

# 20mph Speed Limits For Safer Streets and a Better Glasgow

Petition by Bob Downie on behalf of GoBike!

Presentation by  
Bob Downie & Tricia Fort



# Petition: 20mph Speed limits for safer streets and a better Glasgow

- There is an increasing trend across the UK and Scotland to reduce the default urban speed limit from 30mph to 20mph. These lower speeds encourage more considerate driving, leading to safer streets for pedestrians, cyclists and motorists. The current mode of 20mph implementation in Glasgow is to reduce speeds only on selected residential streets, and only after the installation of costly traffic-calming measures. If Glasgow City Council maintains this approach, it will take many years and significant expenditure before 20mph speed limits become the norm across our city.

The City of Edinburgh has recently decided to by-pass the street-by-street approach by making 20mph the default speed limit on 80% of its streets, and without the installation of traffic-calming measures. Edinburgh citizens can look forward to calmer roads where walking and cycling become considerably more attractive options. Overall there will be less traffic congestion, better health, less noise, more social interaction and stronger communities. In the event of accidents, the lowered speed will significantly reduce the likelihood of death or serious injury. Glasgow could reap similar benefits by following Edinburgh's lead and plan for a similar city-wide reduction in speed limits.

Transport Scotland is encouraging the implementation of 20mph limits and it is likely that these will in time become the default speed limit in all Scottish urban areas. This petition is to ask that GCC sets in motion plans for city-wide 20mph speeds. The sooner they are implemented, the sooner lives will be saved and our environment improved.

- **Number of signatures:** 222
- **Petition Status:** Submitted to Committee
- **Principal Petitioner:** Robert Downie
- **Closing Date:** Mar 17 2015 4:57PM

