

Item 3

3rd February 2016



Glasgow City Council

Sustainability and Environment Policy Development Committee
3 February 2016

Report by Executive Director of Land and Environmental Services

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MANDATORY 20 MPH ZONES – THE ASSESSMENT PROCESS

Purpose of Report:

Review of the mandatory 20mph speed limit policy within Glasgow City Council.

Recommendations:

It is recommended that Committee considers the terms in this report and notes that the Council is now implementing mandatory 20mph zones in accordance with new guidance issued by the Scottish Government.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes ☐ No ✓

consulted: Yes ☐ No ✓

1.0 Introduction

- 1.1 At the Public Petitions and General Purposes Policy Development Committee meeting on 12 May 2015, Land and Environmental Services (LES) were instructed to review the Council's current policy on mandatory 20mph zones. In particular, this was with regards to the acceleration of the implementation programme.
- 1.2 This report will outline the Council's current Road Safety strategy whilst putting into context our current policy on 20mph zones and how the introduction of these could be accelerated.

2.0 Background

- 2.1 Glasgow is rightly proud of its achievements in road safety with road casualties now at their lowest levels since records began in the 1930's.
- 2.2 The Council has a vision where no-one is killed on our roads and the number of people injured is greatly reduced.
- 2.3 Although there was a slight rise in 2014, there is good progress being made towards this vision and during 2012 and 2013, the number of people killed on our roads was in single figures for the first time ever. The number of children seriously injured has also reduced significantly.

3.0 GCC Record

- 3.1 The Scottish Government's casualty reduction targets are set out in its Road Safety Framework to 2020. The "targets", based on the 2004-08 average can be seen in the table below and include a milestone to 2015 and final casualty reduction targets to be met by 2020. As noted above, GCC has a target for zero fatalities on our road network.

Target	2004/08	2011	2011 actual	2012	2012 actual	2013	2013 actual	2014	2014 actual	2015	2016	2017	2018	2019	2020
People Killed	17	15	13	14	7	13	4	13	14	12	12	12	11	11	10
People seriously injured	267	218	172	201	189	185	143	168	150	152	146	139	133	126	120
Children Killed	2	2	1	2	0	2	0	1	1	1	1	1	1	1	1
Children seriously injured	51	40	35	37	30	33	13	30	32	26	24	23	21	20	18

- 3.2 To help achieve our vision, the Council has a dedicated Road Safety Team. This team, which is one of the only specialised teams within Scotland, is part of the Traffic and Road Safety Section and includes a Road Safety Development Officer who manages our Education, Training and Publicity Team.

3.3 However, the City still has work to do to achieve our goals. In 2009 we launched Go Safe Glasgow, an innovative web-based initiative with our road safety partners which has subsequently grown into Go Safe Scotland with support from the national police and fire services. In 2015 we published our Road Safety Plan to 2020 which sets out our commitments to achieve and better the Scottish Government targets.

3.4 Our current road safety commitments include:

- Roll out of Mandatory 20mph zones;
- Elderly Pedestrian Campaign;
- Lord Provost's Road Safety Awards;
- Bi-annual accident cluster site analysis;
- Annual cycling, walking and safer streets projects; and
- Segregated cycle lanes.

4.0 City Comparison

4.1 A comparison with other Cities in Scotland in 2013 is noted below.

2013	All Casualties	Killed	% Change	Seriously Injured	% Change
Glasgow	1,234	4 (17)	-76	143 (267)	-47
Edinburgh	1,244	5 (8)	-38	127 (180)	-29
Aberdeen	346	4 (4)	0	90 (74)	+21
Dundee	198	1 (2)	-50	33 (56)	-41

Figures in brackets represent 2004/08 average (Local Authority roads only)

5.0 Current policy on 20mph zones

5.1 The speed of vehicles can be a contributory factor in road accidents. It can also increase the severity of any casualty and it has long been acknowledged that lower speeds will result in fewer and less severe casualties. The reduction of speed is a primary focus in all of our strategies including engineering, educational, enforcement or the encouragement of others.

