



Glasgow City Council

**Environment and Liveable Neighbourhoods
City Policy Committee**

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

Contact: Kevin Argue

Item 4

25th August 2026

Citywide 20mph Project Update

Purpose of Report:

This report updates Committee on progress with, and the delivery programme for, the rollout of the citywide 20mph project.

Recommendations:

It is recommended that the Committee:

- (a) Notes the content of this report; and
- (b) Notes that the final anticipated delivery timetable.

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 progress and commitment to deliver on the [national policy](#) regarding the implementation of a citywide mandatory 20mph speed limit on approximately 3,800 streets across 23 electoral wards throughout Glasgow.
- 1.2 In April this year, Officers presented the annual [Road Safety Update](#) paper to the Environment and Liveable Neighbourhoods City Policy Committee. This paper provided a high-level update on progress in regard to the 20mph programme. This paper will provide further details on this.

2. Background

- 2.1 In January 2020, the City Administration Committee approved a new [policy](#) regarding the introduction of citywide mandatory 20mph speed limit as the default for residential streets, the city centre, key shopping areas, and locations with high levels of walking, wheeling or cycling. All other streets in the city will typically continue to operate at 30mph as they presently do.
- 2.2 The move to a lower 20mph speed limit is a key strand of the council's [Road Safety Plan](#), which notes that Glasgow is committed to introducing a city-wide 20mph mandatory speed limit on the majority of our roads by 2030. Statistically, 82% of all serious pedestrian casualties in Scotland occur on 30mph roads. However, data gathered by the Council demonstrates that within the city's preexisting 20mph zones, there was a 31% reduction in casualties since their introduction.
- 2.3 The programme delivers on the commitments within the [Glasgow's Transport Strategy](#) (GTS), which supports road safety and active travel, as well as creating people-friendly public spaces and transport decarbonisation. Specifically, Policy 52 of the GTS notes in Action 52.A that the Council will "Introduce a city-wide 20mph mandatory speed limit on the majority of our roads by 2030 at the latest".
- 2.4 Each of the foregoing deliver upon the commitments set out in the National Transport Strategy, through which the Scottish Government has also set a strong policy framework for supporting the implementation of mandatory 20mph speed limits through [Scotland's Road Safety Framework to 2030](#).
- 2.5 Glasgow City Council's (GCC) citywide 20mph implementation project is being managed and delivered by Council Officers and is supported by a number of partners consisting of members from GCC, Police Scotland and Transport Scotland.
- 2.6 To progress the project, in 2020, GCC submitted a bid to Sustrans to seek funding to assist with the implementation of a citywide mandatory 20mph limit. The submission was successfully awarded £2.4m, which was subsequently match-funded with £2.1m of capital funding, which was allocated to NRS in February 2022 as part of the budget process.

- 2.7 To progress the project, in November 2023, GCC appointed an external consultancy support to work with Officers to undertake an in-depth analysis of the existing road network, to determine which roads would be suitable for a speed limit change. This analysis was guided by Transport Scotland's National Strategy for 20mph: Road Assessment Guidance (2022).
- 2.8 This analysis of Glasgow's adopted road network assessed all roads with a 30mph speed limit, or lower, for suitability and justification to reduce the existing speed limit, based on this assessment guidance and criteria.
- 2.9 Following this, the Glasgow Citywide 20mph Road Assessment Technical Report was completed in March 2024 and included a detailed breakdown of the locations where GCC could reduce the existing speed limit from 30mph to 20mph.
- 2.10 This analysis and assessment considered approximately 5,900 named streets / street sections across Glasgow, which were currently set at either 20mph or 30mph recommended that:
- Around **3,800 streets/street sections** currently set **at 30mph** should be **reduced to 20mph**
 - Around **1,400 streets/street sections** currently set **at 20mph** should **retain that limit**
 - Around **700 streets/street sections** currently set **at 30mph** should **retain that limit**.