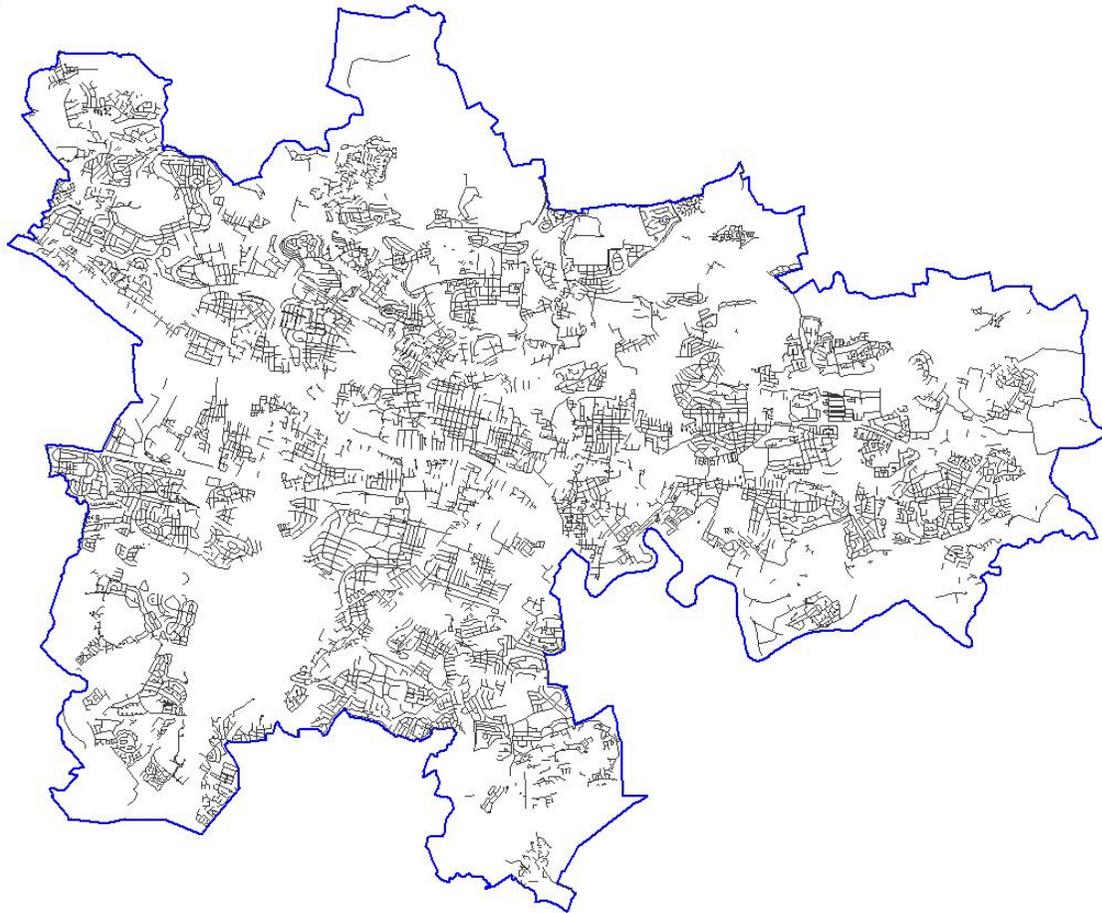


# 20mph Overview

- Why 20mph?
  - Reduction in the number and severity of traffic collisions
  - Improvements to the environment
- 20mph urban speeds currently supported by
  - Scottish Government
  - Glasgow City Council
  - Road safety, cycling and disabled support groups
    - *e.g. Guide Dogs Scotland, Parkinson's UK, Living Streets Scotland, 20sPlenty, GoBike!, Spokes, CTC, Sustrans Scotland, Inclusion Scotland, Ramblers Scotland, Transform Scotland*
  - Opinion polls show that most people want to live on a 20mph street
- Aims of this short presentation
  - To document the scale of the Glasgow road network that requires reduction to 20mph
  - To review existing 20mph phases undertaken by GCC
    - Historical and projected time-scales of current GCC 20mph schemes
    - Costs
  - Compare 20mph zones vs 20mph speed limits



# How Many Roads Require 20mph?



- Glasgow has in the order of 1385km of residential roads. Ideally all of these should be set at 20mph

