

MONMOUTHSHIRE COUNTY COUNCIL

OUR AIM - CASUALTY REDUCTION



SPEED MANAGEMENT STRATEGY

AWARENESS



WORKING IN PARTNERSHIP WITH GWENT POLICE



TRAFFIC ENGINEERING



SLOWER SPEEDS



ROAD SAFETY EDUCATION, TRAINING & PUBLICITY



December 2018

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SPEED MANAGEMENT STRATEGY

1.0 INTRODUCTION

- 1.1 The Speed Management Strategy adopts a holistic approach to speed management measures available to the Council and provides a framework that identifies and includes policies, practices and procedures that address and respond to road traffic speed related concerns.

2.0 PURPOSE

- 2.1 The purpose of the Speed Management Strategy is to set out the Council's approach to speed management in the County in order to:
- i. Make a significant contribution to reducing inappropriate vehicle speeds within the County.
 - ii. Ensure the Council operates within the statutory requirements of Highway Authorities.
 - iii. Advise Local Members, residents and highway users in a transparent way on how concerns about speeding traffic will be considered and dealt with.
 - iv. Make best use of limited resources via evidence led decisions that are proportionate to the problem and level of risk
 - v. Increase awareness of speeding and speed related issues through Education, Training and Publicity resources.
- 2.2 The Council will make decisions that will reflect the most recent best practice guidelines relevant to speed management in Wales; and
- i. Review and adapt the Council's Speed Management Strategy as new technology, regulations or initiatives become available.
 - ii. Manage efficiently and review sites identified for action on a regular basis, particularly before an activity is withdrawn.
 - iii. Assess representations regarding speed issues by collecting speed and collision data.
 - iv. Refer to the Welsh Road Casualty Reduction Partnership sites displaying a serious traffic speeding problem that require enforcement.
 - v. Carry out all appraisals in a fair and transparent manner.
 - vi. Implement speed management measures that are appropriate to the severity of the problem.
- 2.3 This strategy has been developed to provide a transparent approach to speed management measures and responses to speed related concerns and requests for speed reduction measures. It also compliments the Councils integrated approach to road safety policies, practices and awareness and education campaigns.

- 2.4 The strategy will manage and respond to perceived speed risks by assessing conditions and following through a set of procedures and appraisals that will identify an appropriate response or action.
- 2.5 The outcome will be a safer highway network utilising more targeted resources and the means of clarifying the extent of the issue with a reasoned response. The actions in response to identified issues will include dissemination of results and will operate in parallel and in partnership with enforcement action provided by Gwent Police's Roads Policing Unit and the Wales Road Casualty Reduction Partnership.
- 2.6 Requests for reduced speed limits, traffic calming, safety cameras or variable message signs all relate to speed management. Whilst traffic calming devices are used to improve road safety and the local environment, by attempting to modify behaviour and controlling drivers' speeds to match local conditions, depending on the location, topography and classification of the road this may not be the most appropriate response to a speeding problem.
- 2.7 Traffic calming needs to be considered where there is evidence of motorists exceeding the speed limit and a history of personal injury collisions. On rare occasions traffic calming may be used where there is evidence of traffic using an inappropriate route (rat running) or to mitigate traffic impact on local roads mostly associated with new development.

3.0 STATUTORY DUTIES

- 3.1 The Council receives many complaints about speeding traffic, which arise from concerns about personal safety along streets and roads in our towns, villages and surrounding highway network. Monmouthshire County Council has a duty of care to its residents and highway users to consider and develop policies that respond to matters of concern to the public.
- 3.2 The Council in its capacity as Highway Authority has a legal obligation to carry out duties under section 39 of the 1988 Road Traffic Act, which places a requirement to prepare and implement a programme of measures designed to promote road safety.
- 3.3 The Speed Management Strategy will also contribute to achieving casualty reduction and therefore contribute to the national targets outlined in the Road Safety Framework for Wales. The current casualty reduction target to be achieved by 2020 is based on a reduction when compared with the average casualty figures for the period 2004-2008. This target seeks to achieve:-
- a 40% reduction in the total number of people killed or seriously injured in road accidents;
 - a 25% reduction in the number of motorcyclists killed or seriously injured, and
 - a 40% reduction in the number of children killed or seriously injured; and
- 3.4 The primary legislation for traffic calming is the Highways Act 1980, sections 90A to 90F. Within this legislation it is made clear that road humps can only be constructed on roads

