

Meeting of:	Cabinet
Date of Meeting:	Monday, 21 June 2021
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Experimental Traffic Regulation Order - 20MPH Speed Limits
Purpose of Report:	To agree the introduction of experimental 20MPH speed limits in Aberthin and Peterston Super Ely
Report Owner:	Cabinet for Neighbourhood Services and Transport
Responsible Officer:	Miles Punter - Director of Environment and Housing
Elected Member and Officer Consultation:	Accountant Neighbourhood Services and Building Committee Reports - Legal Operational Manager - Engineering Local Ward Members for Cowbridge and Peterston Super Ely
Policy Framework:	This report is a matter for Executive Decision by Cabinet
<p>Executive Summary:</p> <ul style="list-style-type: none"> • A request has been received from local ward members and members of the community to introduce a 20MPH speed limit through the village of Aberthin. This follows difficulties in installing a controlled pedestrian crossing in the area due to the current geometry of the main road. • There are S106 monies available for a sustainable transport contribution in Aberthin resulting from the development of land at Court Close, Aberthin (2016/00867/FUL). The sustainable transport contribution is £45,376.41. • The Council is currently taking part in a pilot project aimed at capturing long term data and developing an enforcement strategy before the planned roll-out of a default 20mph speed in Wales in April 2023. The pilot projects follow consideration of the matter by a Welsh Government task force and the production of their final report in July 2020. https://gov.wales/sites/default/files/publications/2020-07/20mph-task-force-group-report.pdf • Two specific locations with both community and local ward Member support were put forward for this project, namely St Brides Major and Peterston Super Ely. • St Brides Major was chosen by Welsh Government and this scheme is currently planned for implementation in June 2021. Unfortunately, Peterston Super Ely was not selected. 	

- Whilst it would likely not be prudent to install many 20MPH schemes due to the planned implementation of the proposed Welsh Government default 20mph speed limit in Wales, the introduction of an experimental 20MPH speed limit scheme in Aberthin utilising the S106 funding available is the desire of the local ward members. There is also considerable community support for such a scheme, and the geometry of the main highway through Aberthin does lend itself to a 20mph scheme.
- It is therefore proposed that a 20MPH speed limit scheme for Aberthin be progressed on an experimental basis and that a similar scheme in Peterston Super Ely is also progressed due to the considerable work previously undertaken preparing the bid for this area to be included in the Welsh Government pilot project. This area also boasts local ward member and community support for such a scheme. Funding for this scheme would be taken from the Neighbourhood Services and Transport capital budget for 2021/22.
- It is proposed that both schemes be introduced using experimental traffic regulation orders where objections and comments as well as traffic data in respect to the schemes would be collected in their first 6 months of operation. This data would inform decisions taken on the permanency of the schemes or otherwise, within the 18 month trial periods and would be the subject of a future report to Cabinet.
- The data from both schemes would be made available to Welsh Government to assist with their pilot project.

Recommendations

1. That Cabinet approval is given to give public notice of the Council's intention to make Experimental Traffic Regulation Orders to introduce 20MPH speed limits in Aberthin and Peterston Super Ely, as detailed in Appendix A and B to this report.
2. That Cabinet receives a further report detailing the outcome of the Experimental Orders within a period of 18 months.
3. That Cabinet authorises the Director of Environment and Housing Services, in consultation with the Cabinet Member for Neighbourhood Services and Transport to agree the final design and extent for the 20mph speed limit trial and the execution of any legal Orders to implement the scheme.

Reasons for Recommendations

1. To provide the necessary authority to the progress with the experimental traffic regulation orders.
2. To allow the success or otherwise of the experimental orders to be properly considered to inform decisions on any permanent arrangements.
1. To provide the necessary authority to ensure the scheme is implemented in the most appropriate and efficient manner.

1. Background

- 1.1 The Road Traffic Regulation Act 1984 allows Highway Authorities to make and vary Orders to regulate the movement of vehicular traffic and to improve the amenities of an area.
- 1.2 The Council as Highway Authority has a responsibility to improve the safety of the highway user and may be found to be negligent if it does not meet its statutory obligations under the Highways Act 1980 and the Road Traffic Act 1988.
- 1.3 One of the ways of improving highway safety is to reduce speed limits and the Council is currently taking part in a pilot project to capture long term data and allow any unforeseen issues to be resolved as well as to develop an enforcement strategy before the planned national roll-out of a default 20mph speed limit for Wales in April 2023. The pilot projects follow consideration of the matter by a Welsh Government task force and the production of their final report in July 2020. The final report can be accessed via the following link:
<https://gov.wales/sites/default/files/publications/2020-07/20mph-task-force-group-report.pdf>
- 1.4 Two specific locations with both community and local ward member support were put forward for this pilot project; St Brides and Peterston Super Ely.