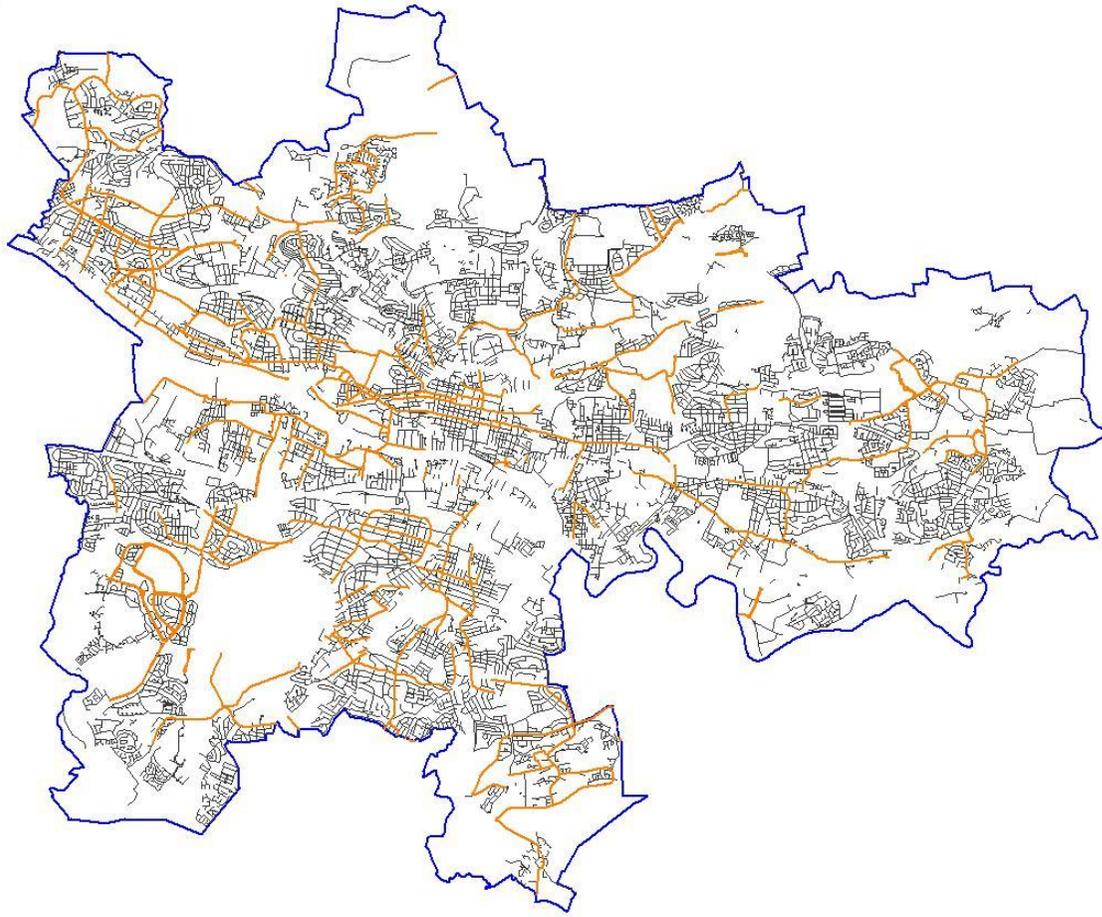
## **Scottish Government Policy**

*“for residential streets, a maximum design speed of 20 mph should normally be an objective”*

Transport for Scotland, December 2014,  
Good Guidance on 20 mph Speed  
Restrictions



# How Many Roads Require 20mph?



- Glasgow has approximately 234km of Tertiary roads. Many of these are essentially residential or connect areas of wholly residential roads. Approximately half of these roads should be set at 20mph



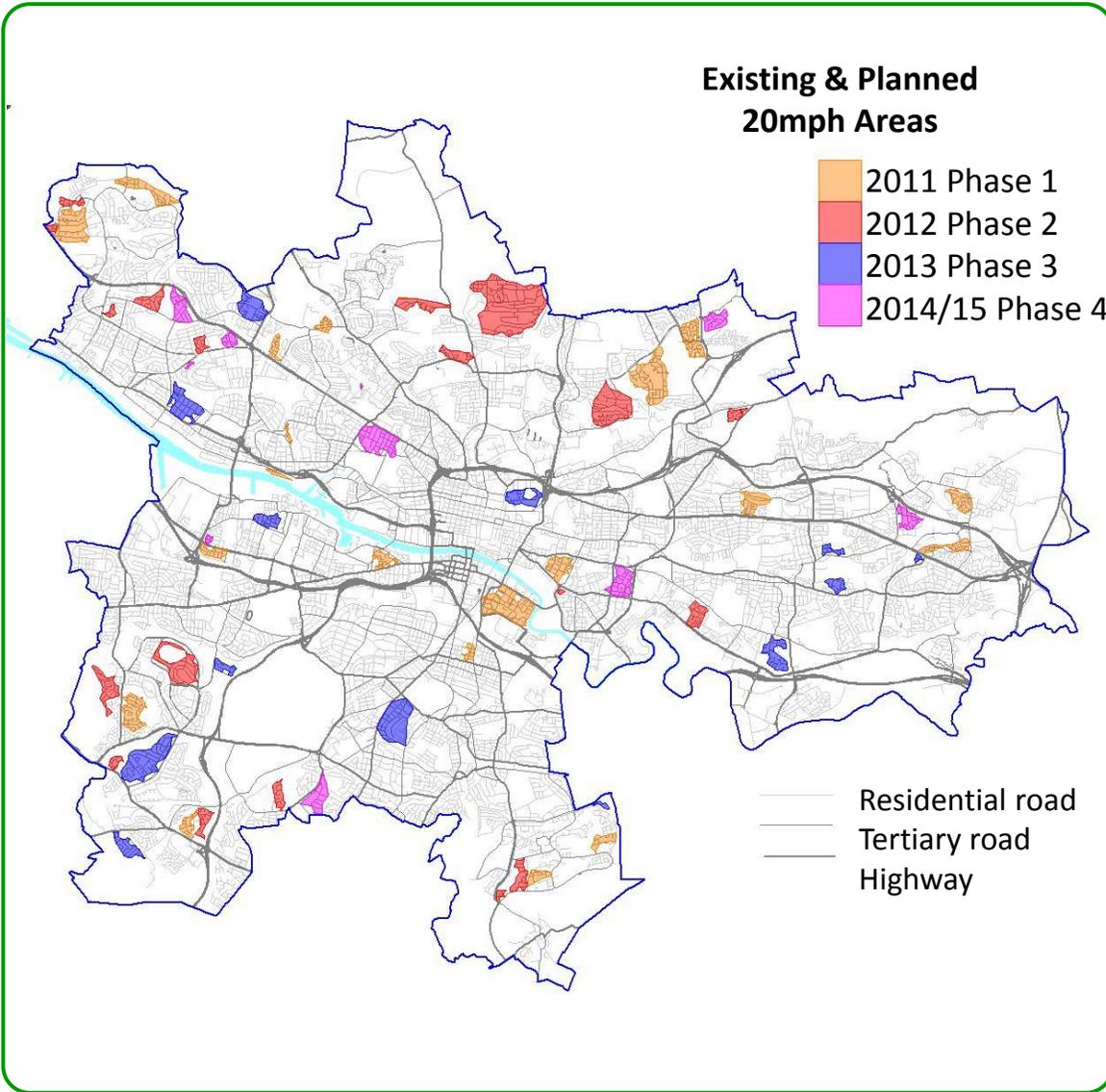
# How Many Roads Require 20mph?



