Your message:

1. I do NOT support the proposal to replace the 30mph default speed limit on

restricted roads with a 20mph limit.

2. I accept that consistency is required in streets, and 20mph is a good

standard for genuine residential areas. However the policy is currently being

employed rather mindlessly.

3. I do not accept that the proposal will definitely make our streets

cleaner, healthier or safer. At present drivers are driving in lower gears to

attain slower speeds, and a journey that previously took 20 minutes and now

takes 30 pollutes the city 50% more. Nor I have yet seen any evidence that a

speed limit of 20mph actually cuts deaths.

Emissions will only be reduced when it becomes economically sensible for

drivers to switch to hybrids. We are decades away from all-electric cars.

4. The Green Party – for whom I vote for – is obsessed with cycling as a

form of transport. Cycling is quite unsuited as a form of transport for many,

including the infirm, the elderly, those who live on top floors of tenements,

those who have carry to bulky items and many others. Edinburgh is not a

cycle-friendly city.

Moreover, the Greens are obsessed with its commuter-driven model of

transport. Those who live in the city centre – and who make the city centre

live – need transport to leave the city each day.

5. Currently, 20mph speed limits are not enforced.

6. I do not believe it'll make much difference anyway – the average commute

speed is only 6.6mph at present.

7. Creating safer streets requires a cohesive plan that involves all road

users – motorists, cyclists, pedestrians – taking a good look at their

road use. A review of the Highway Code is long overdue. Most accidents

involving cyclists and cars, for instance, are due to cycle error. Cyclists

need to follow a consistent code of practice so that drivers can watch out

for them. Cyclists who ride at speed on pavements (a big issue in my area)

should be prosecuted severely.

8. It's probably true that 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.

This is poorly used evidence, however. Joyriders, cars in poor condition and

other irresponsible driving are responsible for a significant proportion of

injuries.

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

true. But you overstate the positives.)

10. I do NOT believe that the proposed bill can be delivered sustainably and

without having likely future disproportionate economic, social and/or

environmental impacts. In fact I don't think the Greens have thought this

through at all. Try keeping a bike in a high-rise flat. No wonder you win so

few votes in deprived areas.

11. I don't think you'll consider my response at all. I'm pretty certain

it'll end up being suppressed by the very people who are supposed to

represent me.

12. Bear in mind that I vote Green. You should be concerned that I feel this

strongly.

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