

Setting a national 20mph Speed Limit in Wales



Llywodraeth Cymru
Welsh Government



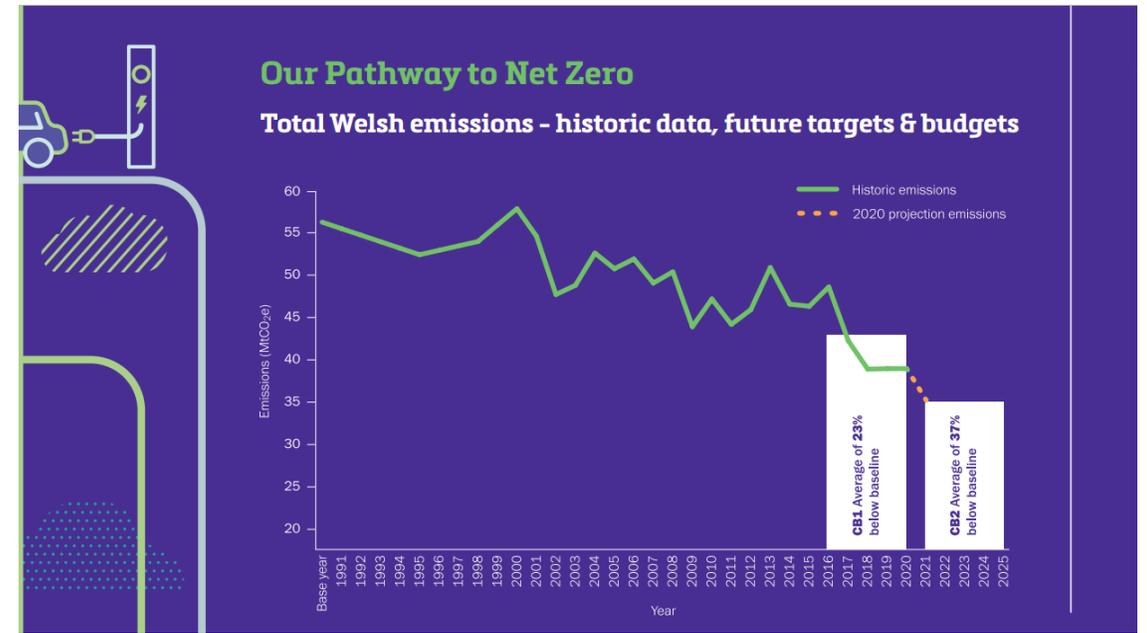
Llywodraeth Cymru
Welsh Government

Wales Transport policy context

Robert Kent-Smith

Deputy Director Transport Strategy and Policy

Policy context





Llwybr Newydd

The Wales Transport Strategy 2021

OUR VISION

An accessible, sustainable and efficient transport system

Priority 1

Bring services to people in order to reduce the need to travel

Priority 2

Allow people and goods to move easily from door to door by accessible, sustainable transport

Priority 3

Encourage people to make the change to more sustainable transport

WELL BEING AMBITIONS

Good for people and communities

Good for the environment

Good for places and the economy

Good for culture and the Welsh language

Sustainable Transport Hierarchy



Walking and Cycling



Public Transport



Ultra-Low
Emissions Vehicles



Other Private
Motor Vehicles

Target for public
transport, cycling and
walking trips:
32% → 45% by 2040



20's Plenty – the new norm

Headline Sponsor:



Organised by:



In partnership with:



Supported by:



Ian Bradfield

Principal Policy Lead – Roads

Welsh Government

#20mphconf



Llywodraeth Cymru
Welsh Government

Background and first phase

Ian Bradfield

Principal Policy Lead Roads



Llywodraeth Cymru
Welsh Government

Senedd Cymru, 7 May 2019: Mark Drakeford MS, First Minister:



'We know that 20mph zones reduce speed of traffic, reduce accidents – particularly accidents to children – and we want to see that become the default position right across Wales.'

