

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".)

Professional with experience in a relevant subject

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 If you choose the second or third option, a name is still required, but it will not be published.

Clayton Omwanga, Roving Safety and Security Adviser, Save the Children International

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

I supporting on safety grounds. 1. To protect all vulnerable road users: children, the elderly and the disabled. 2. To reduce the fatalities and injuries of victims 3. To reduce vehicle fuel emissions

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

Having a bill will provide the legislative framework for enforcement and will give room for clarifications. Discussions made before the bill is passed will give room for closer scrutiny of all related elements including stakeholder analysis, unforeseen gaps, related legislation, capacity of enforcers to enforce, monitoring of progress, and lessons learnt.

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

Advantages will be realised in a cleaner environment and safer roads for all users and in particular, the vulnerable, resulting in reduces casualties and injuries.

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

Probably delays, and just agitated drivers. But this will be in the initial days of implementation. After that people will get used to it.

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.

Erecting of new related signage: new signage will have to be consistent with the bill and might require removal of older signage. The signage will have to be both on the road itself and alongside the road. It has to be visible enough to all road users

Re-training and equipping enforcement agencies. Police, judiciary, and all agencies involved will have to be properly trained in and equipped to enforce the new law. In the initial stages, there is likely going to be more involved than just the police.

Creating public awareness and education. There will be need to use every means available including mass media, social media, and other interactive activities including walks and other public events. It is about creating an whole new culture around road transport and creativity will be vital.

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

I am not conversant with the context. However I envisage Significant reduction in cost to all the entities. For Scottish Government and Local Authorities it is in terms of reduced cost of medical care and rehabilitation of victims. For motorists it is about reduction in liability on account of occurrence of crashes. Others would include general public that would not have to suffer expenses for taking care of victims of road crashes, or missing out of other activities (going to school, work, etc) after a crash; or sustaining life-long injuries that will affect the quality of life; or having an income earner incapacitated.

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

Yes this if well managed will be a success story that can be replicated in other places with huge gains!

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

This will protect members of those protected groups whose members are vulnerable such as disabled, the old and pregnant women.

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

It could be probably in the event that any of such groups is found culpable of breaching the legislation, then they could face harsher treatment for enforcement agencies. Please also note that my response for this question has no prior expense or empirical backing.

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:

Yes the gains far outweigh the disadvantages. There is need for continuously monitoring its impact though so that the unforeseen are addressed as they occur.

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