- 2.11 A breakdown of the current proposed street/street section changes per Multi Member Ward is included below:

Multi Member Ward	Number of Named Street Sections		
	Existing 20mph streets retained as 20mph	Existing 30mph streets retained as 30mph	Existing 30mph streets proposed for 20mph
Anderston / City / Yorkhill	139	45	125
Baillieston	61	36	207
Calton	72	49	202
Canal	70	28	182
Cardonald	15	33	271
Dennistoun	2	18	123
Drumchapel / Anniesland	79	38	215
East Centre	22	24	230
Garscadden / Scotstounhill	60	35	220
Govan	38	98	207
Greater Pollok	137	26	213
Hillhead	141	15	49
Langside	31	10	185
Linn	47	23	197
Maryhill	7	13	227
Newlands / Auldburn	54	17	168
North East	18	21	197
Partick East / Kelvindale	118	2	105
Pollokshields	46	23	165
Shettleston	29	35	226
Southside Central	60	35	151
Springburn / Robroyston	74	35	200
Victoria Park	19	16	177
TOTAL	1,339	675	4,281

Table 1.0: Summary comparison of proposed 20mph and 30mph speed limits by streets/street sections per MMW

3. Design Stage

- 3.1 As noted previously, in January 2025 the Council appointed an external consultant to support and help deliver the design elements of the project.

The following tasks formed the critical path to project delivery:

- Develop the project programme – Manage delivery timeline.
- Mapping existing /proposed GCC adopted road network on GIS platform – Review all current speed limit regulation orders.
- Assessing existing speed limit signage and road markings assets – Location and condition.
- Implementation options – Citywide rollout or phased delivery.
- Pre-implementation speed data collection – Average speed surveys.
- Post implementation traffic calming measures – Preliminary designs.
- Construction cost estimates.
- Develop a communications and engagement strategy.

- Undertake Risk and Equalities Impact Assessments.
- Design detailed construction plans and signing/lining schedules and request underground public utility plans.
- Identifying streets/street sections for new Speed Limit Order(s) and draft Order schedule(s).
- Construction works tender package(s) – Bill of Quantities, construction drawings, underground utility plans, traffic regulation order schedules and installation specifications.

3.2 In line with Transport Scotland's 2016 Good Practice Guide on 20mph Speed Restrictions, locations throughout Glasgow were considered. This guidance relaxed the criteria for introducing 20mph limits in urban areas, meaning that they could be considered without traffic calming where the existing mean speeds are no greater than 24mph.

3.3 This relaxation helps to ensure that in areas where vehicle speeds are below 24mph, local authorities can implement 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.

3.4 As a result, 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 whilst also producing speed reduction results.

4 Data gathering, design & planning

4.1 Before GCC could deliver new 20mph speed limits across the city, extensive pre-implementation works were required to ensure compliance and validity of the process.

4.2 Firstly, desktop studies of all existing speed limit regulation orders on GCC adopted roads were carried out to determine the full extent of the affected roads and where the new speed limits will be introduced alongside any existing orders.

4.3 The information gathered was then used to create a Geographic Information System (GIS) mapping platform.

4.4 Next, to help the public understand what the changes will look like in their local areas, GCC Officers developed an [interactive mapping tool](#) which highlights the proposed 20mph speed limits across the city. (See Figure 1.0)

