



Glasgow City Council

**Environment and Liveable Neighbourhoods
City Policy Committee**

**Report by George Gillespie, Executive Director of
Neighbourhoods, Regeneration and Sustainability**

Contact: Christine Francis Ext: 78086

Item 1

30th April 2024

Citywide 20mph Project Update

Purpose of Report:

Is to update Committee on the Council's commitment with regards to the implementation of a citywide mandatory 20mph speed limit.

It is recommended that Committee:

- (a) Notes the content of this report and the results shared in Section 4 and the approach taken to implementation planning in Section 5.
- (b) Notes that the final delivery timetable will be determined on completion of Stage 2.

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 regard to the implementation of a citywide mandatory 20mph speed limit.

2. Background

- 2.1 On 23 January 2020, the City Administration Committee approved a new policy for the introduction of citywide mandatory 20mph speed restrictions, subject to funding being in place.
<https://www.glasgow.gov.uk/councillorsandcommittees/viewDoc.asp?c=P62AFQDN0GNTNTT12U>
- 2.2 The Council has set a strong policy framework for road safety and Glasgow's Road Safety Plan 2020-2030 commits to the implementation of a citywide mandatory 20mph speed limit on the majority of our roads by 2030.
<https://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDNZLDNZ3UTDN#:~:text=Safe%20speeds,from%2039%25%20to%2044%25%20>
- 2.3 Part 1 of the Glasgow Transport Strategy: Policy Framework 2022 has also been approved and this sets out transport policies and related actions supporting road safety and active travel as well as placemaking and carbon reduction.
<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=55054&p=0>
- 2.4 As part of 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>
- 2.5 Glasgow City Councils citywide 20mph implementation project is being managed and delivered by the NRS Traffic and Road Safety Team, and is supported by a number of partners consisting of members from GCC, Sustrans, Police Scotland and Transport Scotland.
- 2.6 In 2020, Glasgow City Council submitted a bid to Sustrans / Transport Scotland to seek funding to assist with the implementation of a citywide 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 was match-funded with £2.1m of capital funding which was allocated to NRS in February 2022 as part of the budget.
- 2.7 In November 2023, Glasgow City Council appointed an external consultant to undertake an in-depth analysis of the existing road network, in order to determine which roads would be suitable for a speed limit change, based

on Transport Scotland’s National Strategy for 20mph: Road Assessment Guidance (2022).

2.8 The consultant carried out analysis of the existing network assessing all roads in the city that had a 20mph and 30mph speed limit for suitability and justification to reduce / keep the existing speed limit, based on assessment guidance and criteria produced by Transport Scotland.

2.9 A draft of the Glasgow City Wide 20mph Road Assessment Technical Report was completed in March 2024 and includes a detailed breakdown of the locations where Glasgow City Council will look to reduce the existing speed limit from 30mph to 20mph. The results of the assessment can be viewed via the following link:

[Proposed 20 mph Streets \(arcgis.com\)](https://arcgis.com)

3. Assessment Process & Recommendations

3.1 A breakdown of the existing road network by classification, speed limit, total road length and length as a percentage of the total network are shown below:

| Speed Limit | A Road (KM) | B Road (KM) | Minor Road (KM) | Local Road (KM) | Other | Total (KM) | % of Study Network |
|-------------|-------------|-------------|-----------------|-----------------|-------|---------------|--------------------|
| 20mph | 5.0 | 4.4 | 31.2 | 295.4 | 3.9 | 339.9 | 19.1% |
| 30mph | 92.3 | 50.7 | 250.9 | 949.0 | 25.3 | 1368.2 | 77.0% |
| 40mph | 29.2 | 8.2 | 4.2 | - | - | 41.6 | 2.3% |
| 50mph | 11.1 | <0.1 | - | - | - | 11.1 | 0.6% |
| 60mph | 5.8 | 4.5 | 5.1 | - | - | 15.4 | 0.9% |
| 70mph | 0.6 | - | - | - | - | 0.6 | <0.1% |

Summary of existing speed limits within study network

3.2 Plans of the speed limits of the existing network are included in Appendix A and the logic process summary chart showing the road assessment process is provided in Appendix B.

3.3 Place Criteria are the five conditions identified in Transport Scotland’s 20mph Roads Assessment Guidance which helps to identify roads which may be appropriate for a 20mph speed limit. The place criteria conditions are:

- i) Is the road within 100m walk of any education setting (e.g. primary, secondary, further & higher education)?
- ii) Does the number of residential and/or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of

between 400 - 600m? Other key buildings should also be considered such as a place of worship, shop or school.