- 1.5 St Brides was chosen by Welsh Government and this scheme is currently under construction, unfortunately Peterston Super Ely was not selected.
- 1.6 The improvement of road safety is a matter currently under consideration in Aberthin, with s106 funding of £45,376.41 available for Sustainable Transport. The installation of a controlled pedestrian crossing was originally considered but this is not possible due to the layout of the highway. In order to help enhance pedestrian safety and encourage active travel in the village the local ward members and the community have now indicated a wish to introduce a 20MPH speed limit as an alternative to a crossing.
- 1.7 If as a highway authority we do not have all the evidence to support the success or outcomes of a particular type of Traffic Regulation Order, we are able to 'test' such an order by introducing it as an experiment. This is a formal legal process whereby a change to the traffic regulation order in an area is introduced and data from the public, police and our professional officers is gathered on its success or otherwise whilst the change is actually in operation. This experimental order process has been used successfully in the past on Orders such as 'one way, systems and the use of bus lanes by motorcycles.

2. Key Issues for Consideration

- 2.1 Since the submissions put forward to Welsh Government for the national 20MPH pilots it has become apparent that, in addition to Peterston Super Ely, there is significant community and local member support for the introduction of a 20MPH limit in the village of Aberthin. The community originally requested consideration be given to the installation of a controlled pedestrian crossing using section 106 funding set aside for Active Travel, but this could not be taken forward due to the geometry of the road and in particular the location of the main bus stop for the village.
- 2.2 The outcome of the Welsh Government pilot will capture long term data and assist in developing an enforcement strategy for the planned national roll-out of a default 20mph speed limit for Wales in April 2023. This default 20mph limit would mean a change in the speed limits of many of our urban streets from 30MPH to 20MPH from April 2023 onwards
- 2.3 There are a number of other areas where reduced speed limits have been requested and in most of these cases it would be prudent to await the implementation of the proposed default 20mph speed limit in Wales. Also In a number of areas where requests from sectors of a community have been received there is no full ward member support, and / or no contributory funds towards the scheme costs.
- 2.4 In the case of Aberthin there is community and full ward member support and £45k of s106 funding towards any scheme and in the case of Peterston Super Ely, there is community and ward member support such that a 20MPH proposal was

recently submitted to Welsh Government for funding, though, as advised, was unsuccessful.

- 2.5** Whilst there is specific funding available, it would not be appropriate to progress a scheme for the introduction of a 20MPH limit in Aberthin without also giving consideration to introducing a similar scheme in Peterston Super Ely, due to the clear support for a scheme in that area and the fact that it had previously been put forward to Welsh Government as one of this Council's preferred locations.
- 2.6** It is therefore proposed that experimental 20MPH limits be introduced in both these locations and that the data collected be offered to Welsh Government, in addition to the selected scheme at St Brides, to assist their consideration of 20MPH as Wales' new default speed limit. The Peterston Super Ely scheme and any remaining balance that may be required for the Aberthin scheme would be funded from the Neighbourhood Services and Transport capital allocation for 2021/22.
- 2.7** An experimental 20 mph speed limit does not require physical traffic calming measures such as speed humps or cushions. The schemes would generally comprise, gateways, rumble strips, 20MPH signage, speed activated signs and highway markings subject to final design. The extents of each scheme are shown at Appendix A (Aberthin) and Appendix B (Peterston Super Ely) again subject to final design.
- 2.8** It is proposed to install the schemes from July this year and for the experimental orders to be in place for up to 18 months. Objections and comments from the public will be accepted during the first 6 months of the trials and a further report on the outcomes of the experiments will be tabled before Cabinet within the 18 month period. Vehicle speeds and traffic volumes will be assessed prior to implementation and continually monitored during the proposed experimental phase of 20 mph speed limit.
- 2.9** A decision on whether or not to continue with the changes on a permanent basis or revert back to the previous (existing) situation will be based on the public feedback received and the traffic data obtained and would be a decision for Cabinet. A further report detailing the outcome of the experimental order will therefore be submitted to Cabinet on its conclusion.
- 2.10** The police will be fully consulted on the design for both schemes due to the implications for enforcement.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1** The Council's Traffic Management team adopts a collaborative approach when proposing changes to Traffic Regulation Orders, working the police, local ward

members and communities to ensure that any new or varied Traffic Regulation Orders are the most suitable for addressing the highway safety issues in any particular area.

- 3.2 A key consideration in introducing any new Order is thinking for the longer term. In this case experimental schemes are proposed which help to ensure that any longer term solutions that may be introduced are the most appropriate, being informed by the detailed evidence gained throughout the experimental period.
- 3.3 In terms of prevention, reducing traffic speeds within the villages concerned should reduce the risk of death or serious injury should there be any road traffic collisions in these locations in the future.
- 3.4 The proposals also seek to further the Council's Well-being Outcomes contained within the Corporate Plan. Good quality, safe highways helps to sustain economic growth, allowing both residents and visitors to better enjoy the experience of travelling within and through the Vale of Glamorgan area.
- 3.5 The reduction of average speed limits could have a positive effect on vehicle emissions and this will be assessed as part of the St Brides Welsh Government Pilot project, which will provide learning for these two additional schemes.