with a speed limit of 30mph or less. This does not preclude the use of other traffic calming techniques on roads with a speed limit above 30mph, but use of any measure should be appropriate to the signed speed limit and the function of the road.

3.5 The relevant Highway Authority is responsible for setting local speed limits under the Road Traffic Regulation Act 1984. National speed limits apply to roads if a local limit has not been made. National limits are:-

- Built up areas with street lighting – 30mph
- Single carriageway roads without street lighting – 60mph
- Dual carriageway roads without street lighting – 70mph
- Motorways – 70mph

3.6 These limits apply to cars. On higher speed roads lower limits sometimes apply to goods vehicles, buses and coaches.

3.7 For motorways and trunk roads, such as the A40, A449, A465 and A4042, Welsh Government is the relevant highway authority. For other roads in Monmouthshire the Council is the highway authority.

3.8 The act specifies a statutory process to be followed, including a period of consultation, before making a Traffic Regulation Order (sometimes referred to as a Speed Limit Order), to introduce a local limit. As well as the aforementioned speeds, limits can be set at 20, 40 or 50mph. Speed limits cannot be introduced by means of an Experimental Traffic Regulation Order.

3.9 In Wales local speed limits are set in accordance with Welsh Government guidance 'Setting Local Speed Limits'. The advice seeks to ensure that limits are set in a consistent way throughout the nation which drivers understand and which promote road safety.

3.10 Appendices 2 and 3 provide more detailed information on the use of different speed limits and signing requirements.

4.0 ENFORCEMENT

4.1 Enforcement of speed limits is an important aspect of the Speed Management Strategy. Enforcement can only be undertaken by the Police, the Council liaises closely with Gwent Police which is supported by the Welsh Road Casualty Reduction Partnership (Go Safe).

- 4.2 Enforcement of traffic law, with its objective of casualty reduction, has to take its place with other calls upon police resources and court time and the amount of police resources dedicated to traffic policing is limited. The Council's Traffic Management Section liaises with Gwent Police regarding specific local problems.
- 4.3 The Welsh Road Casualty Reduction Partnership is a partnership between Police Forces, Welsh local authorities and Welsh Government.

5.0 SPEED MANAGEMENT MEASURES

- 5.1 A variety of measures can be considered to address excessive speed concerns. These are described briefly below:-

Safety Cameras

- 5.2 The Welsh Road Casualty Reduction Partnership carries out an appraisal of all speed complaints it receives, this information is shared with the local authorities. The response will be determined by what is considered to be appropriate and the capacity of the unit to deliver it. The ultimate action is enforcement using safety camera equipment
- 5.3 Safety cameras capable of recording and facilitating prosecutions comprise fixed (static) cameras and mobile cameras. Fixed cameras tend to be located along roads with a poor casualty record and must meet set criteria as directed by central Government.
- 5.4 Mobile cameras must also satisfy certain conditions. There is however some capacity to deploy safety cameras in response to complaints received from the community. These are usually rotated between three or four sites per annum. Those sites that qualify for attention will be reviewed regularly; if there has been a significant improvement or engineering measures implemented at the site then monitoring may cease. This will release capacity for the camera to be deployed elsewhere.

Gwent Police "Your Voice" Initiative

- 5.5 A police initiative to involve local communities in matters of local concern is known as Your Voice. This is a police engagement initiative labelled which embraces the ethos of Neighbourhood Policing. It is the police service's commitment to improving quality of life, by working more visibly and closely with local communities, together with partner agencies, and targeting the issues that local communities identify as those that matter most. Your Voice is intended to empower and involve communities in the decision making process with a view to reducing the fear of crime.

