



Llywodraeth Cymru  
Welsh Government

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

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## **Foreword**

I am pleased to respond to the recommendations made by the 20 mph Task Force Group.

Reduced traffic speeds result in reduce accidents, particularly accidents to children, and creates good conditions for active travel.

The introduction of 20mph default speed limit on restricted roads in Wales will be part of a suite of transport measures to assist the creation of public spaces which promote people's health and well-being. It will hand back control to communities across Wales, to manage and improve their environment for both current and future generations.

I am grateful Phil Jones who chaired the Task Force Group, along with all those on the Group who have contributed and helped to produce this Report.

**Lee Waters MS, Deputy Minister for Economy and Transport**

## **Introduction**

The presumption to a default residential speed limit of 20mph was a commitment in the First Minister's manifesto and remains a priority for Welsh Government. A Task Force Group (TFG) chaired by an independent Transport Planner Phil Jones, of Phil Jones Associates was set up following a Plenary debate in May 2019 where there was cross party support for the introduction of 20mph as a default speed limit.

A wide range of public, private and third-sector organisations, with an interest in the introduction of 20mph speed limits, were represented on the TFG. The wide cross section of stakeholders and independent leadership of the TFG has given credibility to the outcomes and recommendations from the report.

The TFG was set up to investigate the premise that 20mph should be the default limit for residential areas, as reduced traffic speeds result in fewer collisions with more cohesive and safe communities. Their Report sets out the practical actions to implement 20mph default limit for residential areas, whilst giving local authorities the discretion to retain 30mph speed limit on key arterial routes

The current method of introducing 20 mph is through the introduction of Traffic Regulation Orders (TRO) and despite considerable financial support committed over recent years to introducing 20mph speed limits in Wales, only around 1% of the road network is subject to a 20 mph speed limit. The introduction of a default 20 mph using the powers Welsh Ministers have under the Road Traffic Regulation Act, 1984, will enable the rapid expansion of 20 mph in a cost-effective way.

Subject to some reservations, the Welsh Parliament can amend primary legislation, to introduce a national default speed limit of 20mph on restricted roads in Wales. A road is a Restricted Road if there is provided on it a system of street lighting furnished by means of lamps placed not more than 200 yards apart.

This initiative will give local authorities the discretion to retain a 30 mph speed limit (or set a different speed limit) on a Restricted Road where they deem appropriate.

## The Welsh Government Response to the 20 mph Task Force Groups Recommendations

The Welsh Government accepts all the TFG recommendations for each of the categories:

- Legal and Policy,
- Exceptions,
- Enforcement,
- Engineering,
- Monitoring and evaluation

The following table below sets out the response to each of the recommendations made by the TFG and they will be progressed by Welsh Government.

Recommendation Category	No.	Task Force Group Report Recommendation	Welsh Government Response
<b>Legal and Policy</b>	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.	<b>The Welsh Ministers propose to consult on proposals to make an order under section 81(2) of the Road Traffic Regulation Act 1984 reducing the general speed limit for restricted roads to 20 mph, including consultation on changes to related legislation and guidance.</b>
	2.	The 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	<b>The Welsh Ministers will review the Traffic Signs Regulations and General Directions 2016 with a view to making any amendments required in the event of the reduction of the general</b>

		in the default speed limit for restricted roads.	<b>speed limit for restricted roads.</b>
	3.	Welsh Government should undertake a review of the relevant legislation to identify how the Traffic Regulation Order process in Wales can be simplified.	<b>The Welsh Government will review the impact of the proposed temporary traffic regulation order procedures regulations, which will have effect during the Coronavirus epidemic, with a view to determine whether any permanent changes to the process are required.</b>
	4.	Welsh Government should work with the Department for Transport to amend relevant UK policy and guidance documents and in particular the Highway Code to inform road users of the 20mph national default speed limit on roads in Wales with street lighting.	<b>The Welsh Government will work with the Department for Transport regarding the Highway Code and will also work with the DVSA to discuss any relevant changes to driving tests required in the event of a reduction in the general speed limit for Restricted Roads.</b>
	5.	Welsh Government should amend relevant policy and guidance documents and in particular its Setting Local Speed Limits guidance to advise local authorities on selecting the appropriate speed limit in the light of the changed legislation.	<b>The Welsh Government will consult on the amendment of relevant policy and guidance documents, including Setting Local Speed Limits Guidance, will take place in conjunction with consultation on the reduction of the general speed limit for Restricted Roads.</b>
<b>Exceptions</b>	6.	Transport for Wales should further develop and finalise its GIS tool	<b>Transport for Wales were commissioned by the Welsh Government to</b>