- iii) Is the road within 100m walk of any community centre, place of worship, sports facility, any hospital, GP or health centre?
 - iv) Does the composition of road users imply a lower speed of 20 mph which will improve the conditions and facilities for vulnerable road users and other mode shift (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)?
 - v) Will the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) be improved by implementing 20mph speed limits.'
- 3.4 A proposed recommended speed limit has been identified for every named road or road section within the study area. A copy of the Assessment Form is included in Appendix C.
- 3.5 This recommends one of four actions:
- Maintain the mandatory speed limit at 20mph
 - Reduce the mandatory speed limit to 20mph, where it is currently 30mph
 - Maintain the mandatory speed limit at 30mph; and
 - Increase the mandatory speed limit from 20mph to 30mph.
- 3.6 Each of the 5,740 named streets (or street sections) have been assessed on an individual basis to determine the extent to which they fulfil each of the five place criteria conditions.
- 3.7 Place criteria ii), iv) and v) have been assessed qualitatively, considering a wide range of information and data such as:
- Presence and relative proximity of shop, or residential frontage next to the street
 - Understanding, or evidence of general pedestrian activity along the street
 - Presence of existing cycleways or signed cycle routes
 - Presence of any informal or formal traffic calming features (e.g. speed cushions)
 - Evidence of disabled or elderly people walking or wheeling along the street (e.g. next to care homes); and
 - Evidence of young people and children walking or wheeling along the street (e.g. route to school).
- 3.8 The proposed speed limits have mainly been reached based upon the Place Criteria Score, however, the following additional information has also been considered in reaching a decision:

- Deliverability of implementing a new or change to the speed limit, considering street length and locational context (mainly to avoid inconsistencies with surrounding similar streets)
- Road class (i.e. A and B roads);
- Road form and width; and
- Bus route

4. Analysis and Findings

4.1 Summary of assessment findings

- All 1,400 streets currently assigned a 20mph speed limit are proposed to remain as 20mph
- A total of 3,868 streets currently assigned a 30mph speed limit are proposed to be reduced to 20mph
- A total of 472 streets currently assigned a 30mph speed limit are proposed to remain as 30mph

4.2 Using the Roads Assessment Form and Place Criteria guidance for all roads within the study area, the report recommends an additional 3,868 streets to be changed from 30 to 20mph:

| Speed Limit | Existing Situation | | Proposed Recommendation | | Net Change | |
|-------------|---------------------------------|-------------------------------|---------------------------------|-------------------------------|---------------------------------|-------------------------------|
| | Named Streets / Street Sections | Approximate Total Road Length | Named Streets / Street Sections | Approximate Total Road Length | Named Streets / Street Sections | Approximate Total Road Length |
| 20mph | 1,400 | 340km | 5268 | 1,404km | +3,868 | +1,064km |
| 30mph | 4,340 | 1,368km | 472 | 304km | -3,868 | -1,064km |

Summary of existing and proposed 20mph and 30mph speed limit recommendations

4.3 A breakdown of the proposed changes per Multi Member Ward is included below:

| Glasgow City Council Ward | Number of Named Streets / Street Sections | | | |
|----------------------------|---|---|--|---|
| | Existing 20mph streets retained as 20mph | Existing 20mph streets increased to 30mph | Existing 30mph streets retained as 30mph | Existing 30mph streets reduced to 20mph |
| Anderston/City / Yorkhill | 140 | 0 | 41 | 102 |
| Baillieston | 62 | 0 | 35 | 187 |
| Calton | 72 | 0 | 48 | 189 |
| Canal | 72 | 0 | 23 | 169 |
| Cardonald | 15 | 0 | 13 | 239 |
| Dennistoun | 1 | 0 | 18 | 126 |
| Drumchapel/Anniesland | 79 | 0 | 20 | 189 |
| East Centre | 25 | 0 | 14 | 208 |
| Garscadden / Scotstounhill | 62 | 0 | 22 | 187 |
| Govan | 37 | 0 | 41 | 217 |
| Greater Pollok | 144 | 0 | 19 | 203 |
| Hillhead | 144 | 0 | 2 | 48 |
| Langside | 35 | 0 | 11 | 144 |
| Linn | 51 | 0 | 16 | 170 |
| Maryhill | 7 | 0 | 8 | 222 |
| Newlands / Auldburn | 55 | 0 | 8 | 151 |
| North East | 18 | 0 | 16 | 171 |
| Partick East / Kelvindale | 121 | 0 | 1 | 95 |
| Pollokshields | 46 | 0 | 13 | 157 |
| Shettleston | 30 | 0 | 33 | 256 |
| Southside Central | 89 | 0 | 27 | 103 |
| Springburn / Robroyston | 74 | 0 | 31 | 193 |
| Victoria Park | 21 | 0 | 12 | 142 |
| All Wards | 1,400 | 0 | 472 | 3,868 |

Summary comparison of proposed 20mph and 30mph speed limits by streets per MMW

4.4 Plans showing the proposed speed limits across the whole study network are provided in Appendix D.

5. Implementation

5.1 With the initial assessment now completed, NRS officers are currently procuring a consultant to assist with progressing the next key steps.