Signing

- 5.8 One option available to the Council is to increase driver awareness by installing signing. This can take the form of conventional warning signs and carriageway markings, or electronic signs such as vehicle activated signs (VAS), variable message signs (VMS) or speed indicator devices (SID). These measures are most appropriate where the problem of excessive speed is less severe.

- 5.9 Vehicle activated, variable message signs and speed indicator devices are mainly used in urban areas or their immediate approaches. Studies indicate that the use of electronic signs can achieve an average reduction in mean speed of 4mph without any change in the speed limit.

Engineering Measures

- 5.10 Engineering measures designed to reduce traffic speed are generally referred to as traffic calming. These can take the form of vertical deflections (speed control humps or cushions), chicanes, carriageway narrowing's, traffic islands etc. These measures are more appropriate to urban areas - vertical deflections are not permitted on roads with a speed limit above 30mph.

Speed Limit Changes

- 5.11 Occasionally analysis of prevailing conditions may suggest that vehicles are travelling at excessive speeds but within the prevailing speed limit. In such instances the limit will be reviewed in accordance with 'Setting Local Speed Limits'. Depending on the outcome the council may propose to reduce the speed limit and undertake consultations in accordance with statutory procedures.

SPEED MANAGEMENT STRATEGY – ACTIVITY MATRIX

- 5.12 The following activity matrix shows the interrelationship in speed management between the Highway Authority, Gwent Roads Policing Unit and Welsh Road Casualty Reduction Partnership (Go Safe).

SPEED MANAGEMENT ACTIVITIES AND RESPONSIBILITIES	Monmouthshire County Council	Gwent Roads Policing Unit	Go Safe
Statutory responsibility for road safety	√		
Speed Complaints	√	√	√
Speed Data Collection	√		√
Traffic Management	√	√	
Setting Local Speed Limits	√		
Traffic Regulation Orders	√		
Enforcement		√	√
Accident remedial and traffic calming engineering measures	√		

6.0 EVALUATION PROCESS

- 6.1 The process for evaluating and responding to concerns about speed is shown in the flow chart (see Appendix 1) and described below.
- 6.2 The initial step is to obtain and analyse speed and collision data. The council has access to the personal injury collision data collated by Welsh Government. In most cases recent speed data will not be available. This will be obtained by placing electronic equipment along the relevant road(s).
- 6.3 Speed records will be collected for at least 24 hours a day over a 7 day period. If relevant, the data will be collected during school terms times.
- 6.4 The results will be analysed to indicate whether or not there is evidence of excessive or inappropriate speed. Speed is considered excessive if the mean speed exceeds the speed limit. Where the mean speed is within the limit it may be considered inappropriate if speeds seem excessive when taking local conditions into account.
- 6.5 The requestor will be informed of the assessment findings and the results will be published on the Monmouthshire website.
- 6.6 If there is no evidence of excessive or inappropriate speeds, no further action will be taken.
- 6.7 Where there is evidence of excessive or inappropriate speeds the following courses of action will be considered.
- i. Refer to Wales Road Casualty Reduction Partnership and local neighbourhood sergeant/inspector in Heddlu Gwent Police.
 - ii. Signing and Educational Measures
 - iii. Engineering Measures
 - iv. Speed Limit Review

The implementation of any measures will be subject to the availability of funding.

Welsh Road Casualty Reduction Partnership (Go Safe)

- 6.8 The Welsh Road Casualty Reduction Partnership, which is branded 'Go Safe', will be informed and requested to consider enforcement action when an excessive speed issue has been identified. The unit will consider the matter in terms of its own independent appraisal process. The action they may take will be determined according to the extent of the problem. The following is an indication of the assessment process and actions considered by the unit:
- Stage 1 – Carry out site assessment
 - Stage 2 – Appraisal of data collected
 - Action 1 – No further action
 - Action 2 – Consideration as an Enforcement site.

