

Citizen Participation and Public Petitions Committee
Wednesday 11 February 2026
4th Meeting, 2026 (Session 6)

PE2149: Install speed cameras near schools

Introduction

Petitioner Andreas Heinzl

Petition summary Calling on the Scottish Parliament to urge the Scottish Government to legally require speed cameras in front of all schools next to major roads.

Webpage <https://petitions.parliament.scot/petitions/PE2149>

1. [The Committee last considered this petition at its meeting on 4 June 2025.](#) At that meeting, the Committee agreed to write to the Scottish Government.
2. The petition summary is included in **Annexe A** and the Official Report of the Committee's last consideration of this petition is at **Annexe B**.
3. The Committee has received new written submissions from Transport Scotland and the Petitioner which are set out in **Annexe C**.
4. [Written submissions received prior to the Committee's last consideration can be found on the petition's webpage.](#)
5. [Further background information about this petition can be found in the SPICe briefing](#) for this petition.
6. [The Scottish Government gave its initial response to the petition on 29 April 2025.](#)
7. Every petition collects signatures while it remains under consideration. At the time of writing, 66 signatures have been received on this petition.

Action

8. The Committee is invited to consider what action it wishes to take.

Clerks to the Committee
February 2026

Annexe A: Summary of petition

PE2149: Install speed cameras near schools

Petitioner

Andreas Heinzl

Date Lodged

24 March 2025

Petition summary

Calling on the Scottish Parliament to urge the Scottish Government to legally require speed cameras in front of all schools next to major roads.

Background information

Since 2023, many roads adjacent to schools have had a 20mph speed limit introduced to ensure the safety of school children. At many of these roads there is still a problem with speeding. Enforcement is mostly non-existent.

Speeding is a problem at my local primary school. Transport Scotland has introduced more signage and paintings on the road with no visible results. Children and parents are scared to walk along the road to the school or the playground. Transport Scotland is unwilling to introduce more than signage to the road and there are no speed checks. Where a road is more than 200 metres, average speed cameras should be installed.

I believe this is an issue in other areas of Scotland. It would be prudent to make it compulsory to have speed cameras in front of schools to ensure the safety of children, parents, teachers and other pedestrians.

Annexe B: Extract from Official Report of last consideration of PE2149 on 4 June 2025

The Convener: The last of the new petitions, PE2149, lodged by Andreas Heinzl, calls on the Scottish Parliament to urge the Scottish Government to legally require speed cameras in front of all schools next to major roads. The SPICe briefing explains that there are a number of key criteria for the installation of a safety camera at a specific site. The Scottish Government's response to the petition notes that the enforcement of speed limits is an operational matter for Police Scotland. The submission states that the Scottish Government provides grant funding for the Scottish safety camera programme, which supports targeted enforcement. The Scottish Government also highlights the annual site prioritisation process, which determines new safety camera sites across the road network.

The petitioner's submission expresses concern about speeding in their area. The Scottish Government published "Scotland's Road Safety Framework to 2030: Together, making Scotland's roads safer". The framework highlights a three-year study by the Department for Transport into the effectiveness of sign-only 20mph limits, which found that lack of enforcement and lack of concern about the consequences of speeding were the primary reasons for non-compliance. Do committee members have any suggestions for action?

David Torrance: I wonder whether the committee would like to write to the Scottish Government to request the annual grant funding figures for the Scottish safety camera programme since 2021 and to ask for its view on whether the requirement for a minimum number of collisions could be reviewed to consider alternative risk assessments for the siting of safety cameras, such as historical collision data from similar roads. The committee could also ask the Government to clarify what action is being taken to support Police Scotland's enforcement of 20mph speed limits, given the importance of enforcement as set out in "Scotland's Road Safety Framework to 2030", and to provide an update on the framework's key performance indicators on enforcement for 2024-25.

The Convener: Thank you. Are colleagues content to support those proposals?

Members indicated agreement.

Annexe C: Written submissions

Transport Scotland written submission, 31 July 2025

PE2149/C: Install speed cameras near schools

Thank you for your correspondence of 7 July 2025, following the meeting of the committee on 4 June, regarding the above petition.

You have asked:

The Committee is keen to receive the annual grant funding figures for the Scottish safety camera programme since 2021. It would also welcome the Scottish Government's view on whether the requirement for a minimum number of collisions could be reviewed to consider alternative risk assessments for the siting of safety cameras, such as historical collision data from similar roads.

The annual grant funding figures since 2021 are in the following table.

21/22	22/23	23/24	24/25	25/26
£5.3m	£6.1m	£7.08m	£7.53m	£7.7m

You asked about alternative risk assessments and a review of the minimum number of collisions.

The current site selection criteria was last reviewed in 2019 and the consultation documents can be viewed in full at this online location: [Scottish Safety Camera Programme | Documents | Transport Scotland](#).

