

## Briefing on WG 20mph default speed limit programme

County, Town and Community Councillors

Kaarina Ruta, Transport Assistant

07990 280868, [kaarina.ruta@wlga.gov.uk](mailto:kaarina.ruta@wlga.gov.uk)

### Background and Rationale

- |   |
|---|
| <ul style="list-style-type: none"><li>The <a href="#">Welsh 20mph Task Force Group Final Report (July 2020)</a> set out a strong case for introducing a default 20mph speed limit on <b>restricted roads</b> across Wales. All 21 recommendations of the TFG <a href="#">were accepted by WG</a>.</li></ul> |
| <ul style="list-style-type: none"><li>The main rationale behind changing the default speed limit is road safety</li></ul>   |
| <ul style="list-style-type: none"><li>20mph will contribute to many other WG strategic priorities and <a href="#">well-being goals</a></li></ul>  |

### First Phase

- |  |
|--|
| <ul style="list-style-type: none"><li>January 2021: <a href="#">8 First Phase settlements selected</a></li></ul>   |
| <ul style="list-style-type: none"><li>The First Phase has been used to test the processes and potential issues arising in advance of the National Rollout phase of the 20mph default speed limit</li></ul> |

### National Rollout Programme

- |   |
|---|
| <ul style="list-style-type: none"><li>November 2020: <a href="#">20mph Public attitude survey</a></li></ul>   |
| <ul style="list-style-type: none"><li>July-October 2021: <a href="#">Public Consultation to reduce default speed limit to 20mph</a></li></ul>   |
| <ul style="list-style-type: none"><li>12<sup>th</sup> of July 2022: Vote on the main Statutory Instrument in the Senedd</li></ul>   |
| <ul style="list-style-type: none"><li>January 2023: Welsh Government launch high-level, overarching national Communication and Marketing Campaign and issue toolkits to Local Authorities</li></ul> |
| <ul style="list-style-type: none"><li><b>17<sup>th</sup> September 2023: Coming into Force date for the 20mph default speed limit in Wales</b></li></ul>  |

### Legislative Change

- |  |
|--|
| <ul style="list-style-type: none"><li>Welsh Ministers have powers to amend primary legislation to introduce a national, default speed limit of 20mph on restricted roads, as defined in <a href="#">Section 82 of the Road Traffic Regulation Act (RTRA) 1984</a>.</li></ul>   |
| <ul style="list-style-type: none"><li><b>Note:</b> Roads that are currently 40mph (or above) are out of scope for the 20mph National Rollout Programme. Any changes required will be covered under the <a href="#">Setting Local Speed Limits in Wales Guidance 2009</a>. An updated version is expected to be released later in 2022)</li></ul> |



### Exceptions Criteria

<ul style="list-style-type: none"> <li>The 'Exceptions Process' was developed to deliver a consistent approach to 30mph Exceptions needed as part of the National Rollout.</li> </ul>
<ul style="list-style-type: none"> <li><b>Place Criteria have been developed to identify <u>where it would be unsuitable</u> for speeds to remain at 30mph. These are as follows:</b> <ul style="list-style-type: none"> <li>Within 100m walk of any educational setting (e.g. primary, secondary, further education and higher education)</li> <li>Within 100m walk of any community centre</li> <li>Within 100m walk of any hospital</li> <li>Where the number of residential and/or retail premises fronting a road exceeds a <u>defined density (20 properties per km equivalent)</u> e.g. 250m link with <u>&gt; 5 residential properties</u></li> </ul> </li> </ul>

### Communication and Marketing

<ul style="list-style-type: none"> <li>The 20mph Communications and Marketing Focus Group together with an external agency will develop a high quality and all-inclusive, nationwide Behavioural Change, Communication and Marketing Campaign.</li> </ul>
<ul style="list-style-type: none"> <li>The Group will work collaboratively with Local Authorities in developing a 20mph assets toolkit which can be used by Local Authorities for their communications channels</li> </ul>

### Enforcement

<ul style="list-style-type: none"> <li>Where operational demand allows, the Police will continue to address road safety or community concerns, on a Threat, Risk and Harm basis.</li> </ul>
<ul style="list-style-type: none"> <li>Within the existing First Phase settlements both the Police and GoSafe have employed a number of enforcement and educational tactics that have been proportionate in response to the speed data.</li> </ul>
<ul style="list-style-type: none"> <li>In order to employ those tactics in the future, the Police will continue to make best use of an existing framework of partnerships and good relationships that already exist between them, GoSafe, Local/Highway Authorities and other road safety practitioners.</li> </ul>

Delivered together by Welsh Government, Local Authorities, Transport for Wales and the Welsh Local Government Association