5.2 Speeding in our communities was highlighted as a concern during a household survey of residents which took place in 2007.

5.3 In 2009, Glasgow's Health Commission reported that the introduction of 20mph zones, particularly near schools, would save young lives and reduce the seriousness of road casualties within our communities.

5.4 The Strategic Plan 2012 to 2017 sets out the Council's priorities and a key strand of Priority 3: A Sustainable City, is the continued expansion of the mandatory 20mph zones. An annual capital budget of £150,000 has been provided to meet this priority and a phased implementation programme developed.

- 5.5 Mandatory 20mph zones must comply with the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2002 (Regulations). These Regulations outline how speed limits are set, where traffic calming should be used and the types of signing that is required.
- 5.6 Since 2011, phases 1 to 4 have seen a total of 65 residential areas implemented as mandatory 20mph zones. Each zone is designed to be self-enforcing with traffic calming used as physical measure to reduce vehicle speeds.
- 5.7 These 65 zones cover 163km, or approximately 12% of the unclassified roads in Glasgow.

6.0 New Guidance

- 6.1 On 8 January 2015, Transport Scotland published the 'Good Practice Guide on 20mph Speed Restrictions'.
- 6.2 This new guidance allows for the introduction of 20mph speed limits with no traffic calming measures as long as the average speeds on the affected roads are no greater than 24mph.
- 6.3 This positive change in regulations will help ensure that areas where vehicle speeds are already low and below 24mph, can be implemented as mandatory 20mph zones without the need for traditional and costly traffic calming measures such as speed cushions.
- 6.4 Traffic calming measures may still be installed at locations where there is either an accident or average speeds are greater than 24mph.

7.0 Policy Review

- 7.1 The purpose of this review was to establish if the current programme of implementing 20mph zones can be accelerated.
- 7.2 The main change in the guidance is the removal of the need for traffic calming within the zones. The Council has already embraced this and is using the new guidance. The statutory process for the following zones with no traffic calming has begun:
- The City Centre
 - Dowanhill
- 7.4 The guidance stipulates the need for speed surveys as part of the design process and these will require to be undertaken. The surveys will determine whether there is still a requirement for traffic calming.
- 7.5 Design of phase 5 is currently underway using the new guidance and includes 10 areas covering 31km of the road network.

- 7.6 To help identify a future programme, the Council will consider a criteria that includes the locations of schools and undertake a detailed analysis of the City's roads to identify any areas where there are high concentrations of pedestrians and cyclists.
- 7.7 A desk top study has been undertaken to establish the resources that would be required to accelerate the project. A pilot zone (Mansewood East) was analysed to assist with estimating the required resources.
- 7.8 The table below provides a summary of the total costs for implementation city wide but does not include the necessary additional staff costs.

	Number	£	£ Total
Speed Surveys	2220	300 per site	666,000
Traffic Calming	1260	2000	2,520,000
Signs and roadmarkings	1260km	1307/km	1,646,820
TRO Adverts	16	1500	24,000
Total			£4,856,820

- 7.9 Discussions are at an early stage with a partner organisation with regards to match funding the Council's current financial commitment which would assist in the acceleration of the current programme.

8.0 Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	The total cost for the implementation of city wide would be £4,856,820. Discussions will take place with a view to funding this.
<i>Legal:</i>	Roads (Scotland) Act 1984, Road Traffic Regulation Act 1984.
<i>Personnel:</i>	An additional 2 FTE for the project duration would be required.
<i>Procurement:</i>	Procured under current contracts.

Council Strategic Plan: A Sustainable City and a City that looks after its vulnerable people.

Equality Impacts:

<i>EQIA carried out:</i>	No
<i>Outcome:</i>	N/A

Sustainability Impacts:

<i>Environmental:</i>	None
<i>Social:</i>	Provides safer roads and encourages walking and cycling, including a reduction in casualties.
<i>Economic:</i>	Reduction in cost to taxpayer with reduced number of accidents.

9.0 Recommendations

It is recommended that Committee considers the terms in this report and notes that the Council is now implementing mandatory 20mph zones in accordance with new guidance issued by the Scottish Government.