Key activities include:

- Confirmation of funding package with Transport Scotland
- Confirm the pathway in terms of enacting speed limit orders

- Development of a communications plan
- Stakeholder engagement
- Develop a project delivery plan to provide a clear pathway to project delivery and a timeline
- Technical design and tender document preparation
- Establishment of baseline speeds
- Promotion of Speed Limit Orders
- Construction work

- 5.2 The implementation of the new 20mph speed limits would be introduced in large zonal areas, each requiring the promotion of a Speed Limit Order which follows a statutory process and can take between 12 and 18 months to complete.
- 5.3 There has been extended discussion nationally on the process for implementing the roll out of 20mph limits. The Welsh model of changing the national default limit from 30mph to 20mph was rejected after consideration by Scottish Government. This means that local authorities will require to change speed limits on a local basis. As can be seen from the previous section, there are many more roads which will need to be changed to 20mph than would have been needed to be changed back to 30mph if the default speed limit had been changed, as in Wales. The scale of this exercise will mean that the process will take longer.
- 5.4 NRS officers and legal colleagues are investigating the appropriate legal process to locally change the speed limit on a restricted road. It is likely that the process will follow the traditional Speed Limit Order process which is similar to that of a traffic regulation order.
- 5.5 Glasgow City Council initially intended to implement the project using an ETRO as this would have simplified the process and offered the flexibility to amend the Speed Limit Order to suit the city's needs based on the findings and comments/objections during the 18-month monitoring period. However, as the majority of the affected roads are defined as restricted roads and the Council have already implemented a number of 20mph zones across the city, an ETRO has been deemed unsuitable as it cannot be considered experimental and is not applicable to restricted roads.
- 5.6 Previously, legislation dictated that 20mph zones must have traffic calming measures such as speed cushions, speed tables or chicanes on the road.
- 5.7 In 2016, revisions were made to traffic sign regulations and 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.
- 5.8 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)



- 5.9 As a result of these changes, it is now possible to introduce widespread 20mph speed 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.
- 5.10 Delivery of schemes on site will be undertaken on a zonal basis rather than an 'all in' citywide implementation. The extent of the zones and the delivery dates will be finalised following completion of the technical design.
- 5.11 Once we have the final cost estimates for the implementation and rollout of the project we will update the forecast delivery timetable to reflect the outcome.

6 Policy and Resource Implications

Resource Implications:

| | |
|---------------------|--|
| <i>Financial:</i> | Staff and associated costs |
| <i>Legal:</i> | Roads (Scotland) Act 1984, Road Traffic Regulation Act 1984. S39 Road traffic Act 1988 |
| <i>Personnel:</i> | Existing NRS staff |
| <i>Procurement:</i> | Procured under current contracts |

Council Strategic Plan: Road Safety Plan 2020-2030
Glasgow Transport Strategy –
Policy Framework 2022

Equality and Socio-Economic Impacts: Supports reduction in vehicle speeds and casualty severity in areas with highest index of multiple deprivation. Facilitates modal change in support of active sustainable travel and carbon emissions reduction.

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify. 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? No negative impact

Please highlight if the policy/proposal 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.
Supports a reduction in car use through modal change and the promotion of active sustainable travel.

What are the potential climate impacts as a result of this proposal? Carbon emissions reduction as a result of modal change and an increase in active sustainable travel.
An increase in walking, wheeling and cycling reducing car reliance and contributing to healthier citizens
Road casualty/severity reduction.

Will the proposal contribute to Glasgow's net zero carbon target? Yes, proposal supports a reduction in car reliance and an increase in active travel.