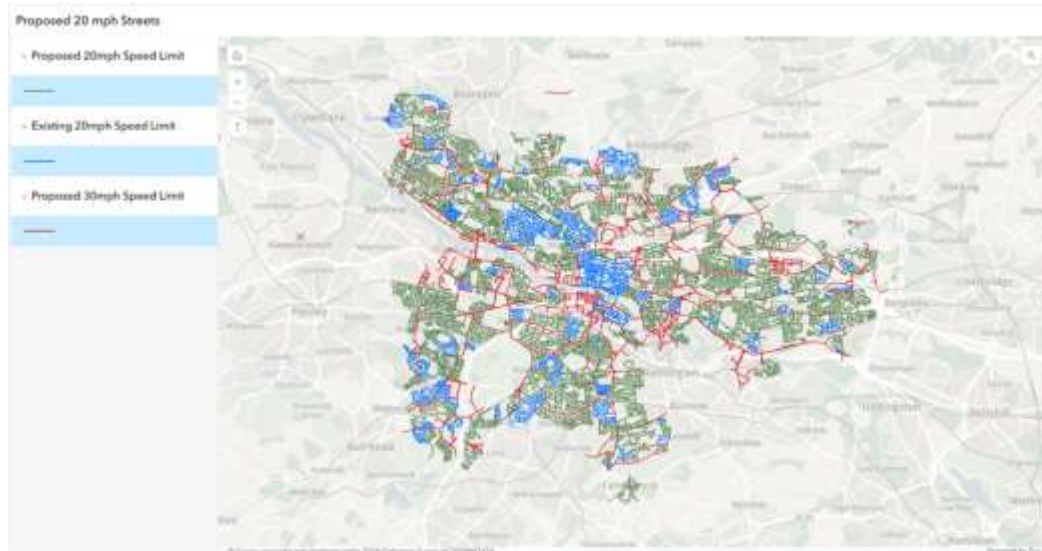


Figure 1.0: Interactive GIS mapping tool showing proposed 20mph and 30mph speed limits by street/street section

- 4.5 Next, to further develop our pre-implementation baseline data of average vehicle speeds, in February/March 2025, GCC commissioned 317 individual speed surveys using automatic traffic count (ATC) and video cameras at strategically chosen locations across the city. i.e. at locations where we would expect to see changes or at locations where it may be difficult to reduce average speeds for future reference. (See Figure 1.1)

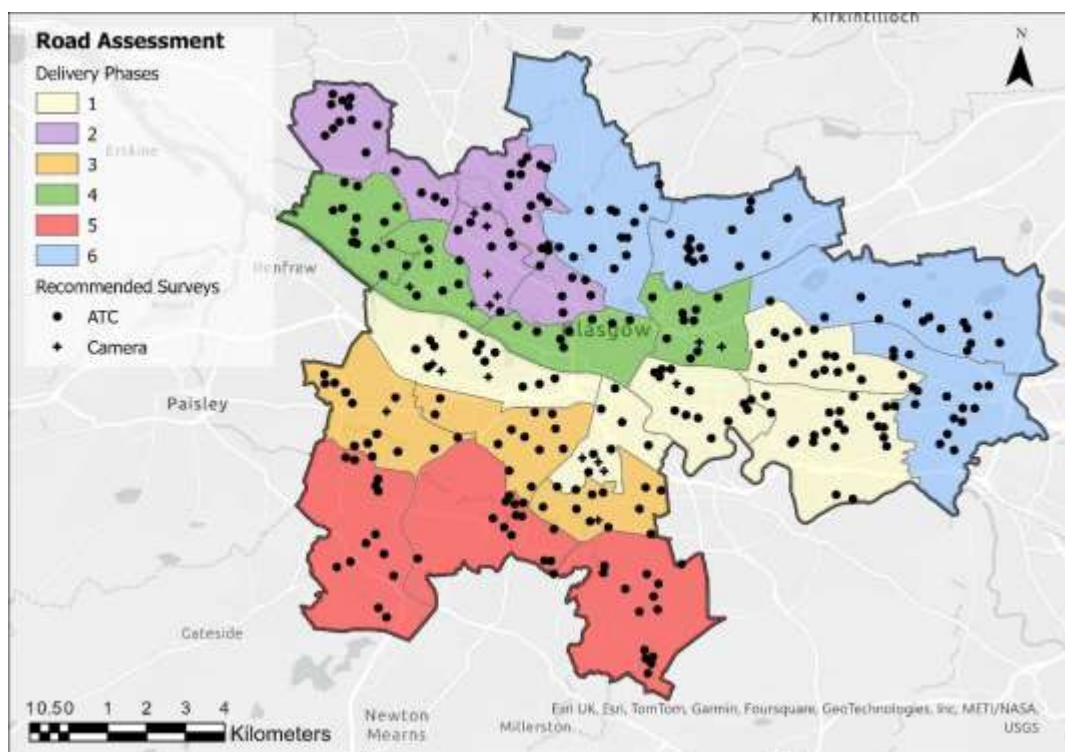


Figure 1.1: Speed monitoring survey locations

- 4.6 In addition to the above, two further rounds of post implementation surveys will be carried out at the same locations (approx. 6 and 12months from the

initial surveys) to gather more average speed data. This data will then be used to compare before/after average vehicle speeds and determine any changes in speeds due to the introduction of the new limits. This data will help inform if further physical measures, such as speed cushions, are required.

