



Glasgow City Council
City Administration Committee

Item 7

23rd January 2020

Report by Councillor Anna Richardson, City Convener for
Sustainability and Carbon Reduction

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MANDATORY 20MPH SPEED RESTRICTIONS (20MPH ZONES)

Purpose of Report:

To provide an overview on progress to date of the 20mph zones, outline the way forward and agree a policy position for implementing city-wide 20mph restrictions.

Recommendations:

It is recommended that the Committee:

- (a) notes the contents of the report; and
- (b) approves the new policy for implementing city-wide 20mph restrictions, subject to available funding.

Ward No(s): All

Citywide: ✓

Local member(s) advised: Yes No consulted: Yes No

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1 Introduction

- 1.1 The purpose of this report is to update Committee on the progress made to date with the introduction of 20mph zones, outline the current guidance and recommend a way forward for widespread implementation of 20mph limits within Glasgow.
- 1.2 On the [26 November 2019](#), the Environment, Sustainability and Carbon Reduction City Policy Committee considered the new proposed policy and agreed to recommend it to the City Administration Committee for approval.

2 Background

- 2.1 In June 2009, the Glasgow Health Commission recommended that the introduction of 20mph zones, particularly near schools, would save young lives and reduce the seriousness of road casualties within our communities. The evidence on the benefits of 20mph speed limits has become more compelling and several cities in the UK have introduced widespread 20mph speed limits.
- 2.2 Members will also be aware that a report was recently considered at the [City Administration Committee](#) on 26th September 2019 regarding the Climate Emergency Working Group recommendations where the introduction of 20mph speed limits is a proposed work stream *“to ensure our pace of emissions reductions accelerates”*.
- 2.3 Reduced vehicle speeds improve road safety and lead to reductions in the number and severity of casualties. There are also benefits in terms of reduced noise, reduced congestion, more potential for social interaction and encouragement of active travel. Where widespread 20mph speed limits have been implemented, the impacts on car and bus journey times have been shown to be minimal.
- 2.4 There has been some concern that speed reduction leads to increases in air pollution. However, there is little research evidence to confirm this. A number of studies have been conducted into the effects that 20mph limits have on air pollution. Overall, *“a smoothing of driving style and cutting out of the acceleration phase from 20mph to 30mph is considered to be beneficial for emissions of harmful pollutants”*. (Clean Air Bristol).

3 Progress

- 3.1 To date, 82 areas, totaling over 288km of roads, including the City Centre, have been implemented as 20mph zones throughout Glasgow, as shown in Appendices A and B. Legislation at the time when many of these were introduced, dictated that 20mph zones must have traffic calming measures such as speed cushions, speed tables or chicanes on the road.

3.2 An analysis of accidents and casualties in 20mph zones has been undertaken. The results show a reduction of 31% in casualties in 20mph zones since their implementation.

4 Revised Guidance on 20mph speed limits

4.1 In 2016, revisions were made to the Traffic Signs Regulations and General Directions (TSRGD) and following that, Transport Scotland published revised guidance on 20mph speed restrictions. This guidance relaxed the criteria for introducing 20mph limits, allowing them to be considered without traffic calming where the 'existing mean speeds are no greater than 24mph'.

4.2 This relaxation helps ensure that areas where vehicle speeds are below 24mph, can have 20mph limits without the need for costly traffic calming measures such as speed cushions. This guidance also extended the definition of traffic calming by permitting the use of repeater signs and 20mph roundel road markings as traffic calming features.

4.3 As a result of these changes, it is now possible to introduce widespread 20mph limits on many city roads without physical traffic calming measures. This approach has been used widely in other Local Authorities and has resulted in significant cost savings over the traditional approach of providing traffic calming.

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

5.1 A private members bill to replace the current 30mph default speed limit on restricted roads with a 20mph limit was introduced to the Scottish Parliament in 2018. Whilst this Bill was progressing, work on introducing further 20mph zones in Glasgow was suspended, pending the outcome. Glasgow City Council supported the Bill but it did not proceed beyond Stage 1 on 13 June 2019.

6 20mph Options – Going Forward

6.1 The revised legislation and guidance on 20mph limits open up the potential to introduce widespread 20mph restrictions without costly physical traffic calming.

6.2 The experience from other Local Authorities suggests that the most cost effective way to implement widespread 20mph restrictions is to use signing only. However, it is accepted that not all streets or roads would be suitable for the introduction of 20mph restrictions and therefore, a basic policy position has to be adopted in order to allow the definition of which streets should become 20mph and which should retain existing speed limits.

6.3 To maintain some degree of consistency and learning from the success to date of the schemes elsewhere, it is recommended that the principles agreed in Edinburgh are used as the basis for the policy position in Glasgow.