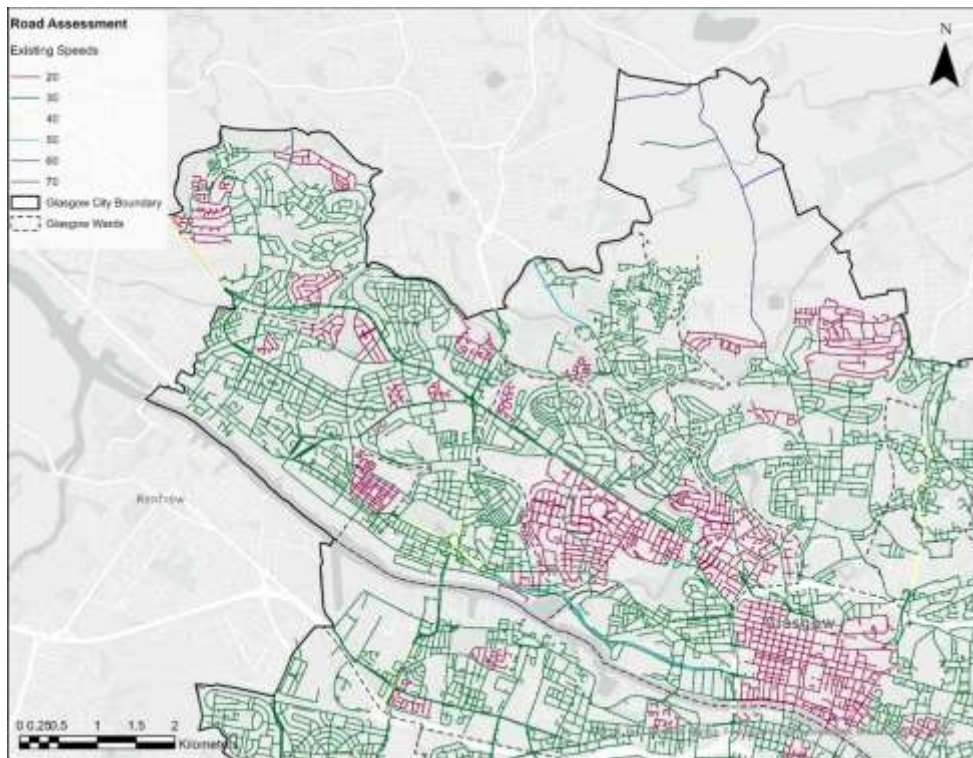
**Privacy and Data
Protection Impacts:**

Are there any potential
data protection impacts
as a result of this report N

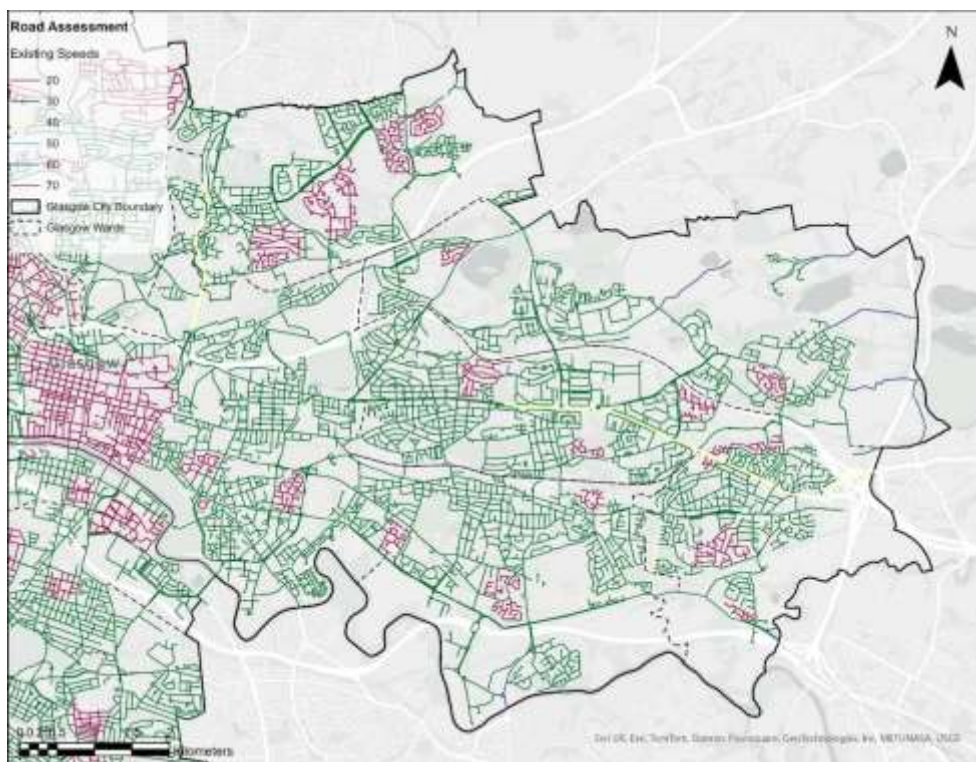
If Yes, please confirm that
a Data Protection Impact
Assessment (DPIA) has
been carried out

7. It is recommended that the Committee:
- (a) Notes the content of this report and the results shared in Section 4 and the approach taken to implementation planning in Section 5.
 - (b) Notes that the final delivery timetable will be determined on completion of Stage 2.