- 6.9 Depending on the actions taken by the unit and their effectiveness consideration may subsequently be given to other measures.

Signing (and Educational Measures)

- 6.10 Improved signing can take several forms. In its simplest form it can involve laying 'ARAF/SLOW' carriageway markings, often adjacent to warning signs if these are appropriate. Warning signs would typically inform unfamiliar motorists of a junction, bend, steep hill, pedestrian crossing or traffic signals ahead.
- 6.11 Another option available is to supplement existing speed limit signs with the provision of speed limit roundels on the carriageway where they do not currently exist.
- 6.12 On the approach to communities enhanced town/village nameplate signs combined with contrasting coloured surfacing and/or rumble strips, providing an enhanced gateway feature might be appropriate.
- 6.13 Particularly in 30mph areas vehicle activated signs (VAS) may be appropriate. These can detect the speed of approaching vehicles and be programmed to display a variety of messages, e.g. the speed limit, sometimes accompanied by 'ARAF, SLOW', or the actual vehicle speed, usually shown in red if the speed limit is being exceeded and in green if not. Parameters are generally set so that the unit stops displaying speeds over a specified value i.e. for speed limits of 30mph, the VMS may stop displaying speeds over 45mph. Such devices are considered to be good educational tools for motorists.
- 6.14 A large scale evaluation of VASs carried out in 2002 by TRL (Report TRL 548) found that there is a positive effect on speed and collision reduction. The study found that, 'the average reduction in mean speed where there had been no change in the speed limit was 4 mph'.
- 6.15 Locations will be considered for the introduction of VAS or VMS if the speed data recorded indicates a mean speed exceeding the posted speed limit and there is a history of community concern. It will also be necessary to consider the layout and topography of the road, as such devices are limited in their use as their deployment is typically dependent on their being available street furniture to attach the unit too and also good sight lines in order to allow the unit to detect vehicles.
- 6.16 VAS or VMS display units are not necessarily restricted to one site. To gain maximum benefit one unit may be deployed in rotation at two or more sites.

Engineering Measures

- 6.17 Where the speed data record in an urban area indicates an issue with excessive speed and there is a history of personal injury collisions attributable to speed and/or driver behaviour it may be necessary to consider the location for traffic calming or collision remedial treatment.
- 6.18 Traffic calming schemes can give rise to conflicting views in local communities. Proposals for traffic calming will generally be subject to public and statutory consultation procedures and the views expressed will be reported to members in accordance with the Council's procedures before reaching a final decision whether or not to proceed. The implementation of traffic calming schemes is subject to funding being available.

Speed Limit Review

- 6.19 At locations where the mean traffic speed is within the existing speed limit yet speeds appear excessive given the highway characteristics and surrounding built environment it may be appropriate to review the speed limit. The review will be undertaken in accordance with 'Setting Local Speed Limits'.
- 6.20 One of the objectives of the document is to ensure a consistent approach to setting speed limits throughout the country. The document also reinforces advice in the Highway Code that drivers should not consider speed limits as target speeds and advises against frequent changes of limits. It is not anticipated that speed limit changes would be a frequent response to excessive speed concerns.
- 6.21 If the review suggests, changes to the existing speed limit might be warranted, proposals will be advertised and consultation undertaken with local communities and interested organisations in accordance with statutory requirements. Views expressed during the consultation process will be reported to members in accordance with the Council's procedures before reaching a final decision whether or not to implement changes.

7.0 EVALUATION CRITERIA

- 7.1 The intervention criteria described in the following paragraphs applies to 30 mph speed limits unless stated otherwise.
- 7.2 It is important to note that speed limits are the legally enforceable maximum speed for the road and do not negate the driver's responsibility to travel at a speed appropriate for the prevailing conditions.
- 7.3 Locations will be considered for the introduction of VAS or VMS if the speed data recorded indicates a mean speed exceeding the posted speed limit and there is a history of community concern. It will also be necessary to consider the layout and topography of the road, as such devices are limited in their use as their deployment is typically dependent on their being available street furniture to attach the unit too and also good sight lines in order to allow the units to detect vehicles.
- 7.4 Where speeds are recorded at significantly exceeding the 30mph speed limit, the road or street will be assessed for engineering measures and enforcement.
- 7.5 In a 40 mph limit where speeds are recorded at being significantly excessive an assessment of the appropriateness of the existing limit and will be reviewed in accordance with 'Setting Local Speed Limits'. Traffic calming humps and cushions cannot be provided on a road with a speed limit above 30mph. However horizontal deflections can be considered in certain circumstances.

