Kaarina Ruta
Transport Assistant
Welsh Local Government Association

#20mphconf
The local authority role

Kaarina Ruta
Transport Assistant
The case for change

Mostly I drive through Caldicot frustrated and growly at the enforced speed limit. (Willing to go faster 😃)
Tonight a little lad fell off his bike into the road right in front of my car. I've never been more grateful of going below 20mph 😇

I was able to stop promptly, thankfully. He was fine, but winded and shaken but definitely ok! I dread to think what could have happened had I been driving faster as he was tangled up in his bike struggling to get up. I'm not sure I could have stopped in time.

I do apologise if your lovely boy came home and said a random lady offered him and his bike a lift. It was me wanting to make sure he was ok! (Didn't think until the words left my mouth 😅) then told him I was sorry for asking that and he shouldn't go with strangers and did he want me to call his parents. He insisted he was ok so we stopped for a moment for him to rest and catch his breath and he politely thanked me for stopping 😊 and off he went on his way home. Thankfully 🙏.
First phase lessons learnt

- Local communication is **essential**
- **Do not** rely on the Statutory Consultation for TROs
- The Exceptions Maps provided by Transport for Wales are **guidance only**
- Local Authorities **must** apply their local knowledge
- Be careful **not to** miss the voice of the silent majority
- Local Authorities should work **collaboratively** where possible
Champions of change

The officers in the 8 first phase settlements worked very hard to make 20mph for Wales a reality – A big thank you!

A lot of it was made up as we went along, and to be fair initially we were all in the dark. We have bumbled along together, supported each other.

Some have had a more formal approach to the 20mph. Some have taken a more informal approach. Others have been involved in other initiatives.

Officer time was done on top of unpaid voluntary work.

Valuable insights were gleaned from the practical and the rhetoric of the Highway Authorities.

‘A lot of it was made up as we went along,’ and ‘to be fair: initially we were all in the dark. We have bumbled along together, supported each other.’
First phase settlements
Recommendations 19 and 20

Welsh Government should establish a Project Board, drawn from the Task Force Group together with additional members as necessary, to provide direction and oversight of the programme pre- and post-20mph speed limit implementation including for a 5-year post-intervention evaluation period. 20.

Welsh Government should establish a dedicated Project Team as soon as possible to lead and coordinate all the necessary tasks required to introduce a 20mph national default speed limit for restricted roads.
Project Governance Organogram

**PARTNERSHIP DELIVERY BOARD (QUARTERLY)**
- Deputy Director WG (Chair), Chair of Steering Group, TfW Senior, WLGA Representative, Police Gold, TfW Delivery Project Lead, WG Delivery Project Lead

**Steering Group (Monthly)**
- Phil Jones (Chair), WG Project lead, TfW Project Lead, Monitoring & Evaluation Group Chair, Comms & Engagement Group Chair, Design & Implementation Group Chair, PHW, WLGA, WG Network Management, Police and Crime Commissioners Rep, Police Silver, GoSafe Living Streets Rep, Sustrans Rep, RAC Foundation, Regional LA Reps for Wales: North – Mid – South-East and South-West

**Consultees**
- Age Cymru
- Emergency Services
- Road Haulage Association
- Logistics UK
- Fed’n of Small Businesses
- 20s Plenty
- DVSA
- AA
- Commissioners (for Older People etc), as appropriate

**Monitoring & Evaluation: Data collection and analysis Group**
- Chair – TfW Analytical Unit
- PHW
- UWE
- LA representatives

**Regional Design & Implementation Group**
- Chair – TfW Project lead
- WG
- SWTRA/NMWTRA
- WLGA
- LA project leads/officers

**National Enforcement and Engagement Group**
- Chair – Police Bronze
- GoSafe
- LA project leads
- LA road safety officers
- PCSOs
- WG

**Comms & Engagement Group**
- Chair – WG Comms rep
- LA comms reps
- TfW community reps
- Lynn PR

**Comms liaison group with Lynn PR**
- Chair – Deputy Director Comms - WG

**Comms advisory group**
- Chair – Deputy Director - WG
- Project advisors

**Delivery Team**
- Welsh Government, WLGA, TfW and Police
Inception meeting in July 2021

1-2-1 meetings and Exception maps

Political meetings

Lack of resource

Poor speed limit data and TRO records
Challenges and difficulties – and how to overcome them

- Signs inventory: Gaist
- Poor TRO records: Buchanan
- Practical challenge of installing signs: vinyl covers
- Difficulty of compromise: consistency across Wales v. local politicians
- Leadership and consistent messaging and communication needed from Welsh Government
- Collaboration and sharing of best practice between local authorities
Recommendation 21

Welsh Government should make additional resources available to local authorities to enable them to consult on, design and implement widespread changes in local speed limits and to provide monitoring data.
Looking ahead

- Review and finalise exceptions maps
- Inventory of all existing Signs
- Review existing TROs
- Inclusion in Exceptions Portal for engagement - DataMapWales
- Produce necessary TROs for the exceptions to 20 mph
- If required amend any existing 30 mph TROs
- Rescind any unnecessary TROs - 20 mph zones
- Design and erect/remove all signage, gateways
- Be part of the extensive Communications Campaign
Recommendation 13

Welsh Government should encourage local authorities, transport operators and other public and private bodies to ensure that drivers of their vehicles observe all speed limits through their fleet management policies and systems, including driver training and the use of relevant technology.
Pace vehicles

Working together with Driving for Better Business

Looking at how public and private fleet operators could become champions of change

Bus operators, HGVs, taxis

Combination of engagement, communication and enforcement
Recommendations 10 and 16

Welsh Government should establish a fund for communities to plan, design and implement low-cost changes to their local streets which improve local places, help develop stronger community cohesion and achieve lower traffic speeds; and provide support and accessible guidance to assist them.

Welsh Government should commission an independent study, five years after implementation of the national default 20mph speed limit for restricted roads, to provide an assessment of the programme both in terms of outcomes and process. It should be recognised that the programme is an internationally important intervention in generating data and results, not just for Wales.
After September 2023

Continue monitoring speeds and compliance

Soft measures: buffer speed limits, removing centre lines, reducing carriageway width, planting etc.

Placemaking measures and ownership by communities

Setting Local Speed Limits Guidance in Wales to be published later this year: review of other speed limits

Effect on bus operators, home to school transport and winter maintenance vehicles