Your message:

With the backing of my fellow residents, 95% of whom supported a petition

calling for 20mph, I have campaigned for the past three-and-a-half years to

secure a 20mph speed limit on the currently 30mph default residential avenue

where I live.

Dundee City Council, in recognition of our robust response to its city-wide

20mph consultation, has granted us a one-year trial of 20mph, which will

commence as soon as it gets around to processing the required Traffic

Regulation Order.

Transportation officers in Dundee have demonstrated through their tardiness

that they have no appetite for implementing 20mph limits. The head of city

development has stated that, ''If drivers are currently ignoring the 30mph

limit, they are not likely to adhere to 20mph.''

I agree. Without provision of the required enforcement action, this trial is

doomed to fail. It has been reported recently that 80% of drivers are

ignoring 20mph limits.

It is my contention that the solution to this flagrant disregard for the rule

of law and blatant anarchy lies in the application of current technology:

CCTV cameras equipped with Automatic Number Plate Recognition (ANPR).

The money realised from the application of fines should be ring fenced to

finance the future roll out of speed-limit-compliance measures. It is

essential that the cost burden is borne by the errant drivers whose actions

warrant the necessity of this expenditure. It should certainly not be funded

from general taxation.

1. I fully support the proposal to replace the 30mph default speed limit on

restricted roads with a 20mph limit.

2. This proposal is the best way to deliver on its aims and on Scottish

Government policy, which supports 20mph zones in residential areas. Currently

local authorities must embark on an expensive, time consuming process to

change the limit which leads to inconsistency.

3. The proposal will make our streets cleaner, healthier and safer. It will

unlock the potential for higher rates of walking and cycling, leading to

modal shift and lower overall levels of air pollution and carbon emissions

from the transport sector. There is also evidence that 20mph zones encourage

smoother driving and therefore fewer emissions, particularly of nitrous oxide

and particulate matter from diesel cars.

4. I do not see any disadvantage with the proposal.

5. The bill can be enforced the same way 30mph speed limits are enforced.

This could be backed up by a combination of a national advertising campaign,

signage, and police enforcement.

6. The proposal has the potential to create financial savings for Scotland

and in particular, for local authorities. The current model of creating

multiple 20mph exemptions to a 30mph limit is inefficient. Furthermore, safer

and cleaner roads will save public services, such as the NHS money as they

will not be required to treat injuries and illnesses that result from road

accidents and air pollution.

7. Safer streets will make for more pleasant and cohesive urban

environments with potential benefits to local businesses, happier residents,

and more thriving communities. Fewer road casualties, the potential increases

in walking and cycling, and reductions in pollution will lead to a healthier

and more active society, with associated cost savings to the NHS.

8. About a third of people don’t have access to a car and yet our streets

our dominated by cars. Evidence also shows that people living in deprived

communities are more likely to suffer in road crashes, so making streets

safer will contribute to a more equal society. There is evidence to show

that those on lower incomes are more likely to walk, cycle and use public

transport as their main means of getting around. Creating a safer and cleaner

road environment will benefit those on lower incomes.

9. There is no negative impact of the Bill on equality.

10. I strongly believe that the proposed bill can be delivered sustainably

and without having likely future disproportionate economic, social and/or

environmental impacts.

11. Thank you for considering my response.

Privacy Preferences:

The Scottish Government will share your response internally with other

Scottish Government policy teams who may be addressing the issues you

discuss. They may wish to contact you again in the future, but we require

your permission to do so. Are you content for Scottish Government to contact

you again in relation to this consultation exercise? Yes