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THE GLASGOW CITY COUNCIL (Calton Barras) (20mph SPEED LIMIT ZONE) ORDER 201_

Report

Glasgow City Council are currently in the process of implementing Mandatory 20mph Speed Limit Zones (20mph zones) throughout the City.

The purpose of a 20mph zone is to improve road safety for pedestrians, cyclists and all other vehicle users. By turn, it is anticipated that this should encourage more people to walk and cycle, which would have associated health benefits.

A report by Department for Transport (DfT), titled, '*Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants*', notes the following benefits:

- If a pedestrian is hit by a car at 40 mph they are 30% likely to be killed.
- If a pedestrian is hit by a car at 30 mph they are 7% likely to be killed.
- If a pedestrian is hit by a car at 20 mph they are 1% likely to be killed.

In addition to this, the '**Traffic Signs Regulations and General Directions 2016**' (TSRGD) states that no point within a 20mph zone shall be more than 50 metres from a prescribed traffic calming feature. This means that traffic calming features can be 100 metres apart, with the exception of cul-de-sacs less than 80 metres long in which case no feature is required.

Transport Scotland have published the 'Good Practice Guide on 20mph Speed Restrictions' - Version 2-June 2016, which states that 20mph Limits can now be considered without traffic calming measures at locations where the 'existing mean speeds are no greater than 24mph'.

In view of the above legislation and guidance, Glasgow City Council proposes to introduce mandatory 20mph zones in the following area:

- **Calton Barras**

Speed survey analysis was carried out within the above areas and the results highlighted that Greendyke Street had average speeds recorded of over 24mph. A decision has been taken to install physical traffic calming measures on this road in order for it to be included within the 20mph zones. This positive change in regulations will also help ensure that physical traffic calming measures are only installed at locations where there is a speeding issue and areas where vehicle speeds are already low and below 24mph, can be implemented as 20mph zones without the need for traditional and costly traffic calming measures such as speed cushions.

'20' roundel markings will also be established at the zone entry/exit locations and within the zones given that they are now a prescribed traffic calming measure under TSRGD 2016.

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