

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".)

Member of the public

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 If you choose the second or third option, a name is still required, but it will not be published.

Frazer Barnes

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 live in Blairingone on the main street which is part of the A977. There is a local school to which my stepson attends and traffic on this road treat it as a speedway. Lorries, laden and unladen regularly travel through at 40mph+. Cars are often overtaking vehicles within the village and even Police Scotland choose inappropriate hours to do training runs in excess of 40mph through the village especially during School secure hours. This village is neglected by Perth and Kinross Council and despite years of pressing the Council and Community Council the residents of the village are expected to tolerate this deliberate lack of interest and responsibility by the Local Government.

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

Yes (if so, please explain below)

Please explain the reasons for your response

Enforcement by Average Speed Camera's would be the only deterrent likely to ensure the safety of the Children and Residents of this village.

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

Safety, Safety and Safety

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

No disadvantages and no exceptions except in actual emergency

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.

Average Speed Cameras, Police Enforcement and regular trapping.

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				

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

Local Authorities			X			
Motorists					X	
Other			X			
Police Scotland						

Please explain the reasons for your response

Revenue could be generated by Local Government by implementing Fines. ANPR & Average Cameras are not expensive when tied into the national network and infrastructure.

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

Safety is primary and it would also possibly reduce HGV traffic on Trunk roads when they should be using the Motorways.

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

Only good can come from this Bill.

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

There is no impact on these groups, the General public benefits from safer environments.

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:

Decisions can only be sustainable if the Government commits to the Bill, Residents could also have options to be pro-active in protecting their community after initial delivery.

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?

Reduction measures on A roads to ensure HGV's and Commercial Vehicles maintain the 50MPH limit. Effectively make the A977 from Alloa Roundabout to Kinross 50MPH, with longer introductions to 40MPH limit and further reduction to village boundaries down to 30MPH before the 20MPH Village Entry points.