The Scottish Safety Camera Programme is primarily a casualty reduction programme which supports the aims set out in the Road Safety Framework to 2030. This means the programme prioritises locations with the most significant casualty and collision reduction potential. However, the programme also has adjustments to accommodate locations where road safety concerns exist, which do not meet permanent site selection criteria.

The use of collision and casualty evidence allows us to prioritise public investment to areas of greatest need. Enforcement is not possible at every location on every road and the use of evidence is currently the most reliable way to identify where enforcement would have the most positive impact.

Roads should be designed so that mistakes made by road users do not result in death or serious injury. Effective speed management is part of creating a safe road environment which is fit for purpose. It involves many components designed to work together to require, encourage and help road users to adopt appropriate and safe speeds below the speed limit. As well as being the legal limit, speed limits are a key source of information to road users, particularly as an indicator of the nature and risks posed by that road both to themselves and to all other road users. Speed limits should, therefore, be evidence-led and self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance. It is often not appropriate or safe to drive at the maximum speed limit.

Notwithstanding, we recognise that local communities will be most familiar with their local road environment and the existing safety camera criteria includes the ability to deploy enforcement in locations which do not meet a minimum number of collisions. These are defined as flexible or short term deployments. This gives local communities and other stakeholders the opportunity to request a flexible or short term deployment at areas of road safety concern. This includes any location, trunk or local, where a school may be present. The relevant Safety Camera Unit will then consider whether an additional speed survey is required to determine whether speed compliance is a problem at that location.

It may be helpful to note that the Programme Handbook is a 'live' document which means if there is evidence that a change in site selection criteria will support casualty reduction efforts, then this will be considered. This can then be presented as a change in site selection criteria, to the Road Safety Strategic Partnership Board who oversee the operation of the Programme.

The Programme office engages continually with stakeholders involved in both road safety and enforcement across the UK and internationally to monitor changes in approach and/or new technology and have supported colleagues in different countries in setting up their own enforcement approaches based on the Scottish model. It also reviews new or innovative ways of positively impacting driver behaviour which will in turn lead to a reduction in casualties.

You also asked:

In light of the importance of enforcement as set out in "Scotland's Road Safety Framework to 2030", the Committee is also keen for clarity on what action is being taken to support Police Scotland's enforcement of 20mph speed limits, and to receive an update on the framework's key performance indicators on enforcement for 2024-25.

The introduction of 20mph speed limits, where appropriate, is underway. Those roads identified as appropriate for a speed limit of 20 mph should be "self-explaining" and "self-enforcing" to the road user. However, speeds will be monitored and evaluated and where a level of compliance is not being met wider speed management measure will be considered. Enforcement of speed limits is a matter for Police Scotland, which operates independently from Scottish Ministers.

Police Scotland is represented on all the Road Safety Framework to 2030 governance groups, and Transport Scotland continue to work with them on the development of key policies which address speeds and delivers on our aspirations set out in the framework. This includes a phased roll out of the Digital Evidence Sharing Capability (DESC) Programme. DESC makes it easier for a member of the public to submit digital evidence as part of an investigation following a report to the police. It therefore has the potential to have a significant and positive impact on driver and road user behaviour and also for road safety outcomes across Scotland.

This roll out is an important complement to wider enforcement efforts, which are supported through intelligence-led deployment of safety cameras, police officer led speed enforcement activity and public awareness campaigns.

Petitioner written submission, 22 January 2026

PE2149/D: Install speed cameras near schools

There have been a few developments in favour of speed cameras at schools.

The Committee may be interested in a BBC article about the 20mph speed limits and compliances in the country. The data is UK wide but is probably very similar to Scotland.

<https://www.bbc.co.uk/news/articles/c8e94pe6w9ro>

On 6 November 2025 I witnessed a marked police car without blue lights or sirens doing 40mph passed the radar activated sign near the Spean Bridge Primary School. It shows that even the police don't seem to stick to the 20mph speed limit. I have complained to Police Scotland about that incident and about the lack of police patrol. I have received a letter back from Police Scotland with an apology to the incident and that they have forwarded the information to local area inspector. After that there was an unmarked police car near the Spean Bridge School that stopped several cars within a short period. Also there was once a marked police car in the village checking traffic. No one in the village has since then noticed a police car checking speeding in the village. I do recognise that Police Scotland does not have the resources to check for speeding infringements at all 20mph zones let alone in front of schools. This is why it is so important to have speed cameras near schools, to ensure the safety of children, parents and other pedestrians. I can provide the letter from Police Scotland if needed.

Following to the BBC article I have done my own survey at random times near the school. There is a radar activated sign just before the school and it's right in front of my property. This radar activated sign shows the speed of vehicles passing. After collecting regarding the speed of vehicles passing the school observed that about 1/3 is within the 20mph speed limit, 2/3 are over the speed limit and of that about half are 30mph and over.

At a recent council by-election candidates have been talking to people in the village and a large proportion of people in Spean Bridge are concerned about the speed of vehicles and the wellbeing of pedestrians in the village.

I hope this will put some more light the issue of speeding near school. Unfortunately I don't have any data on other schools in Scotland.