Your message:

Q1a Which best expresses your view of the proposal

Fully supportive

Q1b Why?

The RCPCH’s report The RCPCH’s report ‘Why Children Die: Death in

infants, children and young people in the UK, Part D (October 2014)’

clearly lays out the evidence behind the need to reduce speed limits in built

up areas to 20mph. Road traffic injuries are a major cause of preventable

death during childhood and adolescence, and on average six children (under 16

years) died annually on Scotland’s roads between 2011 and 2013 (Scottish

Government. Road deaths and injuries). On average between 2009 and 2013,

there were two pedestrian fatalities, one pedal cyclist fatality and two car

fatalities involving children, signalling a need to better protect children

through targeted measures, including lower speed limits.

The proposed Bill is directly relevant to the State of Child Health Report

2017 call, within the recommendations for Scotland, to reduce the number of

child deaths and for the implementation of a robust, consistent child death

review system.

Q2 Could the aims of this proposal be better delivered in another way

(without a Bill in the Scottish Parliament)?

No. RCPCH believes that legislation is the best way to deliver this change,

to ensure that it is enforceable by law and that it is applied wholescale

through all built up areas in the country so that drivers will assume if this

(in the same way that the current assumption is 30mph).

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

20mph limits in built up areas will create safer places for children to walk,

cycle and play, reducing fatal and non-fatal injuries from traffic accidents

and making walking and cycling more attractive options for children, young

people and their parents/carers.

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

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cycle and play, reducing fatal and non-fatal injuries from traffic accidents

and making walking and cycling more attractive options for children, young

people and their parents/carers.

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

proposal?

None. However, the change requires clear signage and enforcement.

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

A media publicity campaign, clear signage and police enforcement will be key.

Campaigns explaining the benefits of a smooth driving style that avoids

excessive acceleration and braking would increase the benefits to drivers by

maximising fuel efficiency and minimising air pollution whilst travelling in

20mph areas.

Q6 Taking account of both costs and potential savings, what financial impact

would you expect the proposed Bill to have?

Some increase in cost:

Scottish Government (campaign)

Local Authorities(signage)

Broadly neutral cost: Motorists (if drive smoothly)

Other

Broadly neutral cost: Police Scotland (increased enforcement costs offset by

reduced number of accidents requiring a police response).

Q7 Do you believe there will be any other benefits to reducing the speed

limit from 30mph to 20mph?

ROSPA’s Road Safety Factsheet 2017 details the evidence and the benefits of

this change. RCPCH supports this view point.

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. The proposed bill will have a beneficial impact on the young (and

also likely the older members of our society)

Q9. Could any negative impact of the proposed Bill on any of these protected

groups be minimised or avoided?

No negative impacts identified.

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:

Reductions in road traffic accidents and injuries to children and young

people will reduce costs for the NHS but more importantly it will reduce the

cost to society from the loss of children and young people before they have

had a chance to reach their potential.

We anticipate the proposed bill will also impact positively on the

environment by reducing air pollution in urban areas.

Q11. Do you have any other comments or suggestions on the proposal to

establish a 20mph default speed limit on restricted roads?

RCPCH believes this is a sensible policy proposal with many benefits and that

that other nations in the UK and Northern Ireland (and further afield) may

follow suit.

11. Thank you for considering our response.

Privacy Preferences: I do not wish to receive email updates from the Scottish

Greens

The Scottish Government will share your response internally with other

Scottish Government policy teams who may be addressing the issues you

discuss. They may wish to contact you again in the future, but we require

your permission to do so. Are you content for Scottish Government to contact

you again in relation to this consultation exercise? Yes