Welsh 20mph Task Force Group

Final Report

July 2020



2 | Welsh 20mph Task Force Group Final Report



Llywodraeth Cymru
Welsh Government

The Welsh Government response to the recommendations made in the 20 Mph Task Force Group Report

Lee Waters
Deputy Minister for Economy & Transport

Mae'r ddogfen yma hefyd ar gael yn Gymraeg. This document is also available in Welsh.

OCL © Crown copyright 2020 W640852 Digital ISBN: 978-1-80038-863-5

For	Abstain	Against	Total
45	2	6	53

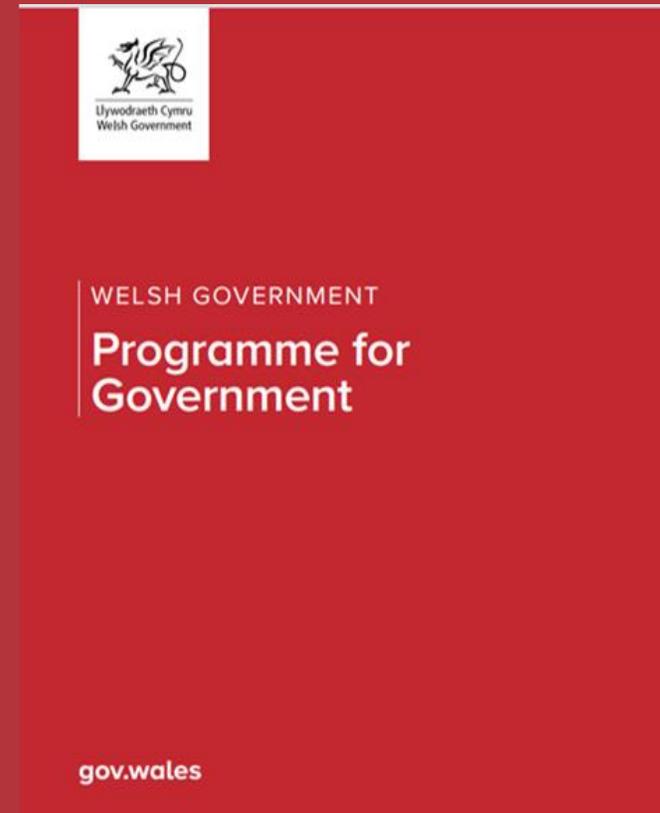
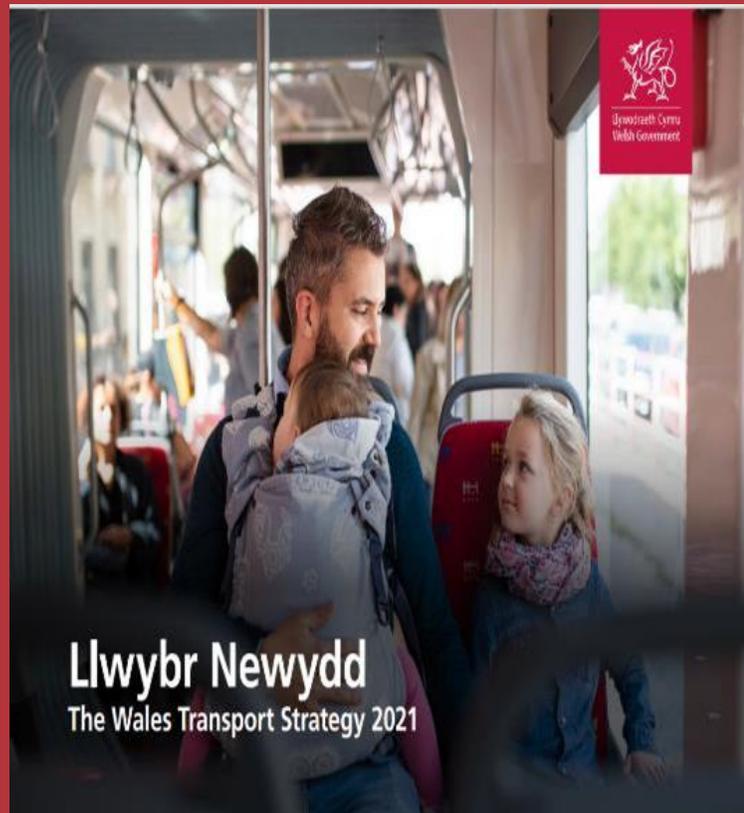
Meeting: 15/07/2020 - Plenary (Item 11)
Debate: Introducing 20mph Speed
Limits in Wales

