

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

Representative organisation (trade union, professional association)

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 If you choose the second or third option, a name is still required, but it will not be published.

Dervaig Primary school

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

The roads which access Dervaig primary school and all entry roads to Dervaig village on the Isle of Mull are experiencing high volumes of speeding traffic which ignore any and all current road signage on the approach to our school. As these roads are single track without pavements, children and parents on foot and cycling are at extremely high risk on their way to and from school. Our school garden which is frequently in use as an outdoor classroom is situated opposite the front gate of the school and requires children and staff to cross the road where speeding traffic is continually witnessed. We call on the government to enforce a 20mph speed restriction in our school community.

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

No

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

Increase road safety for pedestrians and cyclists in villages. To enforce drivers to drive under 20mph through our village by law

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

No Response

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.

Flashing lights on drivers until they reduce speed to 20mph. Speed restriction bumps on roads adjacent to school entrance. Leaflets through doors advising of the new speed limit. Police actively speed checking on the roads approaching the village and/or at the school site.

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

I expect the most cost would be borne by the local councils for new signage and for information to be sent to homes and for police engagement. However safety of children is paramount importance therefore a valuable investment.

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

In built up areas of villages and on single track rural roads with no pavement, vehicles travelling under 30mph will significantly increase the safety of all pedestrian road users, in rural areas this includes farm animals, pets and wildlife which all travel across and along our roads, reducing the risk of death by car strike.

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

Everyone in the community will benefit.

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

No negative impact

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:

This is a low cost low risk action which will have high positive impact on all involved from time of implementation and into the future. It's a bill which is safe guarding children.

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?

In villages with schools it is absolutely paramount and should be law enforced.