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THE GLASGOW CITY COUNCIL (SIGHTHILL) (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.

As such, traffic calming measures will be located no greater than 100 metres apart within all proposed 20mph zones, in accordance with TSRGD requirements.

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'.

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 mandatory 20mph zones in the following area:

- **Sighthill**

'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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