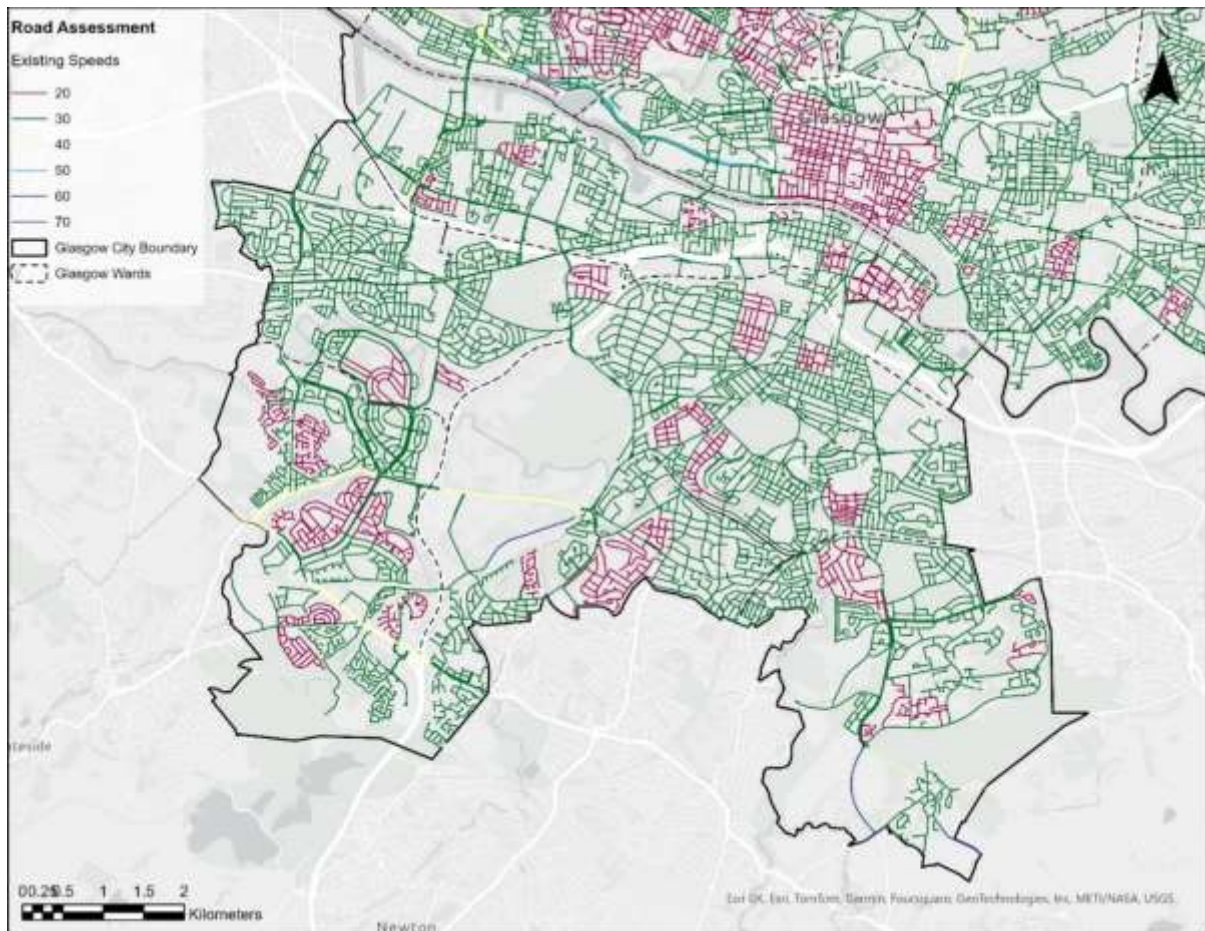
Appendix A Existing Speed Limits Summary Maps



Drumchapel / Anniesland, Garscadden / Scotstounhill, Hillhead, Maryhill, Partick East / Kelvinside and Victoria Park Existing Speed Limits