- 4.7 As part of the monitoring and evaluation works GCC have commissioned a public facing speed survey data platform. The results of the pre-implementation speed surveys are available on an [interactive online map](#), allowing users to view each survey site and its average traffic speeds. The post implementation results will be added to the platform to allow the public to see before and after results.
- 4.8 To ensure Officers understood what existing speed limit traffic signs, signpost and road marking assets were already in place on the network and assess their condition, a series of inventory surveys were carried out across the city (see Figure 1.2). The data collected was then used to inform the detailed designs for the installation works.

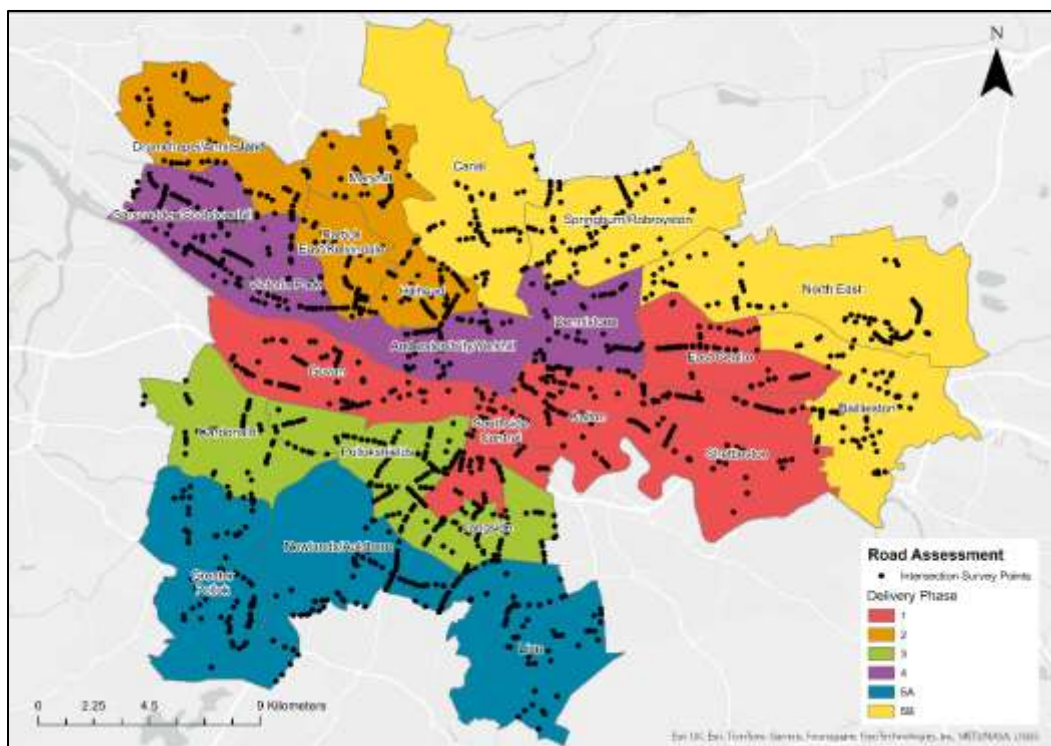


Figure 1.2: Asset inventory survey locations

- 4.9 To safeguard that the project would be delivered efficiently and to minimise implementation issues from all affected stakeholders, including emergency services, neighbouring local authorities etc. GCC organised early group and one-to-one discussion meetings with key stakeholders to outline proposals and mitigate any issues identified.
- 4.10 Learning from examples from Wales, City of Edinburgh Council and The Highland Council and how they each rolled out their 20mph programmes, GCC will implement the new 20mph rollout in two main stages. An initial up

to 18-month Temporary Traffic Regulation Order (TTRO) will be promoted to allow quick delivery on site and an immediate impact on vehicle speeds/collision severity.

