads considered to be speeding "hotspots" for a period after the new limits are introduced.

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 initial costs of implementing the bill - changing road signs etc. would have to be met by additional funding from the Scottish Government rather than from existing Council budgets. After the initial costs, the impact on the Scottish Government should be cost neutral. Subject to that, local authorities should not be any worse off and might gain in the long run through not having to initiate procedures to designate specific 20mph zones etc. Lower speeds might help reduce fuel consumption for motorists.

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?

Neutral (neither positive nor negative)

Please explain the reasons for your response

Do not consider that there will be any equalities implications arising from this proposal.

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:

Cannot perceive any future disproportionate economic, social and/or environmental impact.

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