

## FOR

As a cyclist the reduction in the speed limit to 20 mph is a common sense measure given the amount of vehicular traffic on our roads,”

My experience of travelling from Edinburgh to Dunfermline during rush hour with a 40 MPH speed limit showed it made no difference to travel time but did make for a much more relaxing journey. Also seems that small particle pollution is caused by braking and tyre wear more than almost anything else therefore it makes environmental and safety sense to reduce speed limits in congested areas.

It would reduce the differential between car speed and bike speed and make cycling more pleasant and potentially safer. More people would be encouraged to cycle if vehicle speed is lower which in turn would make cyclists more common on the roads leading to better awareness of them by drivers. Slower speeds also reduce casualties in any accident and cyclists are less likely to be killed if hit by vehicles travelling at 20mph as opposed to 30+mph. ByCycle should definitely support the Bill and Government should enact legislation and take the lead.

## AGAINST

- Would a 20 limit not be very hard to police? We don't want speed camera in side-streets, surely
- Driving at 20 would involve more 2nd gear, not 3rd, with consequent increase in fuel consumption and pollution

The 20 mile limit in all towns would slow down the flow of traffic and would increase the risk of accidents . I would support the 20 mile limit at schools and other high risk areas

I know the head of one of the public health organisations has asked where the evidence is that this works. So why are we doing non-evidenced public health measures that won't be enforced and divert attention from better town designs ? If we can put forward a coherent argument as a cycling organisations, fine

I feel that to be effective a 20 mph limit must be used selectively in locations where there is specific and clearly identifiable need for the lower limit. I am impressed with the approach often found in Scotland where 20 limits are imposed outside schools using temporary flashing warning lights and feel that this is a good model to pursue. Without a heavy commitment of resources to enforce it, a blanket 20 limit will fall into disrepute and be ignored.

This is a very effective way of reducing traffic fumes so protects the environment as well as greatly enhancing safety. In addition, the time lost by being restricted to 20mph is relatively small given the traffic congestion in built-up areas, so the personal cost in time is tiny compared to the environmental benefits.

Reduced speeds should assist in making the top modes of travel (walking and cycling) safer and more attractive hence contributing to Government policy on active travel.

Despite being very aware, as a frequent driver, of the difficulties in driving at only 20mph I do feel that this should be the default speed in *residential* streets. I feel that the safety and environmental benefits significantly outweigh the comparatively slight delays and readjustment to driving that would result. I assume that, as in current trial areas that I'm aware of, those roads that are clearly 'through routes', such as for example Crieff Road in Perth, or that are feeding into an area of a settlement would remain at 30mph.

The advantage of the default becoming 20mph is that in each case where a higher speed limit is allowed this would need to be as a result of a clearly thought out and justified case. This is already the case where some roads within towns and cities are designated as 40mph limits, such as parts of Dunkeld Road in Perth, or a case has been made and accepted for a lower 20mph limit, for example in the centre of Errol and parts of Dunkeld.

Works well in FIFE so why not all over

Not change all 30mph to 20mph. only in certain areas eg housing estates, village centre with a shopping area, around school areas.

Cyclists should not be seen to antagonise motorists.  
I don't find the speed of most cars a problem, but things like parking, badly designed traffic calming etc.

Only if 20mph applies to around schools and housing estates where road narrow or parked cars restrict width and visibility.

No need for 20mph where only occasional house but speed limit 30mph

Too much traffic clutter in the streets will be dangerous. The speeding drivers will still speed. Police have more to do with their time than go around catching drivers who are perfectly safe driving at over 20 mph.