- 4.11 The approach to using TTROs enables GCC to monitor and assess the temporary speed limits over that period and will allow any final adjustments before recommending and promoting the final Speed Limit Orders (SLO) to complete the project delivery.
- 4.12 To deliver the project in a manageable manner across the city, the programme will be rolled out in six main delivery phases. The phases have been determined based on a few factors including geographical location, collision data, multi-member ward and neighboring local authority boundaries etc. (See Figure 1.3):

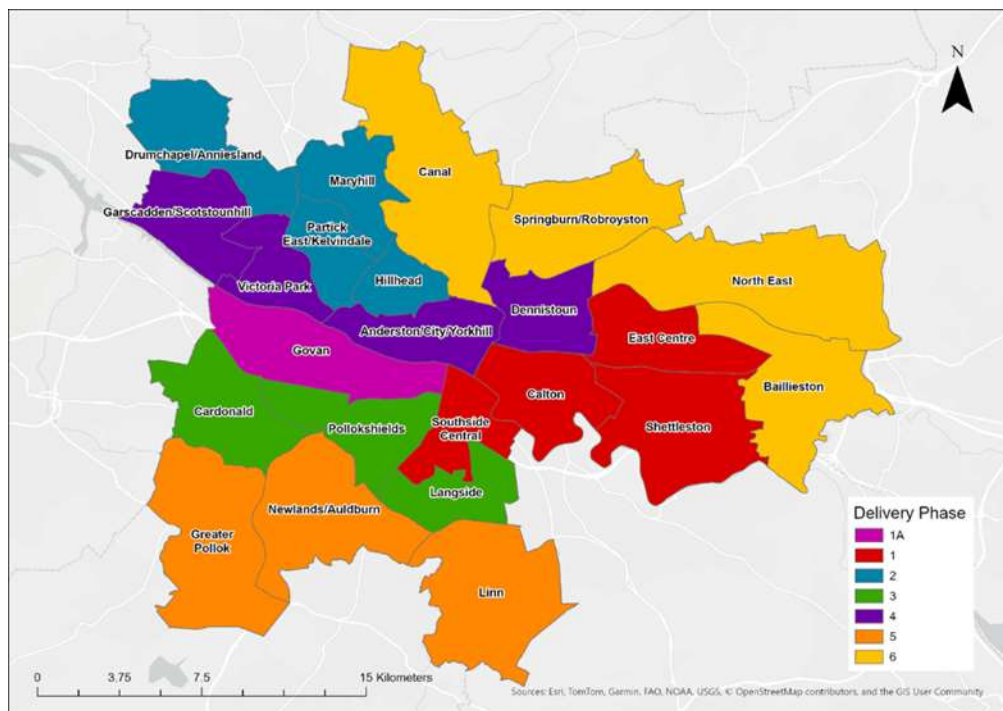


Figure 1.3: Delivery phases

- 4.13 Delivery Phases as per current electoral multi-member ward (MMW) boundaries:
- Phase 1A: Govan.
 - Phase 1: Calton, East Centre, Shettleston and Southside Central.
 - Phase 2: Drumchapel/Anniesland, Hillhead, Maryhill and Partick East/Kelvindale.
 - Phase 3: Cardonald, Langside and Pollokshields.
 - Phase 4: Anderston/City/Yorkhill, Dennistoun, Garscadden/Scotstounhill and Victoria Park.
 - Phase 5: Greater Pollok, Linn and Newlands/Auldburn.
 - Phase 6: Baillieston, Canal, North East and Springburn/Robroyston.

NB. Delivery phases do not always match electoral ward boundaries due to some streets spanning more than one MMW.

