

# CABINET MEMBER DECISION MEETING FOR TRANSPORT, WASTE AND INFRASTRUCTURE SERVICES

11<sup>TH</sup> AUGUST 2023

<b>Cabinet Member:</b> Cllr. Edward Thomas	<b>Portfolio</b> Cabinet Member for Transport, Waste and Infrastructure Services	
<b>TRAFFIC REGULATION ORDER FOR 20MPH SPEED LIMITS</b>		
<b>Purpose:</b> To consider Objections received to the advertised Public Notice and draft Order and determine whether the Traffic Regulation Order should be made.		
<b>Recommendation:</b>  <b>It is recommended that objections are noted and that the 20mph Order be made.</b>		
<b>Reasons:</b> To support the forthcoming Welsh Government legislative change introducing 20mph speed limits on restricted roads through 'The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022' which will come into force on the 17th September 2023.  The proposed 20mph limits on roads which do not have restricted road status will provide consistency for local communities and road users.		
Name of Head of Service: Steve Pilliner	Head of Service: Highways & Transportation	E-mail <a href="mailto:sgpilliner@carmarthenshire.gov.uk">sgpilliner@carmarthenshire.gov.uk</a>
Report Author: Mike Jacob	Traffic & Road Safety Manager	E-mail <a href="mailto:mjacob@carmarthenshire.gov.uk">mjacob@carmarthenshire.gov.uk</a>

**Declaration of Personal Interest (if any):**

**Dispensation Granted to Make Decision (if any):**

**DECISION MADE:**

**That the objections be noted, and the Order made.**

**Signed:**

DATE: \_\_\_\_\_

\_\_\_\_\_  
CABINET MEMBER

**The following section will be completed by the Democratic Services Officer in attendance at the meeting**

Recommendation of Officer adopted	<b>YES / NO</b>
Recommendation of the Officer was adopted <b>subject to the amendment(s) and reason(s) specified:</b>	
Reason(s) why the Officer's recommendation was <b>not adopted:</b>	

# EXECUTIVE SUMMARY

## CABINET MEMBER DECISION MEETING FOR TRANSPORT, WASTE AND INFRASTRUCTURE SERVICES

11<sup>TH</sup> AUGUST 2023

### TRAFFIC REGULATION ORDER FOR 20MPH SPEED LIMITS.

#### Brief Summary of Purpose of Report

The purpose of this report is to consider the objections received in response to the following draft Traffic Regulation Order which was advertised for comment and objection:

#### THE COUNTY OF CARMARTHENSHIRE (IMPOSITION OF 20 M.P.H. SPEED LIMIT) ORDER 2023

The purpose of the proposed Order is to fulfil the Authority's statutory duty in implementing speed limits as a result of Welsh Government's 'The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022' which will come into force on the 17th September 2023. The proposed 20mph limits on roads which do not have restricted road status will provide consistency for local communities and road users.

Copies of the advertised the Public Notice and draft Order is presented as Appendix 1.

Plans showing the objector locations are presented as Appendix 2.

An outline of the objections received is presented and discussed below. A full copy of the objections will be available separately at the meeting for detailed consideration.

#### Discussion of Objections

During the statutory consultation period the Council's Head of Administration and Law received representations from four objectors. These are discussed below with the removal of personal details.

Summary of objection	Discussion
<b>Objection 1</b> Objector wishes to express their strong objection to the proposed 20mph and 30mph Orders and the implementation of a 'blanket' 20mph speed limit across Wales and specifically the stretches proposed in Pentre Morgan and Bronwydd areas. They believe the measure lacks a solid foundation of data and may result in unintended consequences.	<b>Objection 1</b> The 'blanket' 20mph speed limit referred to is in fact a national change in legislation introduced by the Welsh Government and each Local Authority is bound by law to introduce the change on its high network. This includes the villages of Bronwydd and Pentre Morgan.