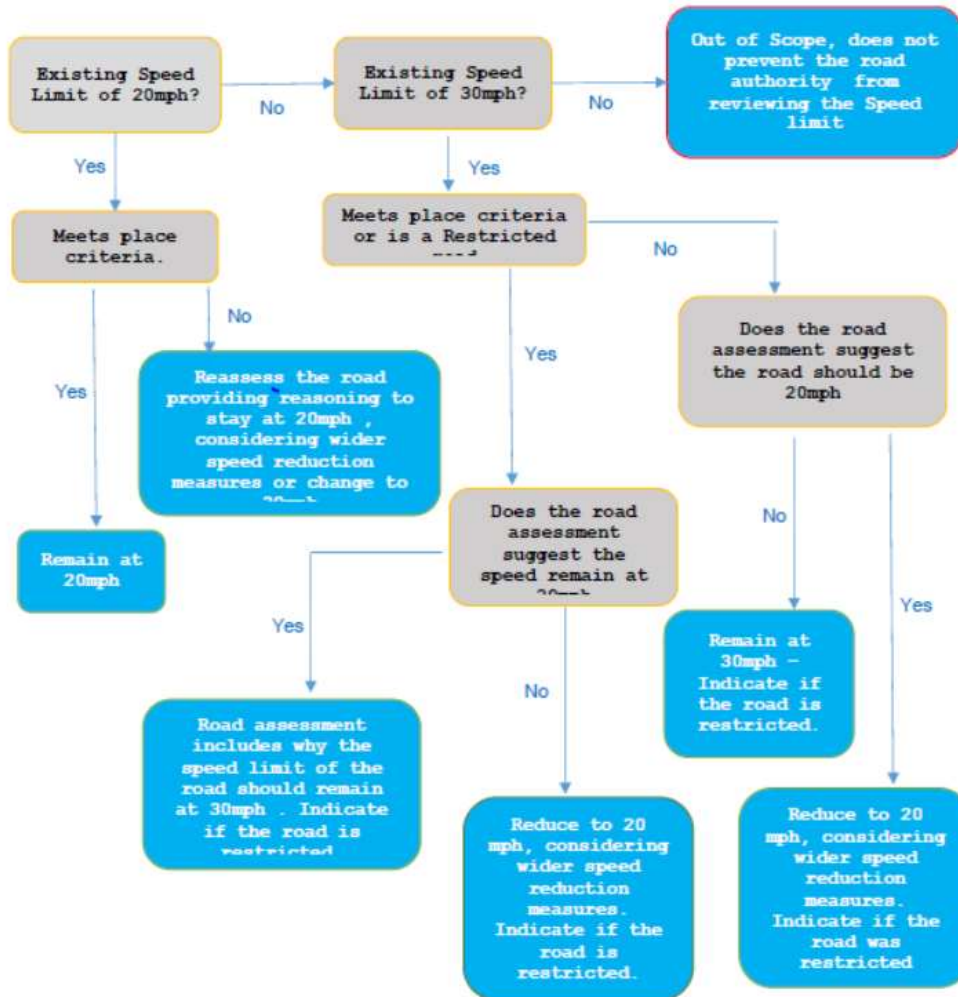


Ballieston, Calton, Canal, Dennistoun, East Centre, North East, Shettleston and Springburn / Robroyston Existing Speed Limits



Cardonald, Govan, Greater Pollok, Langside, Linn, Newlands / Auldburn, Pollokshields and Southside Central Existing Speed Limit

Appendix B Road assessment logic process summary



Appendix C National Strategy for 20mph: Road Assessment Guidance (2022) – Roads Assessment Form example



Transport Scotland, the national transport agency
Comhairle Alba, buidheann nàiseanta na comhairle

| | | |
|---------------------------------------|----------------------|------------------------------|
| Name of Road Authority | Glasgow City Council | Anderston-City-Yorkhill Ward |
| Assessment of 20 mph and 30 mph Roads | | |

Following the terms set out in the road assessment guidance. Note, please identify and update the road assessment form (below) for your area with the required details for each of the steps and the number of existing:

Step 1 - 20mph roads remaining at 20mph. (Note: Assess 20mph roads and provide the total number of roads remaining at 20mph (Section A). Only RAG rate and record the details in the assessment form (Section E) below. If any of the 20mph roads may require speed reduction measures.)

Step 2 - 20mph roads changing to a 30mph. (Note: Assess 20mph roads and provide the total number of any roads increasing to 30mph (Box B). Record the details of the road change in the road assessment form (Section E) below.)

Step 3 - 30mph roads remaining at 30mph. (Note: Assess 30mph roads, provide the total number of roads remaining at 30mph (Section C). Record the details of roads remaining at 30mph in the road assessment form (Section E), highlight if the road is restricted and/or met the place criteria.)

Step 4 - 30mph roads changing to 20mph. (Note: Assess 30mph roads, provide the total number of roads considered appropriate to reduce to 20mph (Section D). RAG rate and record the details of those roads in the road assessment form (Section E), highlight if the 30mph road is restricted and/or met the place criteria.

Step 5 - Provide a GIS map containing the current position for your area on existing 20 and 30mph roads.

