Item 2

31st January 2023

Glasgow City Council

Environment and Liveable Neighbourhoods City Policy Committee

Report by Executive Director of Neighbourhoods, Regeneration and Sustainability

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CITY WIDE MANDATORY 20MPH SPEED LIMIT

Purpose of Report:

The purpose of this report is to update Committee on the Council's commitment with regards to the implementation of a citywide mandatory 20mph speed limit.

Recommendations:

The Committee is asked to note the contents of the report.

Ward No(s):	Citywide: ✓
Local member(s) advised: Yes ☐ No ☐	consulted: Yes ☐ No ☐

1 Introduction

1.1 The purpose of this report is to update Committee on the Council's commitment with regards to the implementation of a citywide mandatory 20mph speed limit.

2. Background

2.1 On 23 January 2020 the City Administration Committee https://www.glasgow.gov.uk/councillorsandcommittees/viewDoc.asp?c=P62AFQDN0GNTNTT12U approved a new policy for the introduction of citywide mandatory 20mph restrictions, subject to funding being in place.

2.2 The Council has set a strong policy framework for road safety and Glasgow's Road Safety Plan 2020-2030 https://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDNZLDNZ3UTDN#:~:text=Safe%20speeds,from%2039%25%20to%2044%25%20 commits to the implementation of a citywide mandatory 20mph speed limit on the majority of our roads by 2030.

2.3 Part 1 of the Glasgow Transport Strategy: Policy Framework https://www.glasgow.gov.uk/CHttpHandler.ashx?id=55054&p=0 has also recently been approved and this sets out transport policies and related actions supporting road safety and active travel as well as placemaking and carbon reduction.

2.4 The implementation of a mandatory 20mph speed limit is a key action to support the Policy Framework and Policy 52 will help deliver this.

Policy 52: "*Continue to reduce the impact of traffic on communities and reduce casualties through speed and traffic reduction measures."* •

Policy 52 is supported by two actions as below: -

Action 52.A: Introduce a city-wide 20mph mandatory speed limit on the majority of our roads by 2030 at the latest.

Action 52.B: Work with Police Scotland to target enforcement of speed limits

2.5 As part its National Transport Strategy, the Scottish Government has also set a strong policy framework for supporting the implementation of mandatory 20mph speed limits through the Road Safety Framework 2030 https://www.transport.gov.scot/media/49893/scotlands-road-safety-framework-to-2030.pdf

2.6 In 2020, Glasgow City Council submitted a bid to Sustrans to seek funding to assist with the implementation of a city-wide mandatory 20mph limit. The submission was for £2,495,000 which was agreed on the provision that certain stages could be met for the project in terms of delivery. This funding has now been match funded with the £2.1m capital funding which was allocated to NRS

in February 2022 as part of the budget. The Sustrans funding is split over 4 years starting from 2021/22 financial year.

3 Legislative Process

3.1 The setting of speed limits (other than on a 'restricted road') is delegated to each Local Authority by the Scottish Ministers. Speed limits can be amended by the powers contained within section 81 of the Road Traffic Regulation Act 1984.

3.2 The current speed limit on a restricted road is 30mph. A restricted road in Scotland is an unclassified road and defined within section 82 of the Road Traffic Regulation Act 1984 as: -

> "*In Scotland, there is provided on it (a road) a system of carriageway lighting furnished by means of lamps placed not more than 185 metres apart and the road is of a classification or type specified for the purposes of this subsection in regulations made by the Scottish Ministers.*"

3.3 On the 13th June 2019, following the proposal of Mark Ruskell MSP, The Rural Economy Connectivity Committee decided not to amend the speed limit on restricted roads (https://www.parliament.scot/parliamentarybusiness/CurrentCommittees/rural-economy-committee.aspx) and therefore the commitment to implement a citywide mandatory 20mph limit will require the successful promotion of a new traffic regulation order (TRO) by Glasgow City Council.

3.4 The promotion of a typical TRO follows a statutory process and one of this scale would take between 12 and 18 months to complete.

3.5 The Scottish Ministers recently changed the regulations pertaining to experimental traffic regulation orders (ETRO) and it would be the Council's intention to implement the citywide mandatory 20mph Order using an ETRO.

3.6 The ETRO simplifies the process somewhat and allows the Council to advertise, make the Order and then ask for comments/ objections during a monitoring period. An ETRO lasts for 18 months and the Council would then have to decide if it was to make or amend the Order.

4. Strategy

4.1 The National Transport Strategy aims to expand 20mph speed limits across Scotland and will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025. The strategy seeks to introduce a consistency for 20mph speed limits across the country, simplifying speed limits for drivers. It seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users and will contribute to the

implementation of the 5 pillars of the ‘safe system’ as detailed in the National Transport Strategy. The pillars are: -

- Safe Road Use
- Safe Vehicles
- Post-Crash Response
- Safe Roads and Roadsides
- Safe Speeds

4.2 In June 2022 the National 20mph Sub Group whose membership includes Society of Chief Officers of Transportation in Scotland (SCOTS), Police Scotland, Sustrans and Transport Scotland developed and approved road assessment guidance to allow each Local Authority review the speed limits.