8.0 MONITORING AND REVIEW

- 8.1 After implementation and allowing for a suitable bedding in period, all measures will be monitored to assess their effectiveness. Where appropriate speed measurements will be repeated at the original site(s), preferably at the same time of year as the original

measurements. If the measures seem to have been ineffective consideration will be given to introducing other measures.

- 8.2 At the end of a programme of VAS or VMS implementation speed data will be collected and the site reviewed. If conditions have improved then the treatment may be withdrawn or undertaken on a rotational basis in conjunction with other sites. The relevant Local Member(s) will be informed. This creates additional capacity to treat other locations which might not otherwise benefit from any initiative.

Process for a Speed-related Concern – Monmouthshire County Council, Gwent Police & GoSafe

1. **Receiving of the Initial Complaint** ~ Monmouthshire CC Highways to be nominated as the Single Point of Contact (SPOC). If a letter or e mail is received by Gwent Police, or the Safety Camera Partnership, the author should be informed that it will be referred to Monmouthshire CC Highways, for a review to be conducted.

Validation of complaint – the complaint will need to be logged via the “My Monmouthshire” system, whereby it will be forwarded from the Traffic Section to the relevant Local Ward Member for their support. Without the support of the Member the complaint will not be processed further.

2. **Undertaking the Initial Assessment** ~ Monmouthshire CC Highways to be responsible for “collating the information, correspondence and evidence” which will involve:

- ✓ Notifying the Police and Go Safe that a concern has been received
- ✓ Advising all correspondents that an assessment will be undertaken and the issue will be judged against the criteria
- ✓ Undertaking the initial assessment
- ✓ Gathering all existing evidence
- ✓ Feeding all available information through the Speed Complaint Assessment Form

Undertaking the initial assessment will begin by reviewing the speeding complaint and any previous complaints made and any resulting outcomes. It will involve dialogue with the Safety Camera Partnership to establish if they have received any complaints, if they have conducted any previous activity or analysis or reviewed the collision data, plus any other factors that should contribute to the review. The Local Neighbourhood Policing teams should also be contacted to identify if the issue was identified as a “Your Voice priority” and to ascertain whether they have received any concerns from residents. The initial assessment is to be undertaken by Monmouthshire CC Highways and will lead to either of the following outcomes:

- a) Gather further evidence to corroborate
- b) Support the request and progress to design and prioritisation

3. **Corroboration of evidence** ~ requires multi-agency input from Safety Camera Partnership and the Local Neighbourhood Policing team.

Corroboration of evidence will entail gathering the following information:

- Accident statistics
- 'Near Miss' and minor collision statistics (members and local councils to provide this)
- Speed analysis monitoring (Go Safe to deploy equipment and undertake the analysis)
- Speed camera readings
- Outcome of Speed Complaint Assessment Form

GoSafe (AWCRP) has had an effective speed analysis method in place for several years supported by Welsh Government software, which provides detailed information to assist the decision as to whether further activity should be undertaken. This approach is applied consistently across Wales and provides a statistical underpinning to the response to justify/or otherwise whether further action is required. The proposal is that Go Safe will undertake the speed analysis and that the outcome will enable the concern being "scored" as follows:

- **Green** – Insufficient grounds/evidence to conduct further activity
- **Amber** – The "complaint" has merit and requires further work
- **Red** – A review/multi agency problem solving meeting should be held as soon as practicable to agree a response

Once a speed concern has been scored, Traffic Engineers will undertake a risk assessment, applying the evidence received.