Five year priorities set out in the Wales Transport Strategy to make communities safer and encourage Active Travel



Llywodraeth Cymru
Welsh Government

20 mph included in Programme for Government 2021 to 2026, and forms part of the legislative programme





Recommendation 1

The Welsh Ministers should make subordinate legislation under Section 81(2) of the Road Traffic Regulation Act 1984 to reduce the maximum lawful speed of a motor vehicle on a restricted road in Wales to 20mph

2022 No. 800 (W. 177)

ROAD TRAFFIC, WALES

The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022

Made

13 July 2022

Coming into force

17 September 2023

The Welsh Ministers, in exercise of the powers conferred by section 81(2) and (3) of the Road Traffic Regulation Act 1984(1), and after consultation with the Secretary of State as required by section 81(5) of that Act, make the following Order.

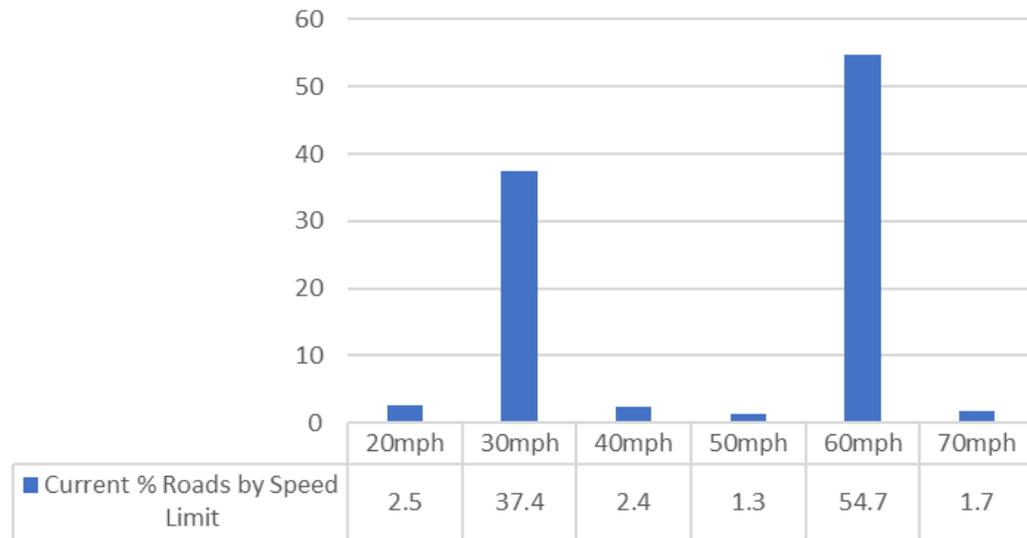
A draft of this Order has been approved by a resolution of Senedd Cymru in accordance with section 81(3)(aa) of the Road Traffic Regulation Act 1984.

Title, application and commencement

- 1.—(1) The title of this Order is the Restricted Roads (20 mph Speed Limit) (Wales) Order 2022.
- (2) This Order applies in relation to Wales.
- (3) This Order comes into force on 17 September 2023.

