

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 If you choose the second or third option, a name is still required, but it will not be published.

Gillian Rooney - Co Chair Holy Trinity PS

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

Our primary school is positioned near the junction of two very busy main roads, which is also a bus route. We have continual issues with the amount of traffic around the school, as well as parking and speed of vehicles. This measure would go some way to assisting the school in its push for park & walk and allow for passing traffic to do so at a safe speed, not alarming pedestrians as they do so now.

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

If the action is a result of a Bill through Scottish Parliament then we have a better chance in our arguments with the council in ensuring there are consistent safe routes around all our schools in Scotland.

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?

Ensuring it is adhered to, how will this be done?

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.

Tickets issues to speeders, notices sent out from the schools and from the council via newsletters & social media.

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				X		

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

Motorists				X		
Other				X		
Police Scotland						

Please explain the reasons for your response

People may take to using alternative transport, walking, for the school run. If the Bill is introduced and a full roll out takes place nationally then there is the saving of doing all at once, as mentioned in the Executive Summary, rather than doing bit pieces locally, which tends to be a drain on local resources.

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

Yes, carbon emissions will be reduced and people may choose to walk, which is healthier. There is also the reduced risk in accidents, as the speed that cars drive by our school is ridiculous.

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)

Please explain the reasons for your response

Making a car travel 10 miles per hour slower will not, in my opinion, have adverse effects on anyone. If people claim they will be held up due to the speed limit then they need to ensure they plan their travel in advance.

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

I do not know of any negative impact so could not comment.

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

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?

Please explain the reasons for your response:

If planned properly and managed properly, then there should be no detrimental impacts.

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?

Not at this time.