

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

Other (e.g. clubs, local groups, groups of individuals, etc.)

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 If you choose the second or third option, a name is still required, but it will not be published.

Rebecca Munro, Chairperson, Ulva Primary Parent 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.

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

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

There has been an ongoing dialogue for a few years between parents of Ulva Primary and Argyll and Bute council regarding a 20mph zone around our school, as we currently sit on a 60mph road, with no signage even to slow to 30mph. We completely agree with the council's assessment that it would not be financially justified to put in the 20mph signs with flashing lights, but we believe there is a case to be made for putting in fixed 20mph signs. A traffic survey was done by the council in 2014, but looking at it, I believe there a couple of arguments that can be made to say it does not show the entire picture. Firstly, the traffic numbers were taken over a 24 hour period and then the average taken. This means that hours during the night, when little or no traffic passes by the school, have been included in the figures and skew the data considerably. Secondly, the survey took place in 2014, before RET was introduced to Mull. A freedom of information request made to Calmac shows that in the period including May to September 2014, the year the traffic survey was undertaken, 47,438 cars landed at Craignure and Fishnish. By 2016 for the same period of May to September, this had increased to 61,341. We believe these are both valid reasons for Ulva School to be considered again for 20mph zone signs, as it is of course situated not even in a 30mph area, but sits on a 60mph road, and why we back a proposal for all roads around schools to be restricted to 20mph. We believe there would be other areas that would merit a 20mph limit (e.g. around shops, hospitals, built up areas, known trouble spots), but that a blanket 20mph change in all areas that are currently 30mph would probably be unnecessary and could even be unhelpful.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

Unsure

Please explain the reasons for your response

We would have to see alternative suggestions as to how this could be achieved before making a judgement on if it would be possible without a bill in parliament.

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

For ourselves, it would mean a much safer area around our school for the children, both when they arrive and leave as well as when they are in the playground at break and lunch.

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

We wouldn't wish to comment on the disadvantages for other areas, as we are a very rural location and it would be up to those in more built up areas to comment more beneficially on the disadvantages to them.

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.

In the short term after the 20mph limit was brought in, I believe an increased police presence would be necessary to enforce the new limit, as well as signage and an ad campaign to educate drivers

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

Some initial increase in cost at the outlay would be expected, but imagine in the long term it would become cost neutral as signage would already be in place.

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)

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?

Unsure

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Please explain the reasons for your response:

It would depend on the extent to which the bill is implemented, e.g. full switch from 30mph to 20mph in all areas, or just partial in the areas that most need and want it.

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?

I think it would be more difficult to get support for a bill to change all 30mph zones to a default 20mph. Public support might be far more forthcoming if the areas for 20mph were targeted