Thanks, Mark.

Jon Molyneux, newly elected Green Councillor for this ward is aware of the problem and we have an active residents group pursuing various ideas. Police Scotland are involved but the past reluctance of Glasgow City Council to think outside the box has stymied efforts to date to provide a solution. Hopefully your Bill will result in a higher profile for the problem.

A nearby colleague, is heavily involved in cycling law and has a radical viewpoint on 20mph and enforcement. With his leave I reproduce an email below he sent me recently which makes some interesting points:

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*Hi   
  
You pose what is probably the most asked question about 20mph speed limits, "how will they be enforced".  
  
Traffic calming is an obvious solution: it’s hard to speed when there are ruddy great lumps in the middle of the road. However, while I agree that they can be locally useful, I think that focussing too much on mechanical solutions works against widespread adoption of 20mph.  
  
I will try to expand.*

* *There is often a strong pressure to put in traffic calming in 20mph areas, but you could equally argue that there should be engineering to make people travel no faster than 30, 40, 50, 60 or 70 mph as appropriate. Of course there isn't, it would be ridiculous, so we why should we have traffic calming exclusively for 20mph?*
* *That is not to say that there shouldn't be traffic calming in areas of concern, but bear in mind that there are major financial costs associated with it. Installation costs are about £50,000/km. Given that Glasgow alone contains about 1,400km of residential roads, the sums needed to slow Scotland's roads to 20mph by traffic calming is prohibitive.*
* *There are also ongoing costs associated with traffic calming. They need additional maintenance over and above typical road maintenance, causing an enduring cost burden.*

*Let’s look at it another way*

* *In an ideal world, everyone at all times would obey the speed limit. We know that this does not happen.*
* *However, the lower the speed limit, the lower average speed. If you reduce speeds for 30 to 20mph, experience shows that drivers may speed, but average speeds come down to somewhere in the range 20-30mph, definitely a good thing.*
* *So how can we improve compliance without speed bumps? The Norway model is worthy of contemplation as an example with very high penalties for speed violations* [*http://www.speedingeurope.com/norway/*](http://www.speedingeurope.com/norway/)*.  I am not saying that we should necessarily have new draconian speeding laws, but if, for example, drivers who speed at 30mph in a 20mph zone are treated as people breaking the speed limit by 50%, rather than by a minimal 10mph, then their sin should be penalised accordingly; high fines, high levels of points on licence (30mph in a 20mph zone is proportionately the same as 105mph on a 70mph road).  For speeding in 20mph to be taken seriously, we need the Police, Courts and Procurators Fiscal to buy in to the idea of appropriate speeding penalties. This is the form of compliance that I have stressed in my response to the consultation.*
* *By going for national rather than local 20mph there will have to be a national media campaign and the police will not be able to sit aloof as they sometimes do for local 20mph schemes. Assuming that the scheme gets the publicity it needs (and the press with doubtless give it a lot of airing), then hopefully we can get people to buy in to the need for it, backed up (hopefully) with the stick of punishment for infringement.*

*At the end of the day, I agree that local calming can be appropriate but if we are to get a default 20mph across most of our city roads, we cannot afford to do it by building infrastructure everywhere. We must create compliance by social engineering; create the mind-set that speeding in cities is wrong, backed up by suitable penalties for those who infringe. Maybe not everyone will comply, but speeds will come down: that can only be a good thing.*

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**Chair, The Pollokshields Trust**

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