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 would like this response to be anonymous (the response may be published, but no name)
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 If you choose the second or third option, a name is still required, but it will not be published.
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

Q1.۱	Which	of the	followir	ig best	expres	ses y	our/	view	of the	proposal	to	replace	the o	current	30mph	default
spee	d limit	on res	stricted	roads	with a 2	0mp	h lim	it.								

Fully opposed

Q2. Could the aims of t Parliament)?	his proposal be better delivered in another way (without a Bill in the Scottish
No	

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

No Response

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

Increased congestion and pollution. Small decrease in severity of accidents may be seen, but this could be achieved with selective speed limit changes, rather than a blanket reduction.

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.

No Response

Page 12: Financial implications

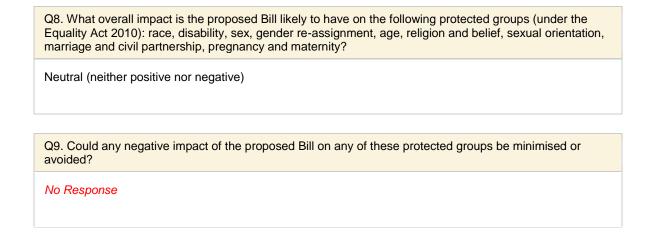
Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

	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		Х				
Motorists	Х					
Other						
Police Scotland						

O7. Do you believe there will be any other benefits to reducing the speed limit from 30mph to 20mi																				
	nnh	200	+0	Imnh	20	from	limit	$n \sim a d$	thaa	Inina	- r	afita.	han	athar	ha anı	va /ill	thora	مريمالم	 7 D	\sim

No

Page 14: Equalities



Page 16: Sustainability of the proposal

Q10. Do you consider that the proposed Bill can be delivered sustainably i.e. without having likely f	uture
disproportionate economic, social and/or environmental impact?	

No

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