- 4.14 To support this and ensure the public are kept up to date with project progress and to provide a project information reference point, a [project webpage](#) has been created.
- 4.15 The page details the history and background to the project and outlines the reasons why the project is important for road safety in Glasgow. It contains updates on all progress milestones, upcoming targets, frequently asked questions and links to the interactive data sharing platforms noted above. (See Figure 1.4)

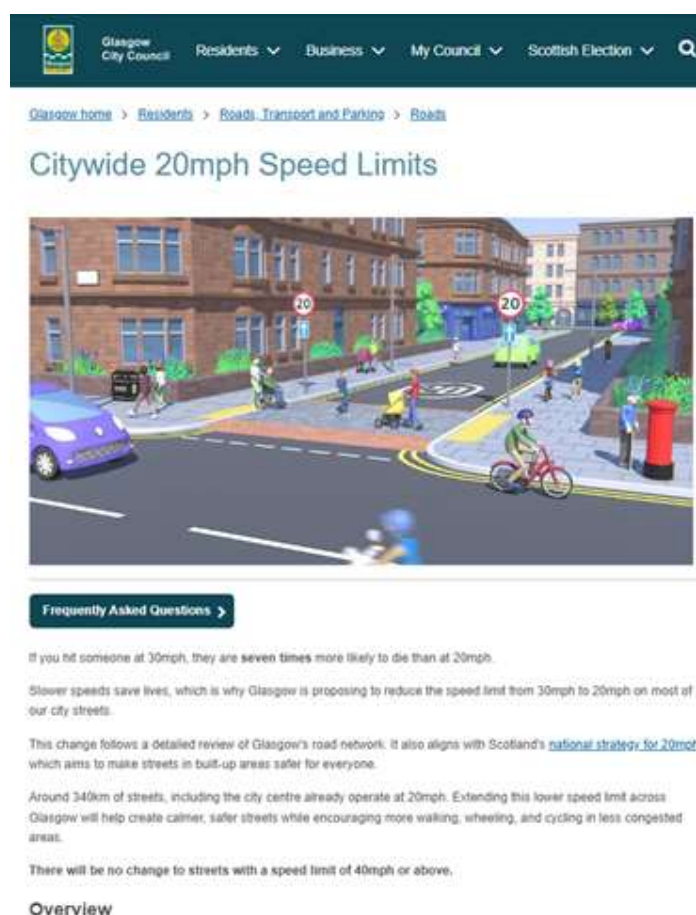


Figure 1.4: GCC 20mph project webpage

5 Delivery On-site

- 5.1 As noted above, due to the size of the overall project, the project will be rolled out in phased manner, which will enable Officers to learn early lessons before completing the full rollout.

- 5.2 Based on the same factors noted in 4.13, Govan (MMW 5) was identified as the highest-priority area, where introducing safer 20mph speed limits is expected to have the greatest impact. Govan was also well suited to early delivery due to the data and the nature of the road network, allowing the new limits to be introduced in full without the need for temporary speed limit signage, therefore, Govan was introduced first in Phase 1A. (See Figure 1.5)