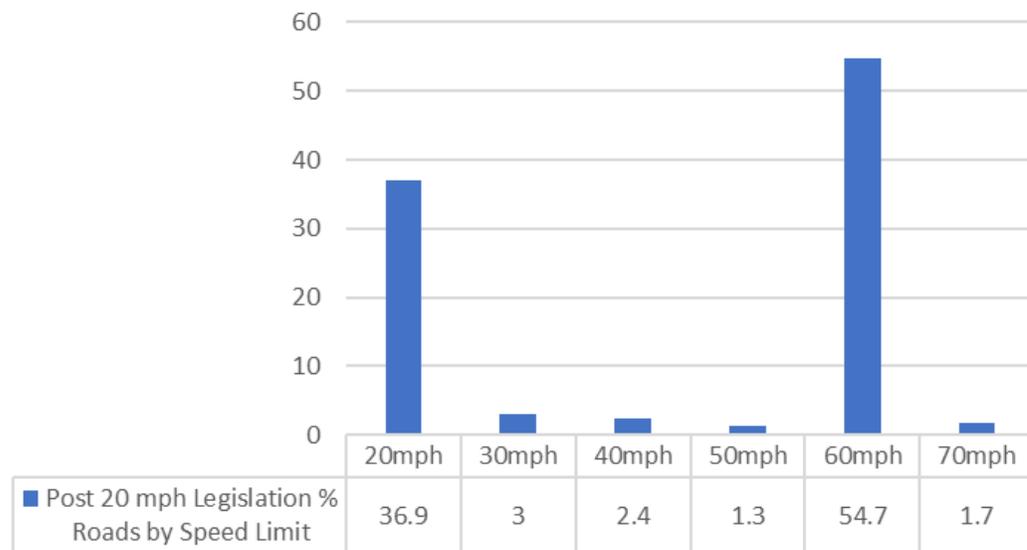


Current % Roads by Speed Limit



Llywodraeth Cymru
Welsh Government

Post 20 mph Legislation % Roads by Speed Limit

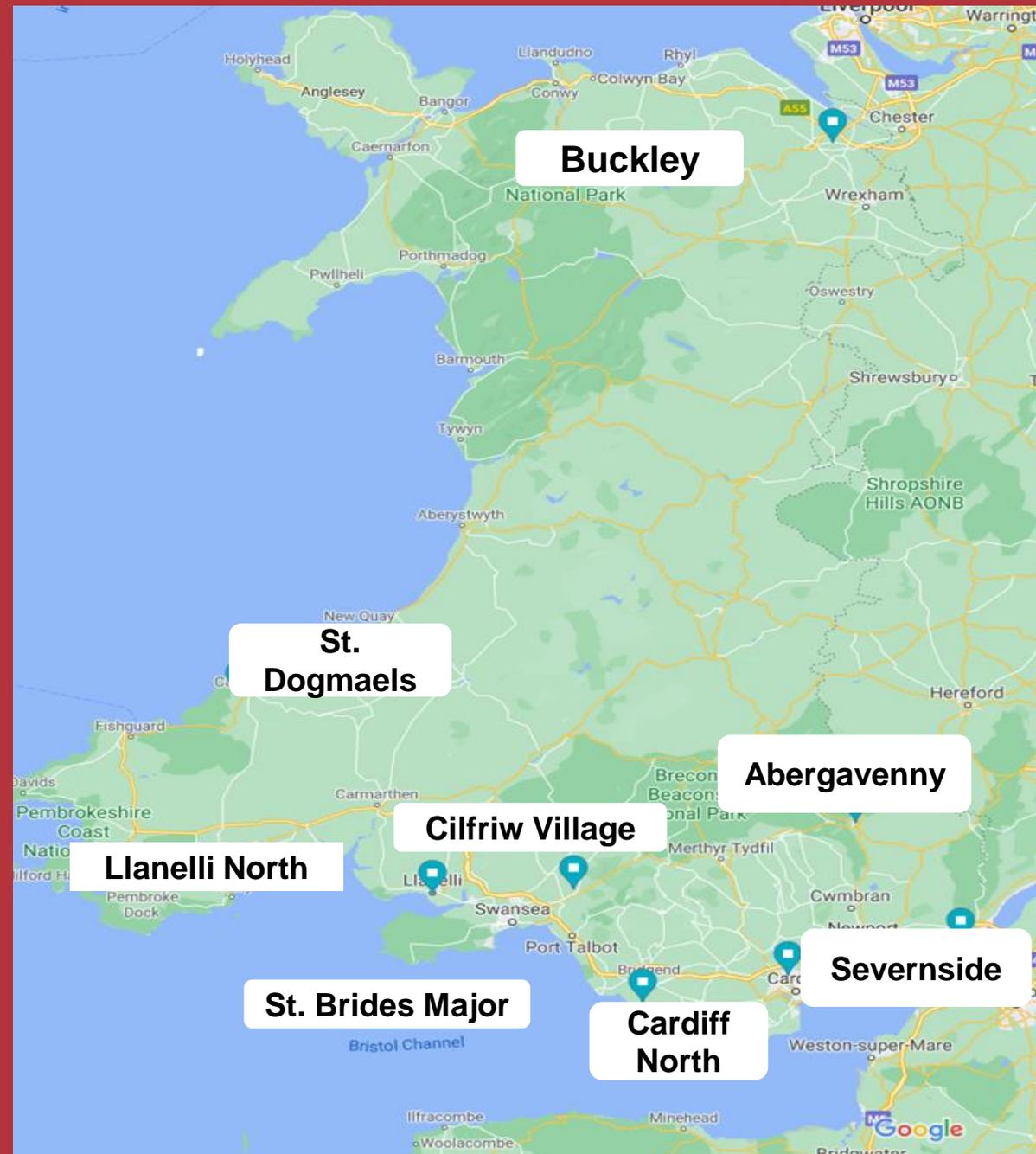




Recommendation 18

Welsh Government should invite local authorities to express interest in being part of a Pilot Settlements Project to make an early start on the development and refinement of the various processes needed to implement wide-area 20mph limits and to capture and collate a comprehensive data set to evaluate the impacts of the 20mph nationwide programme.

20 mph First Phase settlements



Llywodraeth Cymru
Welsh Government



20 mph First Phase settlements
have been used to develop:

- **An Enforcement Strategy**
- **Local Comms toolkits**
- **Technical and Procedural Guidance**

Recommendation 9: Welsh Government should publish design guidance for local authorities on typical engineering measures that may be required to support lower traffic speeds on restricted roads.

- **An Exception Process for those roads to remain 30 mph**
- **A Monitoring and Evaluation Strategy**



Recommendation 6

Transport for Wales should further develop and finalise its GIS tool for identifying potential exceptions to the national default 20mph speed limit for restricted roads. This tool should take into account both the Place and Movement functions of each section of street/road. It should be trialled and refined through the Pilot Settlements project (see Recommendation 18).