4.3 Prior to the promotion of a TRO, the Council must undertake the road assessment guidance for all current 30mph roads within the city, and any other roads it considers appropriate.

5. Current Position

5.1 To date, 82 areas, totaling over 288km of the City’s 1900km of roads, including the City Centre, have been implemented as 20mph zones throughout Glasgow.

5.2 Previously, legislation dictated that 20mph zones must have traffic calming measures such as speed cushions, speed tables or chicanes on the road.

5.3 In 2016, revisions were made to traffic sign regulations 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’.

5.4 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. (As below)



5.5 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 by other Local Authorities and has resulted in significant cost savings over the traditional approach of providing traffic calming

5.3 The Glasgow city centre zone was implemented with only signs and complementary road markings.

6 Proposal

6.1 The implementation of the citywide mandatory 20mph speed limit is a significant project to undertake and although the main tenet of the citywide Mandatory 20mph speed limit is to reduce vehicle speed, it will focus on a cultural and behavioral change to help meet the commitments within the Glasgow Transport Strategy and the related actions supporting road safety and active travel as well as placemaking and carbon reduction.

6.2 To support the cultural and behavioral change the proposal will not only include the required legislative process, but a comprehensive evaluation exercise both before and after implementation.

6.3 The evaluation exercise will include a number of existing and new data sources and discussions are ongoing with Council partners in this regard and include early discussions with Glasgow Centre for Population Health and Glasgow University's Urban Big Data Centre.

6.4 The data sources being considered include the following: -

- Vehicle speed
- Vehicle kms
- Reported injury accident
- Cycle demand

- Pedestrian demand
- Air quality

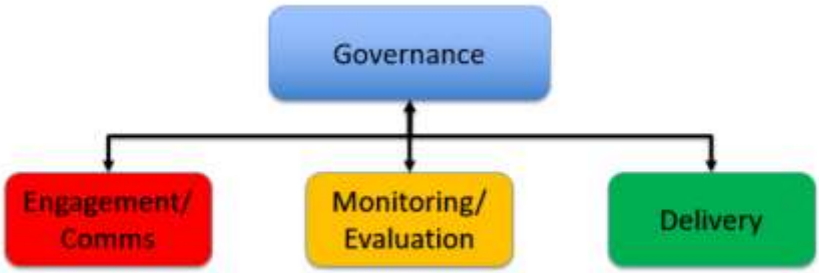
6.4 Investigations are also underway to procure a suitable platform to display the data on an easy to use front end web application.

6.5 To complement the legislative and monitoring process, the Council will also undertake a complementary communications and engagement strategy that will include radio, TV and social media campaigns.

7. Project Plan

7.1 The Project will be managed and delivered by the Traffic and Road Safety Team and supported by a number of partners.

7.2 The plan will be managed by a Governance Group and supported by 3 sub- groups: Engagement/ Communications; Monitoring/ Evaluation and Delivery as below.



7.3 The first meeting of the Governance Group is diarised for March 2023.

7.4 Membership of the Governance Group is being finalised but will include both internal and external stakeholders.

7.4 The anticipated completion date (subject to the legislative and procurement process) is June 2024. The project timeline should take the following steps: -

- Stakeholder Engagement – April 23 to June 23
- Road Assessments (Speed and traffic surveys) April 23 – August 23
- Designs and production of Experimental TRO September 23 – January 24
- Construction on site February 24 – June 24

7.5 Delivery of schemes on site will be undertaken on a zonal basis rather than an ‘all in’ city wide implementation. The detail of what the zones will be and the delivery dates of each zone is still to be confirmed.

8 Policy and Resource Implications

Resource Implications:

Financial: The Capital budgets have been approved and includes match funding from SUTRANS

Legal:	The Road Traffic Regulation Act 1984
Personnel:	Will be delivered by existing Council staff and an external consultant
Procurement: Required for the monitoring/ evaluation and delivery phases	

Council Strategic Plan:

- Reduce poverty and inequality in our communities
- Increase opportunity and prosperity for all our citizens
- Fight the climate emergency in a just transition to a net zero Glasgow

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.	Yes the proposal support the Council's Equality Outcomes 2021-25.
What are the potential equality impacts as a result of this report?	The city wide mandatory 20mph speed limit has significant potential to deliver positive equality impacts.
Please highlight if the policy/proposal will help address socio-economic disadvantage.	This project will help address socio-economic disadvantage

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:	The proposal supports the Climate Plan and in particular 'Recommendation 34 – The Council delivers more 20mph speed limits on residential roads.
What are the potential climate impacts as a result of this proposal?	There are a number of potential climate impacts as a result of this proposal including a reduction in road safety casualties, a reduction in carbon emissions, an increase in cycling and walking and contributing to a healthy and more active City.

Will the proposal contribute to Glasgow's net zero carbon target?	Yes

Privacy and Data Protection Impacts:

Are there any potential data protection impacts as a result of this report?	No
If Yes, please confirm that a Data Protection Impact Assessment (DPIA) has been carried out	

9 Recommendations

The Committee is asked to note the contents of the report.