



THE GLASGOW CITY COUNCIL
(UNIVERSITY AVENUE AND UNIVERSITY PLACE)
(20MPH SPEED LIMIT ZONE) ORDER 201_

Report

This order will implement a 20mph speed limit zone along University Avenue, from Byres Road to Kelvin Way, and the adopted length of University Place east of Byres Road. The purpose of the 20mph zone is to ensure that vehicle users reduce their speeds to 20mph or less, and therefore improve road safety for pedestrians, cyclists and all other vehicle users.

Furthermore, 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 someone is hit by a car at 40 mph they are 30% likely to be killed.
- If someone is hit by a car at 30 mph they are 7% likely to be killed.
- If someone 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 also 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'.

It is the Council's intention to use this benchmark and any road within a 20mph zone, where the speeds are shown to be higher than 24mph, will have some physical traffic calming measures installed.

In view of the above legislation and guidance, Glasgow City Council proposes to introduce a mandatory 20mph zone in University Avenue and University Place. The proposed area can be seen in the drawing 5230-002.

To determine if any physical traffic calming measures are required, a series of speed surveys will be carried out throughout the proposed area. The results will then be used to determine where such measures are required, to allow the assessed area to be implemented within a 20mph zone.

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.

In addition, I can advise that '20' roundel markings will be established at the zone entry/exit locations and throughout the zone, given that they are now a prescribed traffic calming measure under TSRGD 2016.

The order is to coincide with the pedestrian area improvement works carried out on behalf of the University of Glasgow and the 'University Avenue and University Place (Traffic Regulation and Parking Control) Order 201_'.