

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

on behalf of an organisation

Which of the following best describes you? (If you are a professional or academic, but not in a subject relevant to the consultation, please choose "Member of the public".)

No Response

Please select the category which best describes your organisation

Third sector (charitable, campaigning, social enterprise, voluntary, non-profit)

Please choose one of the following; if you choose the first option, please provide your name or the name of your organisation as you wish it to be published.

I am content for this response to be attributed to me or my organisation

Please insert your name or the name of your organisation. If you choose the first option above, this should be the name as you wish it to be published. If you choose the second or third option, a name is still required, but it will not be published.

Playing Out CIC

Please provide details of a way in which we can contact you if there are queries regarding your response. Email is preferred but you can also provide a postal address or phone number. We will not publish these details.

alice@playingout.net

Page 7: Your views on the proposal

Q1. Which of the following best expresses your view of the proposal to replace the current 30mph default speed limit on restricted roads with a 20mph limit.

Fully Supportive

Please explain the reasons for your response

Playing Out began in Bristol in 2010 as a community project, trialling the idea of short, resident-led road closures to allow children to play out freely and safely on their street after school. It aimed to address the urgent problems of children's lack of freedom to get around their streets, neighbourhoods and public spaces. These problems and restrictions are largely caused by traffic. The density and speed of traffic in residential streets presents danger to children and erodes confidence in playing outside in streets. Bristol City Council's Temporary Play Street Policy, launched in 2011, allows residents to apply for street play road closures regularly, and this model has now spread across the UK, including into Scotland. There is a growing body of evidence about the benefits to children's health and wellbeing from spending time outdoors - and in cities, this often means in the built environment. University of Bristol research has demonstrated increases in children's physical activity levels when they have access to safe space outside their front doors. <http://playingout.net/wp-content/uploads/2015/04/Bristol-University-Outdoors-And-Active-Evidence-Briefing.pdf> We know from the experiences of parents and neighbours of all ages who are involved in playing out on their streets, that 20mph is widely supported. We also know from feedback from adults and children who take part in playing out sessions, that lower traffic speeds are seen as a necessary condition for active, safe, more independent journeys around neighbourhoods by children and families. These 'next stage' journeys are widely seen as the natural progression from playing out and something children need and deserve. This quote from a street organiser sums up this view and is held by many residents involved in street play, as well as by Playing Out as an organisation: "Playing out sessions have given the children on my street a chance to build up practical skills in cycling and scooting, and a chance to get to know their street better. In a way, playing out when the street has 'road closed' signs and stewards is like their 'nursery slopes' where they practise before making other journeys. In my view 20mph is absolutely essential if they are to make those journeys to the shops, the park and to friends' houses safely. They have this right and we need to ensure the conditions are there for them to be active and independent around their city."

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

No

Q3. What do you think would be the main advantages, if any, of the proposal?

Health and wellbeing of residents
Children's increased independent mobility
Children's increased ability to play outside
Reduced car use and emissions (as more people walk and cycle due to safer roads)
Increased use of local shops
Increased community cohesion due to better use of streets as social spaces

Q4. What do you think would be the main disadvantages, if any, of the proposal?

None.

Q5. What other measures do you think would be needed to maximise compliance with the new national 20mph speed limit on restricted roads, for example in relation to advertising signage and police enforcement.

We have found in Bristol that lack of police enforcement is an issue and that even spot checks could make a big difference to how seriously the new limit is taken and complied with. However, the right kind of social marketing is equally important to ensure people understand and are supportive of the reasons behind the change. People need to see the advantages for themselves and their family. Putting children's wellbeing, freedom and safety at the heart of messages could really help with this.

The 'playing out' model of temporary road closures for children to play freely in their own street can actually help increase this understanding and support amongst residents as they see for themselves the advantages of a safer street that has wider uses than simply transporting vehicles. Promoting this model to local authorities could be one way to help increase support and compliance.

Other physical changes to streets - for example, 'DIY streets', where planters and other low-cost measures can help create a sense of streets being 'shared spaces' where cars do not dominate - have also been shown to have a significant impact on speed and driver behaviour.

Page 12: Financial implications

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

	Significant increase in cost	Some increase in cost	Broadly cost-neutral	Some reduction in cost	Significant reduction in cost	Unsure
Scottish Government						X
Local Authorities						X
Motorists						X
Other						X
Police Scotland						

Q7. Do you believe there will be any other benefits to reducing the speed limit from 30mph to 20mph?

No Response

Page 14: Equalities

Q8. What overall impact is the proposed Bill likely to have on the following protected groups (under the Equality Act 2010): race, disability, sex, gender re-assignment, age, religion and belief, sexual orientation, marriage and civil partnership, pregnancy and maternity?

Positive

Please explain the reasons for your response

In particular, older people, children, pregnant women and those with disabilities would undoubtedly benefit from having increased ability to get around their streets safely.

Q9. Could any negative impact of the proposed Bill on any of these protected groups be minimised or avoided?

No Response

Page 16: Sustainability of the proposal

Q10. Do you consider that the proposed Bill can be delivered sustainably i.e. without having likely future disproportionate economic, social and/or environmental impact?

Yes

Please explain the reasons for your response:

A default 20mph limit could be much cheaper and simpler to deliver and maintain, as opposed to individually designated streets, which could require much more signage etc.

Page 17: General

Q11. Do you have any other comments or suggestions on the proposal to establish a 20mph default speed limit on restricted roads?

No Response