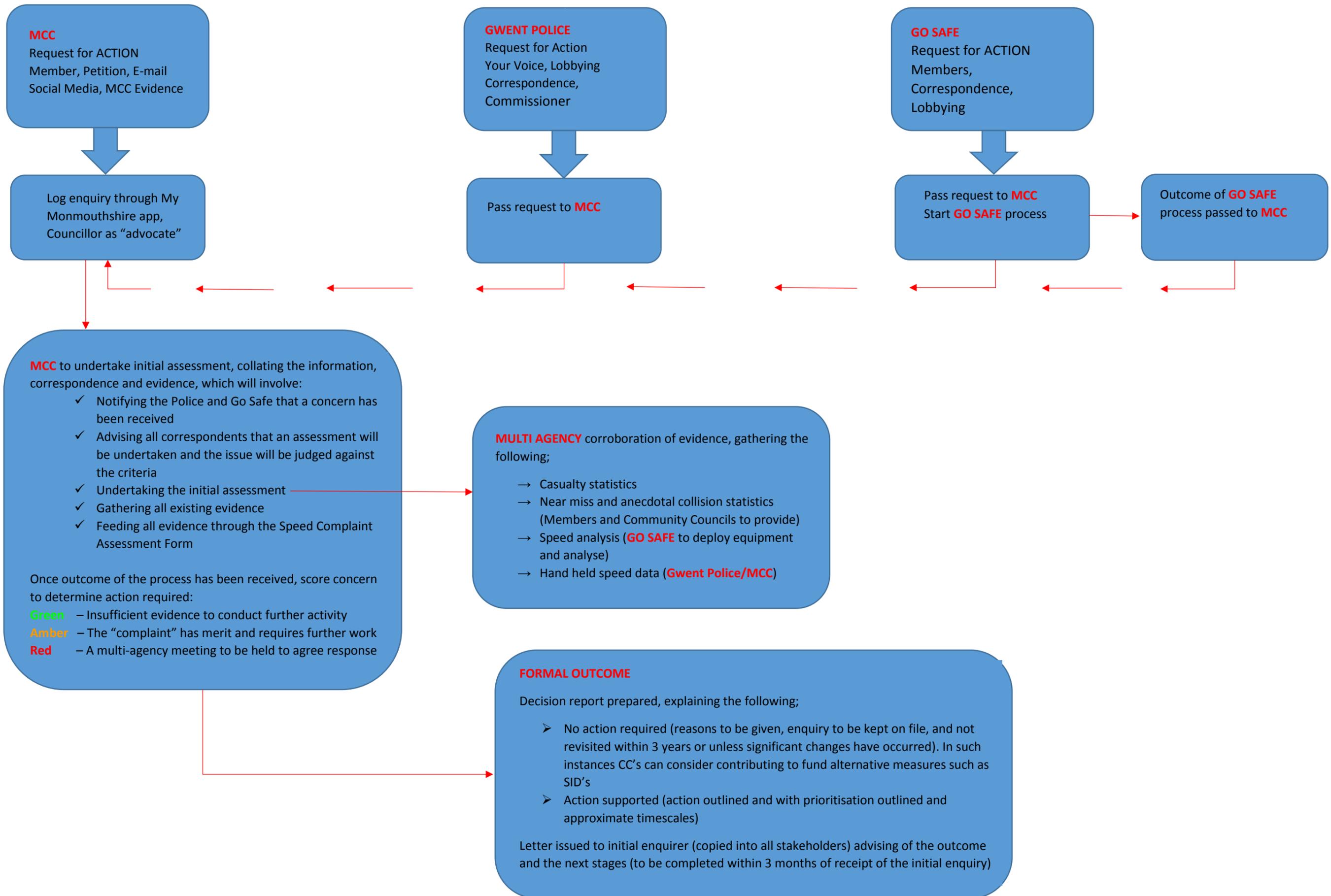
4. The Response ~ the formal response to be given by Monmouthshire CC Highways, following agreement by Go Safe and the Police. Once the information/data has been coordinated:

- If there is insufficient evidence to support that speeding is an issue and reason to conclude that it relates to the perception of residents, then this needs to be explained to the person raising the concern.
- If the analysis has supported the speeding concern, then a multi-agency meeting will be required to determine what activity will be carried out and by which organisation.
- If action is supported, an action plan should be developed and prioritisation given.

