Your message:

1. While there will still be places where a 30mph limit remains appropriate,

especially outside residential areas, a default of 20mph will save lives and

improve people's quality of life.

2. The existing system is cumbersome and expensive: if Ministers want to meet

their other targets in terms of active travel and road safety I would urge

them to support it.

3. Currently I do not cycle, not least because the roads feel unsafe with

30mph traffic on them. Slower safer traffic supports both walking and

cycling, and helps set up a virtuous circle with fewer cars on the roads:

eventually just those which really need to be there (e.g. for people moving

heavy objects or for people who have difficulties with mobility). This policy

is not a panacea - we also need changes to planning and street design, and an

end to the internal combustion engine altogether - but it is an essential

step, especially for safety and pollution.

4. No disadvantages.

5. Existing enforcement systems would be a decent basis here, and a national

roll-out would have communications advantages over piecemeal local

approaches. It can't be hard to change the speed setting on a camera either!

6. The most important savings are the hardest to quantify: those to the NHS

and other public services from reductions in road traffic accidents and from

reduced air pollution. The experience of Edinburgh is also that doing it

locally is more costly given the procedures required to seek multiple traffic

regulation orders.

7. I want to live in a Scotland where all communities are safer to walk and

cycle around. I've been to the Netherlands and to Scandinavia, and I know

what an active travel culture looks like. These places also have much more

pleasant spaces for shopping and for tourism, as well as just for local

residents going about their daily business. The current speed limit breeds

alienating and dangerous public spaces: it's important to see this Bill as a

regeneration proposal for Scotland's towns and cities, amongst other things.

8. A lot of the faster and more dangerous roads in Edinburgh used to be those

through lower income communities, with 20mph zones and speed bumps more

common in better off areas. Car ownership is obviously correlated with

income, so favouring pedestrians and cyclists is a clear equalities issue.

9. Nothing negative.

10. The alternative to this bill is sticking with an unsustainable status

quo, a system which would continue to bring social, environmental and

economic costs which span generations. This is one small cheap step towards a

better Scotland.

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? No