

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 If you choose the second or third option, a name is still required, but it will not be published.

Gordon J. Henderson

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

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**

Restricted roads are where pedestrians, cyclists and motor vehicles are most likely to meet. Lower speeds will help reduce the severity of injuries suffered by the more vulnerable parties, without greatly increasing journey time. However, if journey times did increase it might encourage people to walk or cycle which might help reduce the level of obesity and diabetes in the general public. This should save the NHS money, reduce carbon emissions and urban air pollution.

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**

This needs to be implemented from on high by people with some influence on Transport Scotland.

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

As described in my previous response, less serious injuries as a result of vehicles hitting pedestrians. If done as part of a transport policy that made pedestrians highest priority, followed by cyclists, followed by public transport and finally private vehicles, this would help address some of the issues affecting Scotland, e.g. high levels of obesity and diabetes due to lack of activity, reduction in CO2 emissions and less urban air pollution.

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

I cannot see any disadvantages.

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.

More speed cameras.  
Redesign roads to slow private vehicles and help pedestrians, cyclists and public transport to move smoothly.

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 Government will save money by reducing health spending in later years as a result of a more active population and less urban pollution. Motorists may save money - fewer serious collisions could save money on insurance.

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

There may be the potential to revive high streets if motor vehicle traffic is discouraged and people shop locally rather than driving to out of town superstores.

## 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**

All groups will benefit from reduced injuries and urban pollution.

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:**

Environmental impacts will be positive. Walking and cycling are more sustainable than travelling by car. Economic impacts caused by reducing serious injuries to individuals will be positive, as will the general improvement to health as a result of more active travel.

## 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*