The suggested policy for setting speed limits within Glasgow is as follows:

“Streets around schools, roads that are residential, main shopping streets, are in the city centre, or have high levels of pedestrian or cycling activity will normally have a speed limit of 20mph. Other roads will generally have a speed limit of 30mph.”

7 Twenty mph Limits Around Schools (TWELAS)

- 7.1 Glasgow City Council installed flashing electronic part time twenty miles per hour signs in and around school zones in 2004 as part of a national initiative. These signs are now 15 years old and at the end of their serviceable life.
- 7.2 There are approximately 650 of these signs in the city. The cost of new for old replacement is estimated to be £2.4 million. Whilst the signs may provide some perceived benefits, there is no evidence to suggest that they are more effective than permanent 20mph limits.
- 7.3 It is therefore considered most appropriate to replace these signs through the widespread roll-out of permanent mandatory 20mph limits.

8 Twenty's Plenty

- 8.1 Twenty's Plenty was a scheme which was introduced to provide advisory 20mph signs (green roundel) and road markings within residential areas as an attempt to moderate driver's behaviour. The initiative was promoted in Scottish Government guidance in the early 2000s and schemes generally implemented in the mid-2000s.
- 8.2 The guidance on speed limits changed in 2016 and it no longer allows for the provision of new advisory 20mph schemes. Advice from Transport Scotland is that existing schemes can be retained but the introduction of permanent mandatory 20mph limits will effectively replace Twenty's Plenty schemes through time.

9. Costs

- 9.1 Glasgow City Council has already implemented many 20mph zones, mostly with physical traffic calming features.
- 9.2 With a relaxation of traffic calming legislation, it is now possible to introduce 20mph zones without the need for physical traffic calming features at set intervals. The changes have extended the definition of traffic calming by permitting the use of repeater signs and 20mph roundel road markings as traffic calming features.
- 9.3 However, where speeds or road traffic incidents remain a pressing concern, physical traffic calming measures may still be required.

- 9.4 Whilst these have a proven track record of casualty reduction and are self-enforcing it should be noted that they are costly to implement and maintain.
- 9.5 With current levels of available funding available to the Council, it would take many more years to introduce physically traffic calmed 20mph zones to all residential areas.
- 9.6 Sign only 20mph limits may be introduced at 1/6th of the cost of traditional 20mph zones with traffic physical calming. Any mandatory 20mph restriction requires the formal traffic regulation order process to be followed with the potential for objections.
- 9.7 The cost of introducing widespread 20mph sign only restrictions across the city is estimated to be a total of £4.35 million. This is made up of £0.62 million staff costs and £3.73 million implementation costs. Capital funding will be required in order to progress this.

10 Resources

- 10.1 Existing staff resources are already fully committed on agreed parking and traffic projects. It is therefore anticipated that additional temporary staff would be required to progress this project within the anticipated programme.

11 Programme

- 11.1 It is anticipated that, subject to the statutory TRO process, available funding and identification of additional staff resources, a city-wide 20mph restriction in line with the policy position outlined above could be implemented within a 4-year programme.

12 Conclusion

- 12.1 The introduction of a wider 20mph speed limit network throughout Glasgow based upon the policy principles set out above and subject to available funding, could be achieved within 4 years providing benefits for communities and reducing the number and severity of accidents.

13 Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	Staff costs and associated capital costs.
<i>Legal:</i>	Roads (Scotland) Act 1984, Road Traffic Regulation Act 1984.
<i>Personnel:</i>	Additional staff to be assessed depending on available funding.
<i>Procurement:</i>	Procured under current contracts.

Council Strategic Plan: A Sustainable City – priority number 59.
A City that looks after its vulnerable people.

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2017-22 Supports the continuing physical, social, economic, cultural and environmental regeneration of the City by maintaining and promoting efficient and effective transportation services and infrastructure within Glasgow.

What are the potential equality impacts as a result of this report? An [EQIA screening](#) has been undertaken - the proposed new policy will have a positive impact.

Please highlight if the policy/proposal will help address socio economic disadvantage. This proposal will help the socio economically disadvantaged, as they are more likely to be the victims of road traffic accidents.

Sustainability Impacts:

Environmental: The proposal will have a positive environmental impact.

Social, including opportunities under Article 20 of the European Public Procurement Directive: Provides safer roads and encourages walking and cycling.

Economic: Reduction in cost to taxpayer with reduced number of accidents.

Privacy and Data Protection impacts: None

14. Recommendations

14.1 It is recommended that the Committee:

- (a) notes the contents of the report; and
- (b) approves the new policy for implementing city-wide 20mph restrictions, subject to available funding.