- A formal letter should be sent by Monmouthshire CC Highways to all correspondents advising them of the outcome of the review and the next stages and this should be completed within 3 months of receipt of the first correspondence.

The response process will consider 'education' (any covert speed analysis or Community Speed Watch should form part of 'education'), 'engineering', with 'enforcement' as the last resort. If 'education' and 'engineering' have been implemented and analysis still evidences that speed is a problem, then 'enforcement' will be required (the capacity for Community Safety Officers and Police, both neighbourhood and ASU, to conduct enforcement would need to be determined). Communities may feel that the only response to an issue of speeding is 'enforcement', however, unless the Safety Camera Partnership or a Police Officer is available to conduct the enforcement activity, this approach is usually only successful at the time that the activity is carried out. The response should ideally have a long-term effect on any motorist who receives penalty points, which is why 'enforcement' should be deemed the last resort in terms of response to a concern.

It may not be possible to devote the resources, or funds to reach a satisfactory conclusion and the community will need to be informed of the work undertaken and the response.



SPEED LIMIT CONSIDERATIONS

Drivers have a an overall responsibility to drive carefully and safely, in accordance with the prevailing highway features and traffic conditions, which can frequently mean travelling at speeds considerably lower than the signed limit. The Highway Code reaffirms that speed limits indicate the maximum speed – they are not target speeds.

Speed limits should be self-explaining and seek to reinforce people's assessment of what is generally a safe speed to travel and hence encourage self-compliance.

Several factors are taken into account in the assessment of a road or area for a speed limit. These include:-

- The general character of the road and locality
- Type and extent of roadside development
- Traffic composition
- Collision history
- Current traffic speeds
- Suitability for speed enforcement
- Frequency of junctions
- Presence of amenities that attract pedestrians and cyclists
- Levels of vulnerable road users

Environmental impacts such as increased journey times, vehicles emissions, and the visual impact of the signing. To be effective and influential a speed limit depends on drivers responding to these factors, particularly those with a visual impact. The speed limit should provide a key indication of the nature of the road or area and the activity of motorised and non-motorised road users. In this sense, the speed limit should fit the location and be self-enforcing so that the majority of drivers keep to the limit with minimal police intervention.

Speed limits are most likely to be adhered to where the existing average traffic speeds are close to the proposed speed limit. Where a lower limit is proposed for safety reasons then additional measures may need to be considered to physically control speeds and improve compliance.

In some instances the vast majority of traffic may already be travelling at speeds some way below the existing limit. Such situations usually arise where road geometry or general character of the road naturally constrain vehicle speeds. In these instances there is likely to be little merit or benefit in reducing the speed limit unless other safety concerns are apparent.

Speed Limit Signing

The principles of signing speed limits are well established. At locations where the limit changes 'terminal' signs are installed on both sides of the road to indicate the limit on the section of road the driver is about to enter.

Where one of the national limits applies no other signing is provided. In an urban area with street lighting the presence of street lighting columns indicate the existence of a 30mph limit.

In such situations authorities are specifically prohibited from installing 'repeater' signs. Likewise repeater signs are not provided on rural roads without street lighting if the national speed limit applies.

However if a local limit is introduced then repeater signs are provided alternately on either side of the road. For example, if a local limit of 30mph is introduced on a road without street lighting then '30' repeater signs are installed. Repeater signs have to be provided where the limit is 40 or 50mph. If repeater signs are not provided in accordance with current guidance the speed limit may not be enforceable.

