



north wales economic ambition board
bwrdd uchelgais economaidd gogledd cymru

REPORT TO TRANSPORT DELIVERY SUB-GROUP

02 DECEMBER 2019

Title: UPDATE PAPER ON THE PROGRESSION OF 20MPH DEFAULT SPEED LIMITS FOR RESIDENTIAL AREAS ACROSS WALES.

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1. Purpose of the Report

1.1 To update the Sub-Group on progress

2. Decision Sought

2.1 Support for officers to attend meetings and report back.

3. Reasons supporting the need for a decision

3.1 Not applicable

4 Background and Relevant Considerations

BACKGROUND

4.1 On the 7th May 2019, The First Minister announced that the Welsh Government should seek to adopt 20 mph as the default speed limit for residential areas across Wales. This announcement came both as a result of the First Minister’s manifesto and also due the increasing pressure being applied to many Local Authorities following the launch of Rod King’s (MBE) 20’s Plenty campaign.

4.2 The proposed changes are driven by the desire to encourage a modal shift, from vehicle use to walking and cycling. The introduction of a default 20 mph is seen as an integral part of a cultural change, as it would provide a safer environment for walkers and cyclists within the public highway and thus encourage more active travel and create streets that are a living environment.

PROGRESS TO DATE

- 4.3 In order to take this commitment forward, a Task and Finish Group (TFG) has been established which includes members from a wide range of disciplines, including road safety, highways, public health, academia and interest groups such as 20's Plenty.
- 4.4 The TFG has since implemented a series of work streams managed by four Project Groups (PG's). The purpose of the PG's is to consider both the practical actions required and potential implications of adopting a 20mph mandatory default speed limit on restricted roads across Wales.
- 4.5 An overview of the work streams contained within each of the four Project Groups is included below:

Outcomes, Evaluation & Monitoring

- 4.6 Consultation with key stakeholders in order to understand the relationship between the automobile industry and climate change. This will provide valuable base line data to measure the effectiveness of both short term and long term impacts following the proposed change in legislation.
- 4.7 Key performance indicators will also need to be agreed and developed to communicate and gain public support.

Legislation & Policy

- 4.8 To identify sufficient funds and resource to develop a consistent exemptions criteria' for those routes / areas that are not deemed suitable for inclusion within the default 20mph speed limit.
- 4.9 To identify sufficient funds and capacity to enable each Authority to rationalise the recording and accuracy of existing speed limit Orders and review street lighting provision. This will simplify the process of advertising whilst also ensuring the legitimacy of future speed limits.
- 4.10 To review the legal implications associated with the required change of existing policy and legislation, which will include Traffic Signs & General Directions (TSRGD), Department for Transport (DFT) Speed Limit Criteria and the Highway Code.

Promotion & Communications

- 4.11 The group have liaised with the DFT and Public Health London in order to understand how an effective communication strategy may be achieved, focussing on best practise utilised within previous campaigns.
- 4.12 A number of Focus Groups have been created to investigate advertising techniques and creativity to assist with promotion.

Exemptions, Engineering and Enforcement

- 4.13 Work streams pertaining to the above working group have been subdivided within the following sub-headings;

Exemption

- 4.14 Transport For Wales (TFW) are currently in the process of developing a draft 'Exemptions Criteria' in order to determine which routes are not deemed suitable for inclusion within the default 20mph speed limit.

Engineering

- 4.15 The group will review the Existing Active Travel design guidance as well as the application of Transitional Speed Limits when entering a 20mph zone from a National Speed Limit (60mph), making recommendations for change where deemed necessary.

Enforcement

- 4.16 The group will investigate / recommend changes to existing operational policies within the Police and Go-Safe with a greater emphasis being placed upon Community Speed Watch initiatives.
- 4.17 Specialist advice to be sought on the effectiveness of Intelligent Speed Restrictor Technology (ISA) to regulate vehicular speeds via means of GPS as well as the use of Average Speed Cameras.
- 4.18 A brief summary of the main points of discussion are given below:
- Should there be a blanket change with all existing 30 mph speed restrictions changed to 20 mph, regardless of the classification or strategic nature of the road?
 - Should there be exemptions and what criteria should be used to determine which roads are to be exempt?
 - How will the changes effect associated legislation, regulations and guidance (e.g. planning and MfS)?
 - What are the financial implications and how much will the changes cost in terms of signage, legislation, resources and monitoring?
 - What effect would the restrictions have on traffic flow, the economy and health?
 - Is there an expectation that additional engineering measures are required to ensure compliance with the 20 mph speed limits?
 - How will success be evaluated (reduction in traffic speeds and RTCs, an uptake in active travel, improved air quality)?
- 4.19 **Indicative Timeline** - It is hoped that a majority Cross-Party support for a change in legislation will be achieved before October 2020 (by means of a ballot) with an anticipated implementation date of spring 2023, however, this may be subject to change.

5. Financial Implications

- 5.1 No financial implications for the North Wales Economic Ambition Board, only individual local authority Staff time only at present. The Task Force will assess the financial implications once a database has been established. Significant costs anticipated and noted that the Welsh Government will need to fund it.

6. Legal Implications

- 6.1 Included within the remit of the relevant Task Group in terms of changing legislation

7. Staffing Implications

- 7.1 Staff time and additional resources included within the remit of the relevant Task Group

8. Impact on Equalities

- 8.1 Included within the remit of the relevant Task Group

9. Consultations undertaken

- 9.1 Tasking Group includes a range of establishments and the structure has a separate Group to deal with publicity and consulting with the appropriate bodies going forward.

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer – responsible body:

No observations to add in relation to propriety

ii. Head of Finance – responsible body:

I note that part 5.1 of the report explains the financial implications