- Main arterial routes will generally retain existing speeds but 20mph will be appropriate in congested city/urban centres
- **In total, GoBike estimates that approximately 1,500km of Glasgow's roads should be set at 20mph**



# Current Council 20mph Implementation



- In 2010 GCC initiated 20mph planning
  - Phases 1 to 3 (135km) now complete
  - Phase 4 (28km) targeted for completion in 2015
  - Phase 5 plan for 20mph zones in Downhill and the city centre with no traffic calming
- Implementation Rate
  - Phases 1-4 cover a total of 163km and will have taken 5 years to complete
  - equivalent to a rate of 33km/year
- Approximately 1350km of mainly residential roads outstanding
- At the rate of 33km/year another 40 years to complete 20mph implementation



# GCC Future 20mph Plans are Unclear



- No plan announced beyond Phase 5



# 20mph “Zones”



Chicane requiring frequent resurfacing



Speed bump, installed  
Mansewood Road 2014,  
already subject to repair

- Up to now GCC has installed 20mph “zones”, i.e. areas with both signage and traffic calming measures such as speed bumps
- Traffic calming is expensive. A recent installation of speed bumps on Glasgow roads cost £53,000/km\*, exclusive of signage
- Approximately 1,350km of Glasgow’s roads remain to have speeds reduced to 20mph.
  - **1350 x £53,000 = £72 million**
- Traffic calming is not “fit and forget”. Traffic calming measures take hard usage from vehicles and require frequent maintenance

*\*based on data from  
GCC FOI 4944195*



# 20mph “Limits” Without Traffic Calming



- ***“Local authorities can also consider the introduction of mandatory 20 mph limits indicated by speed limit signs only and with no supporting speed reducing features”***

Transport for Scotland,  
December 2014, Good Guidance  
on 20 mph Speed Restrictions

- 20mph speed limits can be implemented for little more than the costs of signage
- Typical signage costs are £1,100 per km, a saving in excess of £53,000/km compared to 20mph “zones”
- Fast becoming the preferred method in many cities



# Conclusions

- We welcome the desire by GCC to reduce speeds to 20mph, but we have significant concerns about the implementation
- **LIMITED VISION:** beyond Phase 5 there is no published plan for 20mph implementation
- **SLOW TIMEFRAME:** if the implementation rate of Phases 1-4 is maintained, it will take 40 years to reduce all residential areas to 20mph. GoBike believes this is far too slow.
  - The Supreme Court has ruled that a plan to improve the UK's air quality must be produced by a deadline of 31st December 2015. Timely speed reduction to 20mph will allow Glasgow to play a significant role
- **HIGH COSTS:** to establish 20mph zones across Glasgow will cost in the region of £72million
- **PROPOSAL:** that Glasgow City adopts a city-wide plan and commits to default 20mph speed limits on residential roads with no supporting speed reducing features. “Tertiary” and arterial roads should be reviewed on a case by case basis and slowed where appropriate, for example busy city/urban centres. This policy is currently being adopted in many UK cities (e.g. Portsmouth, Oxford, Islington, Edinburgh, Bristol), with many more cities at various stages of planning



**Restatement of Petition Request**

***“This petition is to ask that GCC sets in motion plans for city-wide 20mph through the implementation of speed limits without the use of traffic calming measures”***



Photo-  
Adam  
Coffman



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- ***too slow,***
- ***too expensive.***

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## **The Political Door is Open**

Transport Minister Derek Mackay  
Pedal on Parliament speech 25/04/15  
***“I commend Edinburgh council for leading the way on 20mph limits and I will make it as easy as possible for other councils to follow suit”***



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Coffman



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