Step 6 - Provide a GIS map containing the proposed 20 and 30mph roads after the assessment. (Overlay initial map to highlight the changes)

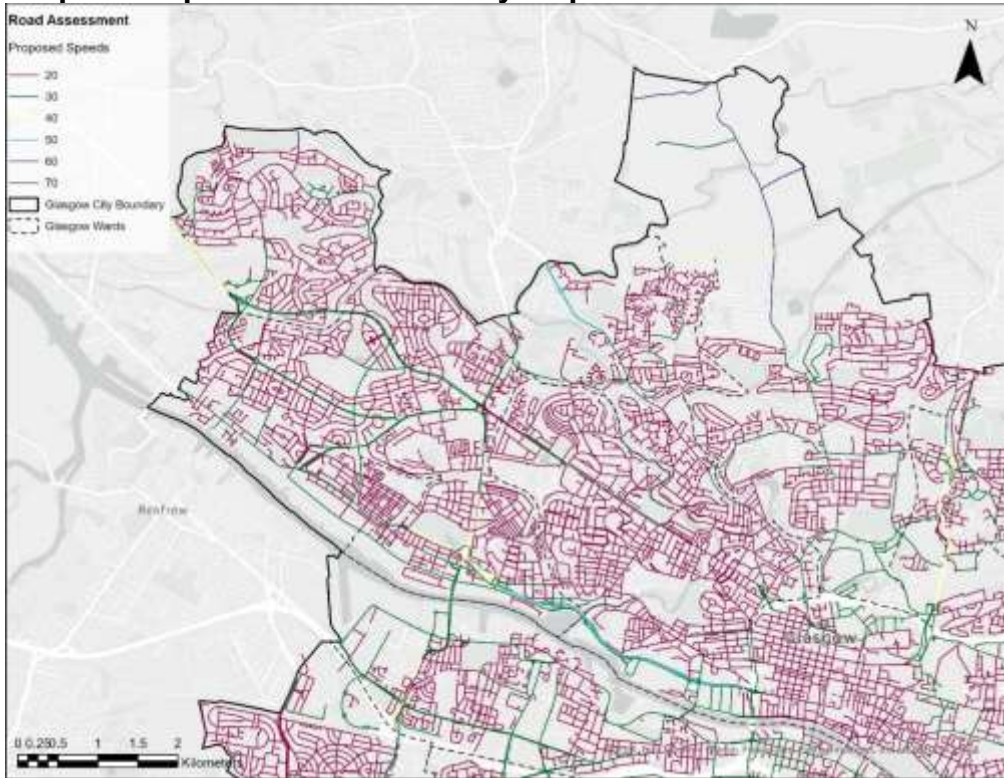
All the above information to be returned to: roadsafety@transport.gov.scot FAO Michelle Little.

| Total Number of Existing | Total Number |
|---|--------------|
| Section A - 20mph roads remaining at 20mph | 140 |
| Section B - 20mph roads increasing to 30mph | 0 |
| Section C - 30mph roads remaining at 30mph | 41 |
| Section D - 30mph roads changing to 20mph | 102 |

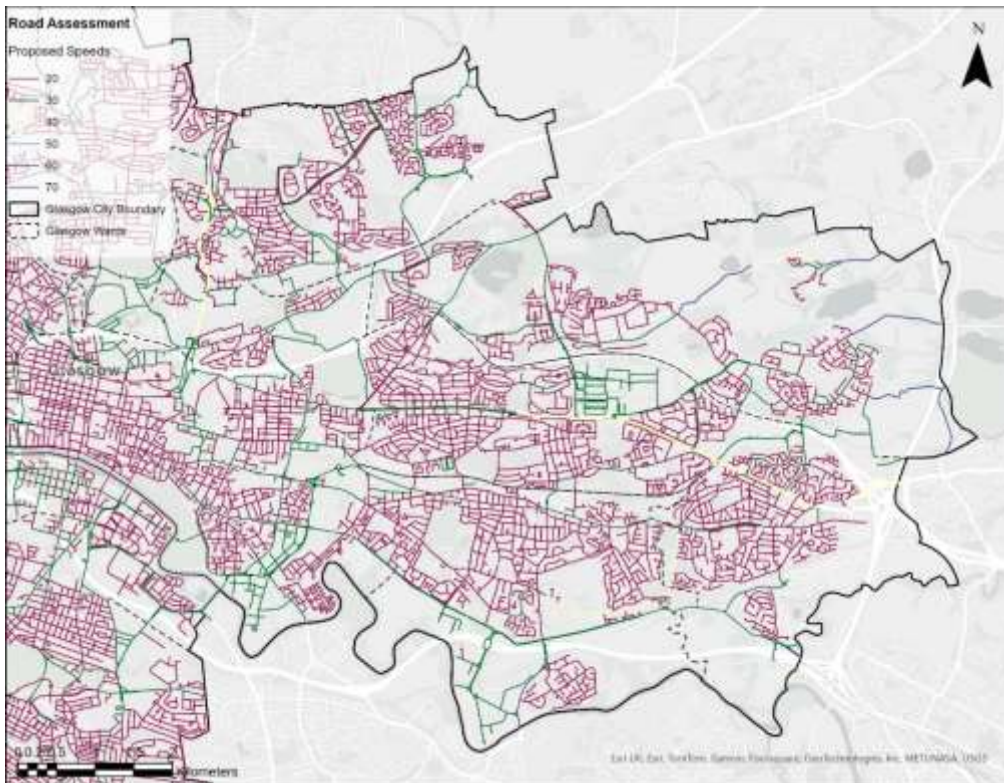
RAG Rating Key

| |
|--|
| 20mph signing only |
| May require speed reduction measures after an evaluation of the sign-only setting |
| Will require speed reduction measures as part of the implementation of the 20mph speed limit (see the notes) |