Llywodraeth Cymru
Welsh Government

20mph Exceptions Process



20mph Exceptions Process



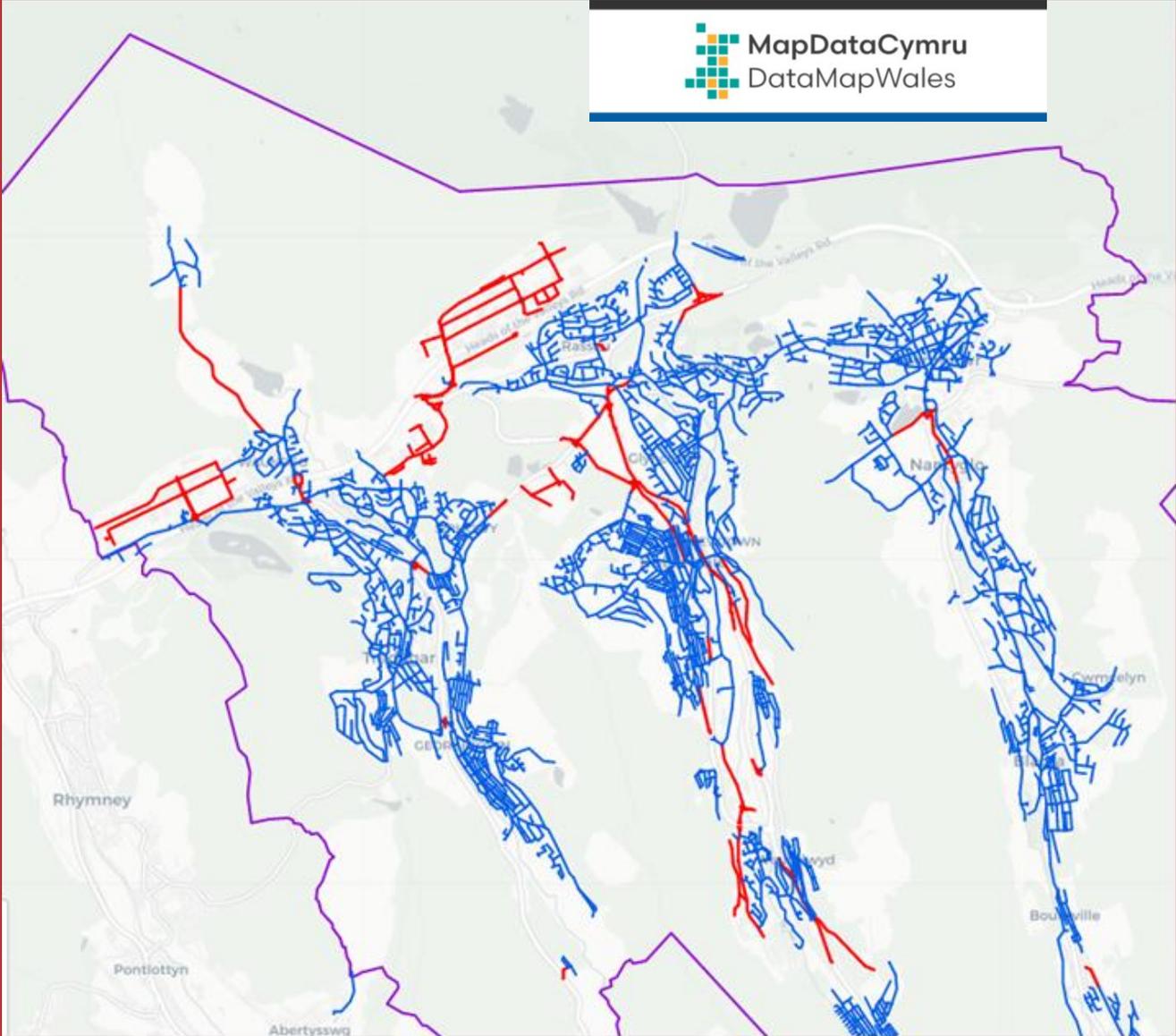
Llywodraeth Cymru
Welsh Government



**Potentially
suitable for
remaining at
30mph**



Exceptions Map





Recommendations 14 and 15

Local authorities and the Police should provide routine monitoring data, including on speed, casualties and collisions, and air quality to the Welsh Government in a timely way to contribute to the evaluation of the impacts of the 20mph nationwide programme.

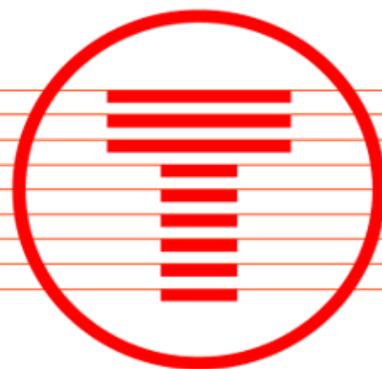
Welsh Government should undertake a monitoring and evaluation study so that an assessment can be made of the impact and effectiveness of the new default speed limit. This should be initiated through the Pilot Settlements project (see Recommendation 18).