<p>Their concerns lie with the potential negative outcomes resulting from this blanket speed limit. It is their belief that such a measure will primarily lead to driver frustration and a lack of concentration. In situations where certain stretches of road cannot be effectively policed, there is a risk that drivers will attempt to overtake slower-moving vehicles, potentially increasing speeds and compromising safety. Moreover, the implementation of this speed limit may result in long queues of cars on the affected roads, making it difficult for residents to exit their driveways. They state that they have witnessed the impact of speed restrictions in their area, with prolonged queues and earlier morning traffic to avoid congestion.</p> <p>While they fully support restrictions around schools, hospitals, and areas with high pedestrian density, they find it difficult to endorse a blanket speed limit on main roads as they are of the opinion that it will send mixed messages by implying it is safe to step onto the road and that at 20mph injuries would be minimal and the approach seems counterintuitive and potentially dangerous, as it may encourage pedestrians to take unnecessary risks.</p> <p>In light of the above concerns, they respectfully request that a more measured and evidence-based approach be adopted and crucial decisions regarding road safety management are grounded in factual data, allowing for a comprehensive evaluation of the proposed measures and their potential impact.</p>	<p>The change in legislation is being brought into force by Welsh Government and will apply to 'restricted roads' only. This legislative change is not included within the consultation undertaken for the Orders discussed within this report. The Traffic Orders proposed within this report relate to roads which are not 'restricted' but have been assessed as appropriate to have 20mph limits in support of the restricted roads which will reduce to 20mph as a result of the legislative change.</p> <p>Research indicates that lower speed limits reduce traffic speeds and road traffic collisions. Carmarthenshire has had a number of 20mph limits in place for many years.</p> <p>The change in Legislation does not imply that it is safe to step into the road and all road users should continue to abide by the Highway Code.</p> <p>The Welsh Government has assessed research available in bringing forward this legislative change and further details are available at:</p> <p><a href="#">Introducing 20mph speed limits: frequently asked questions   GOV.WALES</a></p> <p>The objector has not made an objection to a specific location 20mph.</p>
<p><b>Objection 2</b></p> <p>As the operator of a tourism business, the objector feels that the speed limits will have a negative effect on people visiting Carmarthenshire and have a significant detrimental effect on the tourism sector within Carmarthenshire and Wales.</p>	<p><b>Objection 2</b></p> <p>The Objectors comments on the impact of changing national legislation on Tourism are noted.</p> <p>The national change in legislation is being introduced by the Welsh Government and each Local Authority is obliged to implement the change on its highway network.</p>

<p>The objector states that the Welsh Governments own research shows that the imposition of these speed limits would cost the Welsh Economy £4.5 billion, and there is very little evidence to show limits will increase road safety or reduce pollution therefore they cannot understand why the authority are going ahead with their imposition.</p> <p>The objector states that the cost to the taxpayer to implement these changes across Wales is over £32.5 million and cannot be justified. We are continually informed 'there is no money, and we need to make savings', yet the authorities have decided to go ahead with spending massive amounts of public money on a scheme that the majority of the public do not want. The whole scheme makes no sense and should be stopped before it is too late.</p>	<p>The national change in legislation is a decision which has been taken by Welsh Government and will apply to restricted roads across Wales.</p> <p>The implementation of the change is being funded by Welsh Government.</p>
<p><b>Objection 3</b></p> <p>The objector states there has never been a road traffic collision on the road between Cwmpengraig and Felindre in the 28 years they have lived in the village. They state it used to be a national road limit of 50 mile per hour, the council made it 30 mph some 12 years ago, only 2 years ago the County Council put up flashing-signs, but just for Cwmpengraig, but not down near the school in Felindre.</p> <p>They state that the County Council are wasting taxpayers' money and are going to make people driving journeys longer.</p> <p>The objector says 'the council say they have not got the money to repair the roads, cut the grass verges, cannot fund the NHS, Police etc, the list goes on and on, but somehow Central government find the money for this'. Everyone they have spoken to about this matter is not happy that this is going to be imposed.</p>	<p><b>Objection 3</b></p> <p>Roads in in the villages Cwmpengraig and Felindre are Restricted Roads and will default to 20mph. There is a short length of road between the villages of circa 300metres which is not subject to Restricted Roads status. The road is narrow with no footways and is used by pedestrians walking between both villages and to ensure consistency and a safer environment for vulnerable road users, the 20mph Order is proposed.</p> <p>According to our Personal Injury Collision database there has been one serious collision in the last 5yrs along this length of road which involved a cyclist.</p> <p>With regards to the County wide 20mph speed limits, this is a National change in Legislation which is being introduced by the Welsh Government and each Local Authority is obliged to introduce the change on its highway network.</p> <p>The implementation of the change is being funded by Welsh Government.</p>