Urban Speed Management

Urban roads support a complicated mix of commercial and residential areas and spaces. They must accommodate a range of traffic and travel methods, including non-motorised road users. Most urban roads have a 30 mph speed limit. Higher speed limits may be appropriate on higher quality suburban roads or those on the outskirts of urban areas where there is minimal residential development.

Lower speeds are important for encouraging cyclists and other non-motorised users. Introducing a lower speed limit on its own will not necessarily result in changes to driver behaviour, and other measures may need to be considered to encourage drivers to adjust their travelling speeds.

Rural Speed Management

Rural road characteristics often naturally restrict or prevent the use of elevated vehicle speeds. In rural areas, roads accommodate many community, recreational and local access functions. The characteristics are unique and speed limits, including the national speed limit, take account of the rural geometry, environmental impact and community objectives in and around villages and other rural centres.

Many rural roads are subject to the national speed limit of 60 mph, some of which are narrow single track lanes. The majority of drivers will not drive at this speed because the geometric characteristics naturally prevent higher speeds. In such cases a lower limit is unlikely to have any benefit. In general, lower limits on rural lanes will only be considered where there have been injury collisions, or where the road has an 'A' or 'B' classification and there are properties fronting the road.

The impact of signing can be an important consideration in rural areas when assessing new speed limits, particularly in hamlets and villages with historic buildings and settings. The environmental intrusion of signs has become an increasing concern with various bodies campaigning against sign 'clutter'.

1.0 20 MPH LIMITS AND ZONES

- 1.1 Whilst 20mph speed limits can be introduced 'Setting Local Speed Limits' recommends these are only appropriate when the mean speed of traffic is recorded at or below 20mph in such instances a 20mph limit can be implemented with supporting 20mph repeater signing. An alternative to a 20mph speed limit is a 20mph zone, where engineering works are undertaken to physically restrict speeds to 20mph. In this situation 20mph repeater signs are not required.
- 1.2 The Councils aim is to introduce 20mph speed limits or zones in proximity to all primary school entrances throughout the County, this aligns with Welsh Government aspirations. To date 20 mph zones have been implemented around some schools as a consequence of specific concerns or in conjunction with new school developments.
- 1.3 Collisions predominately resulting in child/pedestrian/cyclist casualties have not been noted to cluster around schools. Nevertheless, reducing the generic speed of traffic will improve the safety of the school journey and reduce concerns regarding children's safety. It may also help to encourage modal shift to sustainable forms of transport.
- 1.4 It is proposed to prioritise the implementation of 20mph Zones/Limits around all schools to:-
- Locations with a record of pedestrian injury collisions that are school related
 - Schools that have developed a School Travel Plan (See below)
- A school travel plan will achieve a number of objectives:-
- It will allow identification of problems experienced during the journey to school.
 - It will help to encourage active participation in the development and ownership of a sustainable transport strategy within communities.
 - Raise awareness of road safety education and travel choices, and encourage more walking and cycling and reduce car journeys.
- 1.5 The prioritisation of 20 mph zones to areas supported by a School Travel Plan will allow the safety improvements to be supported by Education, Training and Publicity (ETP) initiatives that provide road safety learning opportunities. Holistic management of road safety problems within communities will provide opportunities to promote ETP, healthy lifestyles and encourage sustainable travel.
- 1.6 It is also important to encourage ownership by the school, thereby maximising the benefits of 20 mph zones in the context of a safer routes in the community approach.

- 1.7 20mph limits or zones remote from schools will only be considered for locations where there is a primary attractor for concentrated numbers of vulnerable road users, such as a leisure complex or local shopping centre/facilities. Generally these will have a lower priority than school locations.

- 1.8 The Highway Authority is consulted on new development proposals, and promotes local road design which encourages appropriate traffic speeds in accordance with current design guidance. New Developments are usually designed to keep vehicle speeds at or below 20 mph on residential streets, unless there are overriding reasons for accepting higher speeds. However it is not usual practice to introduce formal 20mph limits in such situations, which would result in a plethora of traffic signs in the urban landscape.