Llywodraeth Cymru
Welsh Government

National Default 20mph on Restricted Roads

Monitoring Framework [Draft]



Revision	02
Issue Date	11 August 2022



Mae Trafnidiaeth Cymru yn eiddo i
Llywodraeth Cymru
Transport for Wales is owned by the
Welsh Government

Monitoring and Evaluation Strategy



Llywodraeth Cymru
Welsh Government

Policy Measure: Reduce speed limit on restricted roads to 20mph

Improve well-being of people in Wales

[health outcomes, social interaction, NHS costs,
local economies]

Reduce injury and death

Reduce the number of vulnerable pedestrians and cyclists killed or seriously injured on the road network

Encourage a change in travel behaviour

Encourage mode shift from private car to walking and cycling

Reduce motor vehicle dominance in vehicle/pedestrian interactions

Reduce negative externalities of vehicle use

Reduce carbon emissions from transport

Avoid any negative net effect on air quality



Key Performance Indicators (KPIs)

Objectives

Reduce the number of vulnerable pedestrians and cyclists killed or seriously injured on the road network

1.1: % traffic compliance with 20mph speed limit

1.2: Change in 85%ile speed

1.3: Change in mean speed

1.4: Vehicle journey time & variation on main through routes (difference between 5%ile & 95%ile) – split by general traffic / bus

2.1: Child pedestrian (age 5-11) casualty rate, by sex & deprivation fifth, also by sex and urban/rural

2.2: Pedestrians and cyclists age 65-74 casualty rate, by sex & deprivation fifth, also by sex and urban/rural

2.3: Pedestrians and cyclists (age 75+) casualty rate, by sex & deprivation fifth, also by sex and urban/rural

Encourage mode shift from private car to walking and cycling

Reduce motor vehicle dominance in vehicle/pedestrian interactions

3.1: Change in attitude to active travel use in built-up areas

3.2: Change in vehicle/pedestrian yield behaviours

Reduce carbon emissions from transport

Avoid any negative net effect on air quality

4.1: Change in local air quality - NO_x, PM₁₀, PM_{2.5}

4.2: Change in CO₂ emissions

4.3: Scale of traffic re-assignment to alternative longer routes

5.1: Change in public attitudes to 20mph speed limits



KPIs

1.1: % traffic compliance with 20mph speed limit

1.2: Change in 85%ile speed

1.3: Change in mean speed

1.4: Vehicle journey time & variation on main through routes (difference between 5%ile & 95%ile) – split by general traffic / bus

2.1: Child pedestrian (age 5-11) casualty rate, by sex & deprivation fifth, also by sex and urban/rural

2.2: Pedestrians and cyclists age 65-74 casualty rate, by sex & deprivation fifth, also by sex and urban/rural

2.3: Pedestrians and cyclists (age 75+) casualty rate, by sex & deprivation fifth, also by sex and urban/rural

3.1: Change in attitude to active travel use in built-up areas

3.2: Change in vehicle/pedestrian yield behaviours

4.1: Change in local air quality - NOx, PM10, PM2.5

4.2: Change in CO2 emissions

4.3: Scale of traffic re-assignment to alternative longer routes

5.1: Change in public attitudes to 20mph speed limits

Data collection / measurement methods

Semi-permanent traffic speed & veh classification monitoring devices (radar or loop) (a) ongoing in Phase 1 areas and (b) before/after in other sample locations across Wales

National level – annual OS speed data layer release

For 1.4, GPS data before/after

STATS19 – unverified (pre-release) data

Hospital data – emergency department attendances & in-patient admissions ICD-10 codes V01-V09

For 3.1 & 5.1, focus groups continue periodically in Phase 1 areas and new focus groups in other areas

For 3.2, camera surveys (a) continue periodically in Phase 1 areas

For 4.1, AQ sensors & diffusion tubes remain in three Phase 1 areas

For 4.2 & 4.3

Air Quality



Llywodraeth Cymru
Welsh Government

KPI = “Air quality remaining same (at the least)”

- Monitoring to be undertaken at two similar ‘free flowing’ locations, one ‘inside’ the 20 mph zone and one ‘outside’ the 20 mph zone using air quality sensors
- By comparing the measurements obtained at each sensor ‘impact’ of the 20 mph speed restriction on air quality (NO₂ and PM) can be estimated
- This approach attempts to ‘remove’ the influence of other factors which can influence trends in roadside air pollutant concentrations over time

Air Quality - Installation and Calibration



Sensors typically fixed to lamppost columns at height of 2-3m to avoid tampering and to provide source of power.