<p>For transport firm this means putting their prices up, therefore affecting more costs for all consumers, as it will take drivers long to do the job. Government departments have no idea what they are doing and the effects it will have on normal working-class people. Whilst they understand the speed limits near schools, but not having a 20mph every minute of the day. During summer holidays schools are shut for weeks, but the limit is still 20mph.</p> <p>The objector is a director of a company which employs 6 staff, and most are saying that with the cost of living, this is just going to make items cost more. They believe that all road traffic organization are against this and say it will add to more congestion and that the cost of transporting goods will go up.</p> <p>This order to impose 20mph on roads is putting Wales back into a 3rd country status. A new study from Queen's University Belfast, Edinburgh University, and the University of Cambridge has found that reducing speed limits from 30mph to 20mph has had 'little impact' on road safety.</p>	<p>The new research, conducted by the Transport Research Institute (TRI) at Edinburgh Napier University, in conjunction with Public Health Wales, estimates a new default 20mph speed limit on residential roads across Wales will save around £100 million in the first year alone.</p> <p>The estimated cost saving is the direct result of fewer deaths and injuries. The new 20mph default speed limit is estimated to save more than 100 lives over a decade and 14,000 casualties in total could be avoided. Further details are available at: <a href="http://www.napier.ac.uk/Technical-Papers-Transport-Research-Institute">Technical Papers - Transport Research Institute (napier.ac.uk)</a></p>
<p><b>Objection 4</b>  Objector is of the opinion that the proposed 20mph limit is unreasonable at Hebron - 30mph would be appropriate.  To have small sections of the road through the village restricted to 20mph when the whole village should be subject to whatever traffic calming is seen as necessary by the County Council.  Why weren't the properties affected by the proposal contacted directly about the proposals.  The method of understanding the proposals and responding to them is very complicated.</p>	<p><b>Objection 4</b>  The main road through Hebron is a Restricted Road and will default to 20mph under the new Legislation.</p> <p>The road is narrow with no footways and is built up through the village. The remaining parts of the village are planned to be subject to a 20mph Order due to a lack street lighting. This will ensure consistency and a safer environment for vulnerable road users.</p> <p>Previous online consultation was undertaken in February/March 2023 and then Notices were placed on site for the draft Order (July 2023), as well as being published in the local press and on the County Council's website.</p>
<p><b>Recommendation</b>  It is recommended that the objections be noted and that the Order be made.</p>	
<p><b>DETAILED REPORT ATTACHED ?</b></p>	<p><b>NO</b></p>

## IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report:

Signed: S.G. Pilliner

Head of Transportation and Highways

Policy and Crime & Disorder	Legal	Finance	ICT	Risk Management Issues	Organisational Development	Physical Assets
<b>NONE</b>	<b>YES</b>	<b>YES</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>

### Legal

The Traffic Regulation Order would be introduced by the Council's Head of Administration and Law.

### Finance

The cost of the Traffic Regulation Order is funded from the Welsh Government 20mph Capital Grant

## CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below.

Signed: S.G. Pilliner

Head of Transportation and Highways

### 1. Scrutiny Committee – N/A

2. Local Member(s) - all Local Members consulted as part of the Traffic Order process; no objections received.

3. Community / Town Council – all Town, Rural and Community Councils consulted as part of the Traffic Order process, no objections received.

4. Relevant Partners - key stakeholder, to include the Police, GoSafe, Ambulance Service, Fire Service, Freight and Haulage Groups, Bus Operators, Access Groups, consulted as part of the Traffic Order process, no objections received.

### 5. Staff Side Representatives and other Organisations - N/A

Section 100D Local Government Act, 1972 – Access to Information  
List of Background Papers used in the preparation of this report:

There are none.