		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).	<p><b>assist the TFG with the development of a GIS tool, to develop an exceptions process to the 20 mph default speed limit.</b></p> <p><b>It is proposed to continue to work with TfW to further develop the GIS tool and work with local authorities to undertake pilot studies for a general 20 mph speed limit. This will be combined with the regeneration work such as Transforming Towns, currently being undertaken by Welsh Government.</b></p>
<b>Enforcement</b>	7.	Welsh Government should work with the Police and Crime Commissioners, the Police and GoSafe to agree how the enforcement regime should be adapted to the widespread application of 20mph speed limits.	<b>Discussions have already taken place with the Police and Crime Commissioners to review the objectives for camera enforcement. It will investigate the role roads policing can play in relation to the wider wellbeing agenda, increasing community cohesion and enabling more people to walk and cycle.</b>
	8.	Welsh Government should work with the UK Government to secure its commitment to requiring all new motor vehicles sold in the UK to be fitted	<b>The Welsh Government will seek to ensure that the requirement for Intelligent Speed Assistance (ISA) to be incorporated as a default</b>

		with Intelligent Speed Assistance, in accordance with the EU's standards and timetable, regardless of the UK's departure from the EU.	<b>in new cars is kept by the UK Government regardless of any changes that occur due to leaving the EU. We will work with the DfT and other stakeholders to ensure technology is used to its maximum benefit for the implementation of the 20 mph speed limit.</b>
<b>Engineering</b>	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.	<b>The Welsh Government will commence work on design guidance as part of the pilot studies project and link to future developments with the Placemaking agenda.</b>
	10.	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.	<b>The Welsh Government will review how current funding streams could be used for this purpose and consider if additional funding is needed.</b>
<b>Communications and Promotion</b>	11.	Welsh Government should design and conduct an effective communications and	<b>The advice prepared by the communication and behaviour change sub group of the task force</b>

		<p>promotion strategy, in conjunction with local authorities, to raise public awareness that the national default speed limit for restricted roads is reducing to 20mph and to promote compliance with it.</p>	<p><b>will inform and support the development of an effective communication and marketing strategy for the speed limit change, which will also be drawing on the recent experience in national behaviour change campaigns, such as organ donation and plastic bag use.</b></p>
	12.	<p>Local authorities should base the proposed changes to local speed limits on the maps produced by the Transport for Wales GIS tool (see Recommendation 6). They should undertake effective consultation with local people and other stakeholders, with a particular focus on those sections of highway that have been identified using the GIS tool as potential exceptions to the 20mph default limit for restricted roads.</p>	<p><b>The Welsh Government will develop a tool-kit for local authorities as part of the pilot studies. This will be used alongside the all-Wales campaign to help with the engagement of all stakeholders and the public.</b></p>
	13.	<p>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</p>	<p><b>The Welsh Government will engage with fleet operators to explore introducing ISA into their fleets retrospectively. It will also work with the DVSA and Traffic Commissioner to encourage observance of all speed limits by fleet operators both in</b></p>



		and the use of relevant technology	<b>the public and private sector.</b>
<b>Monitoring and Evaluation</b>	14.	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.	<b>The Welsh Government will commission a study to determine the national impacts of the default 20 mph default speed limit. This will include the capture of data regarding compliance, casualties, active travel, as well as economic, environmental and health impacts. These will be tested and refined as part of the pilot studies, and will continue post-implementation for a period of at least 5 years</b>
	15.	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).	<b>Work on setting up the Pilot Settlement Project will commence before the end of 2020.</b>
	16.	Welsh Government should commission an independent study, five years after implementation of the national default 20mph	<b>The Welsh Government will commission a study that will draw on evidence gathered from the Pilot Settlement Project.</b>

		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, not just for Wales.	
<b>Implementation and Programme</b>	17.	<p>Welsh Government should achieve the following key milestones to enable a 20mph default speed limit on restricted roads to be introduced across Wales by April 2023:</p> <ul style="list-style-type: none"> <li>• Publication of Task Force Report – July 2020</li> <li>• Ministerial Statement giving the intention to proceed &amp; Plenary Vote to take forward the legislation – July 2020</li> <li>• Pass Statutory Instrument – October 2021</li> <li>• Commencement of Statutory Instrument – April 2023</li> </ul>	<b>The Welsh Government will endeavour to follow the recommended implementation programme set out in the report, subject to consultation.</b>
	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	<b>Officials have already commenced preliminary discussions with a number of local authorities, to take part</b>

		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.	<b>in the Pilot Settlements Project.</b>
	19.	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.	<b>The Welsh Government is establishing a Project Board to involve key stakeholders, with the necessary resource to progress the 20 mph implementation programme, with a view for the 20 mph default speed limit to come into force in April 2023. Continuing the evaluation of the intervention for a period of 5 years beyond the implementation date.</b>
	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.	<b>The Welsh Government will establish a Project Team to take forward the 20 mph implementation programme to implement the 20 mph default speed limit by April 2023.</b>
	21.	Welsh Government should make additional resources available to	<b>The Welsh Government will provide the required additional resources to</b>

		local authorities to enable them to consult on, design and implement widespread changes in local speed limits and to provide monitoring data	<b>enable local authorities to implement the changes and provide any additional monitoring data.</b>
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