Where there is no power supply, large solar panel capable of powering two sensors (even during winter months), which will remain in situ during study.



Llywodraeth Cymru
Welsh Government



Future programme

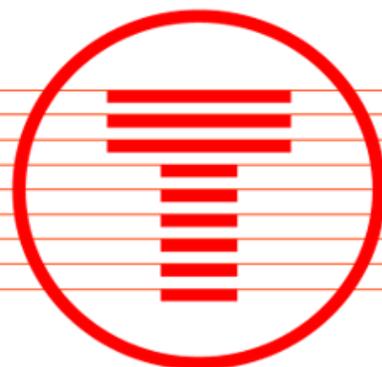
Task	Cardiff	Severnside	Abergavenny
Structural surveys	Complete	Complete	N/A
Initial calibration	Complete	Complete	In progress
Installation	Complete	Complete	To be scheduled
6 month calibration	Nov-22	Nov-22	
Initial report	Dec-22	Dec-22	
12 month calibration	May-23	May-23	
18 month calibration	Nov-23	Nov-23	
Final report	Dec-23	Dec-23	



Llywodraeth Cymru
Welsh Government

National Default 20mph on Restricted Roads

Monitoring Framework [Draft]



Revision	02
Issue Date	11 August 2022



Mae Trafnidiaeth Cymru yn eiddo i
Llywodraeth Cymru
Transport for Wales is owned by the
Welsh Government



Recommendation 2

Welsh Ministers should make subordinate legislation under Section 65(3) of the Road Traffic Regulation Act 1984 to give general directions to local authorities on the appropriate placing of speed limit signs, taking into account the change in the default speed limit for restricted roads.

Changes to the Traffic Signs Regulations and General Directions 2016 (TSRGD)



Llywodraeth Cymru
Welsh Government



Department
for Transport

DfT Circular 01/2016

The Traffic Signs Regulations and General Directions 2016

May 2016
Version 2

The main sign changes associated with the 20 mph default speed limit:

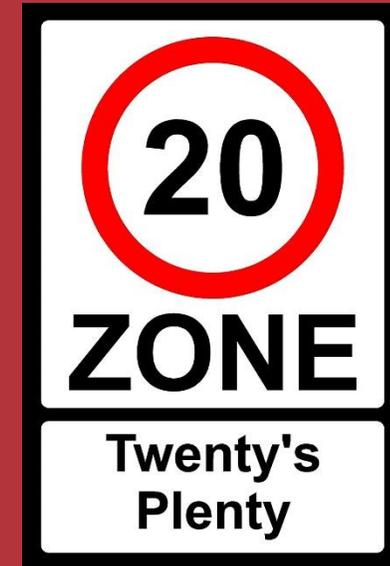


Llywodraeth Cymru
Welsh Government

- All current 30mph terminal signs and carriageway roundels on restricted roads will need to be changed to display 20mph
- 20mph zones will become redundant: TROs for 20mph zones will need to be revoked if they are in street-lit areas to reinstate restricted status
- 20mph repeater signs, 20mph zone/limit signs and end of zone signs will need to be removed
- Exceptions for roads that will remain at 30mph will need a TRO and 30mph repeater signs
- Any 20mph limits made by TRO that are not in lit areas will need to retain the repeaters

TSRGD Changes

- Savings
- Repeaters
- 20mph zones
- Signing humps
- Signs near schools
- Temporary signs
- Speed camera signs





Llywodraeth Cymru
Welsh Government

Changing the signs

All current 30mph terminal on restricted roads will need to be changed to display 20mph on 17th September 2023

How to get from this?



To this overnight!