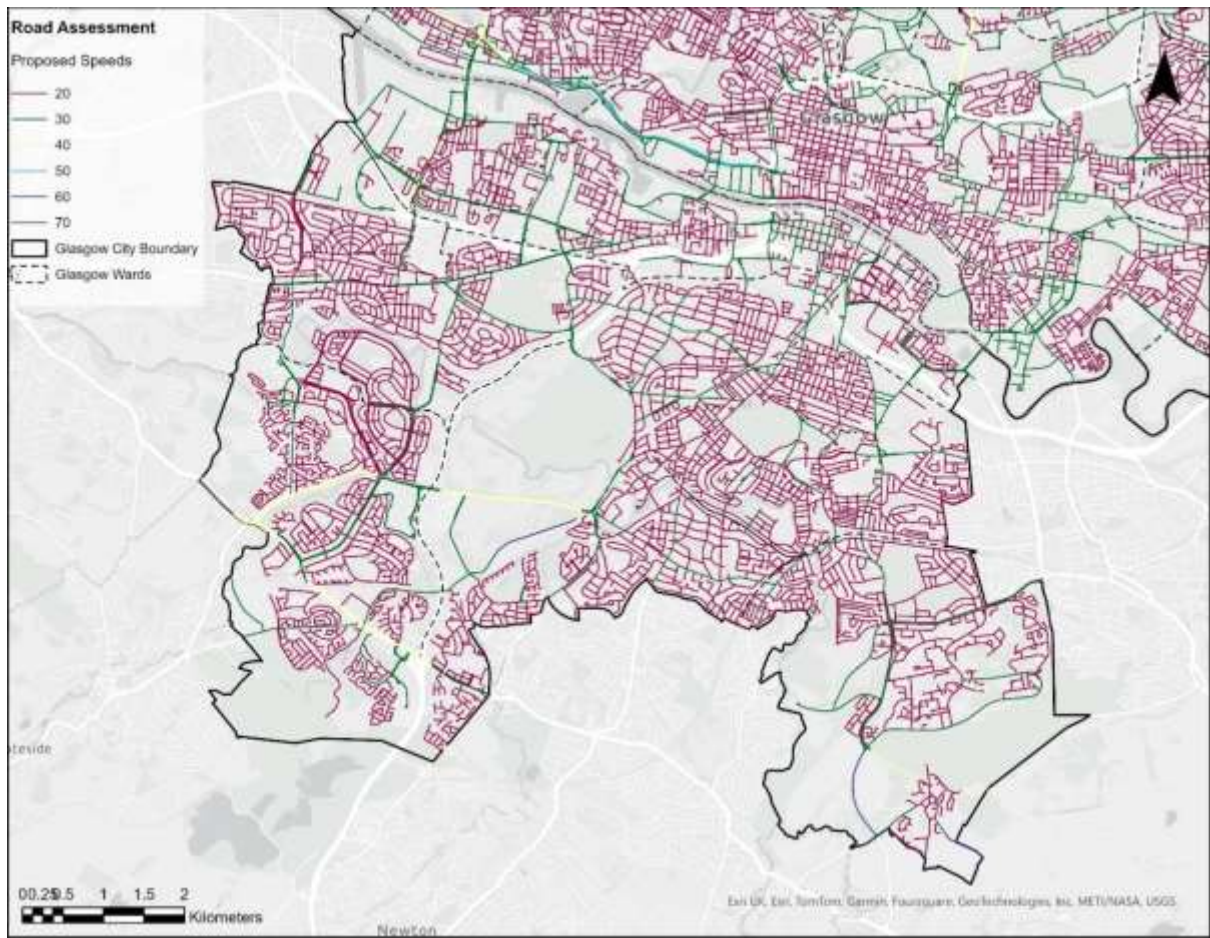
Appendix D Proposed Speed Limits Summary Maps



Drumchapel / Anniesland, Garscadden / Scotstounhill, Hillhead, Maryhill, Partick East / Kelvinside and Victoria Park Proposed Speed Limits



Ballieston, Calton, Canal, Dennistoun, East Centre, North East, Shettleston and Springburn / Robroyston Proposed Speed Limits



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