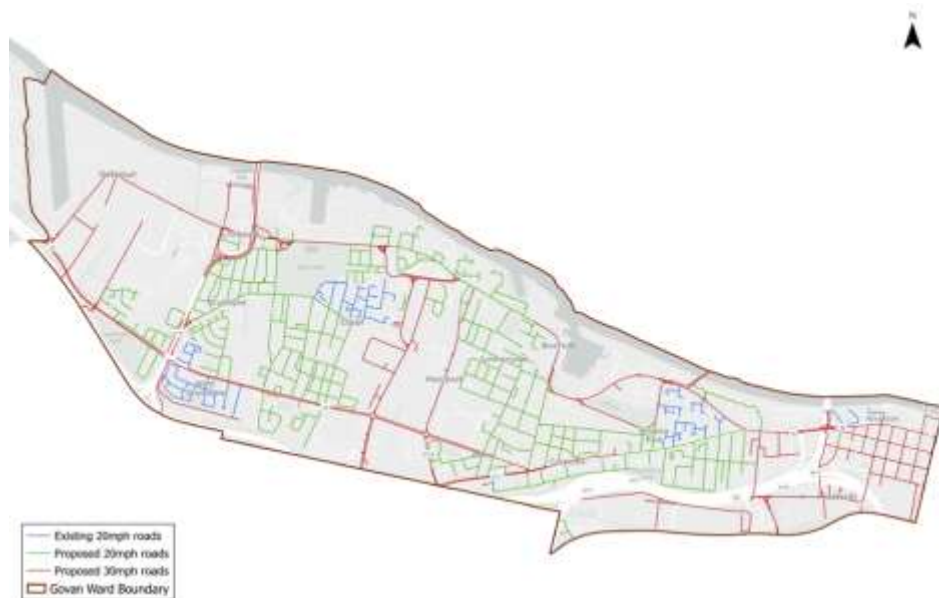


Figure 1.5: Phase 1A - Govan speed limit proposals map

- 5.3 Between February and April 2026, GCC successfully tendered a construction works package for the installation of the Phase 1A signing and lining assets, to allow enforcement of the new speed limits. Installation works began in May and were completed in late July 2026.
- 5.4 Prior to this, the TTRO for Phase 1A was approved in May 2026 and was effective from the 4th of June 2026. It was advertised in the local newspaper, displayed in local libraries and viewable online via the project webpage for maximum exposure, prior to the effective date, in line with statutory noticing procedures for promoting traffic regulations.
- 5.5 To promote the start of the implementation stage, GCC set up a drop-in event in Elder Park Library, Govan on Monday 18th May 2026. This offered the public a face-to-face opportunity to find out more about the citywide rollout and ask project staff questions. Early engagement has been highlighted as key to helping ease any concerns with the new changes.

6 Next Steps

- 6.1 Between February and April 2026, GCC successfully tendered a construction

- 6.2 works package for the installation of the Phase 1A signing and lining assets, to allow enforcement of the new speed limits. Installation works began in May and were completed in late July 2026.
- 6.3 Following the Phase 1A installation, the programme will quickly move through the wards of Southside Central, Calton, East Centre and Shettleston, to complete delivery of Phase 1. Work in these areas will begin once Govan is delivered and reviewed, ensuring early learning informs the wider rollout.
- 6.4 In June 2026 GCC successfully tendered for and appointed the Phase 1 installation works contractor. The pre-start meeting took place in late July, and we currently await the detailed delivery programme, with start/end dates to then arrange the Phase 1 TTRO advertising, communications updates etc.
- 6.5 Delivery of the remaining phases will follow on sequentially to ensure the TTRO rollout and speed monitoring surveys are conducted efficiently. An indicative delivery timeline based on the Phase 1A delivery data shows the completion of the installation works citywide from March 2027, when the new limits will be fully enforceable. (See Table 2.0)

Phase	Appointment of Contractor	Drop-in event dates	On Site	Works Complete
Phase 1A	Feb-26	May-26	May-26	Jul-26
Phase 1	Jun-26	Early Sep 2026	Sep-26	Dec-26
Phase 2	Aug-26	Mid Sept 2026	Sep-26	Jan-27
Phase 3	Sep-26	Early Oct 2026	Oct-26	Feb-27
Phase 4	Sep-26	Mid Oct 2026	Oct-26	Feb-27
Phase 5	Nov-26	Mid Nov 2026	Jan-27	Mar-27
Phase 6	Nov-26	Early Dec 2026	Jan-27	Mar-27

Table 2.0: Indicative delivery timeline for completion of the initial TTRO rollout

- 6.6 The Phase 1 drop-in event will be held at Parkhead Library, 1251 Duke Street, on Thursday 3rd September, between 3:00pm and 7:00pm.

The dates and venues for the remaining drop-in events have yet to be finalised. Once confirmed, details will be circulated to elected members, community councils and other relevant stakeholders, and will also be publicised through notices displayed in appropriate public buildings.

7. 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
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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.
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<i>Does the proposal support the Council's Equality Outcomes 2025-29? Please specify.</i>	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.
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<i>What are the potential equality impacts as a result of this report?</i>	No negative impact
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Please highlight if the policy/proposal will help address socio-economic disadvantage.

Climate Impacts:

<i>Does the proposal support any Climate Plan actions? Please specify:</i>	The proposal supports the Climate Plan and in particular 'Recommendation 34 – The Council delivers more 20mph speed limits on residential roads.
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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

8. It is recommended that the Committee:

- (a) Notes the content of this report; and
- (b) Notes that the final anticipated delivery timetable.