4. Resources and Legal Considerations

Financial

- 4.1 The total cost of both schemes is estimated at £120k. The Aberthin scheme will be funded in the main part from S106 contributions and the Peterston Super Ely scheme will be funded from Neighbourhood Services and Transport capital budget 2021/22.

Employment

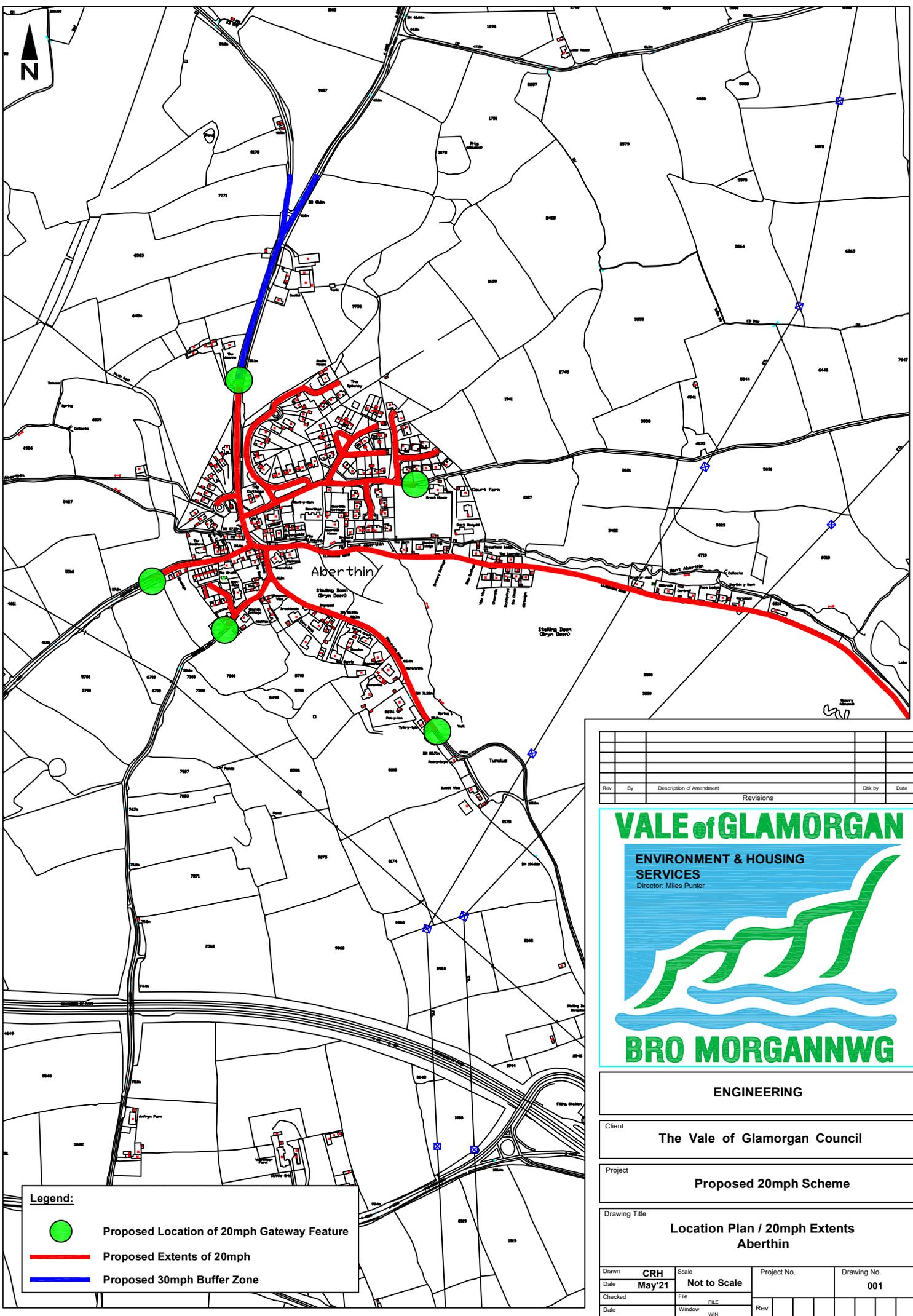
- 4.2 There are no employment implications from this report.

Legal (Including Equalities)

- 4.3 The Road Traffic Regulation Act 1984 allows Highway Authorities to make and vary orders to regulate the movement of vehicular traffic and to improve the amenities of an area.
- 4.4 The Council as Highway Authority has a responsibility to improve the safety of the highway user and may be found to be negligent if it does not meet its statutory obligations under the Highways Act 1980 and the Road Traffic Act 1988.

5. Background Papers

None.



Legend:

- Proposed Location of 20mph Gateway Feature
- Proposed Extents of 20mph
- Proposed 30mph Buffer Zone

Rev	By	Description of Amendment	Revisions	Chk. by	Date

VALE of GLAMORGAN

ENVIRONMENT & HOUSING SERVICES
Director: Miles Punter

BRO MORGANNWG

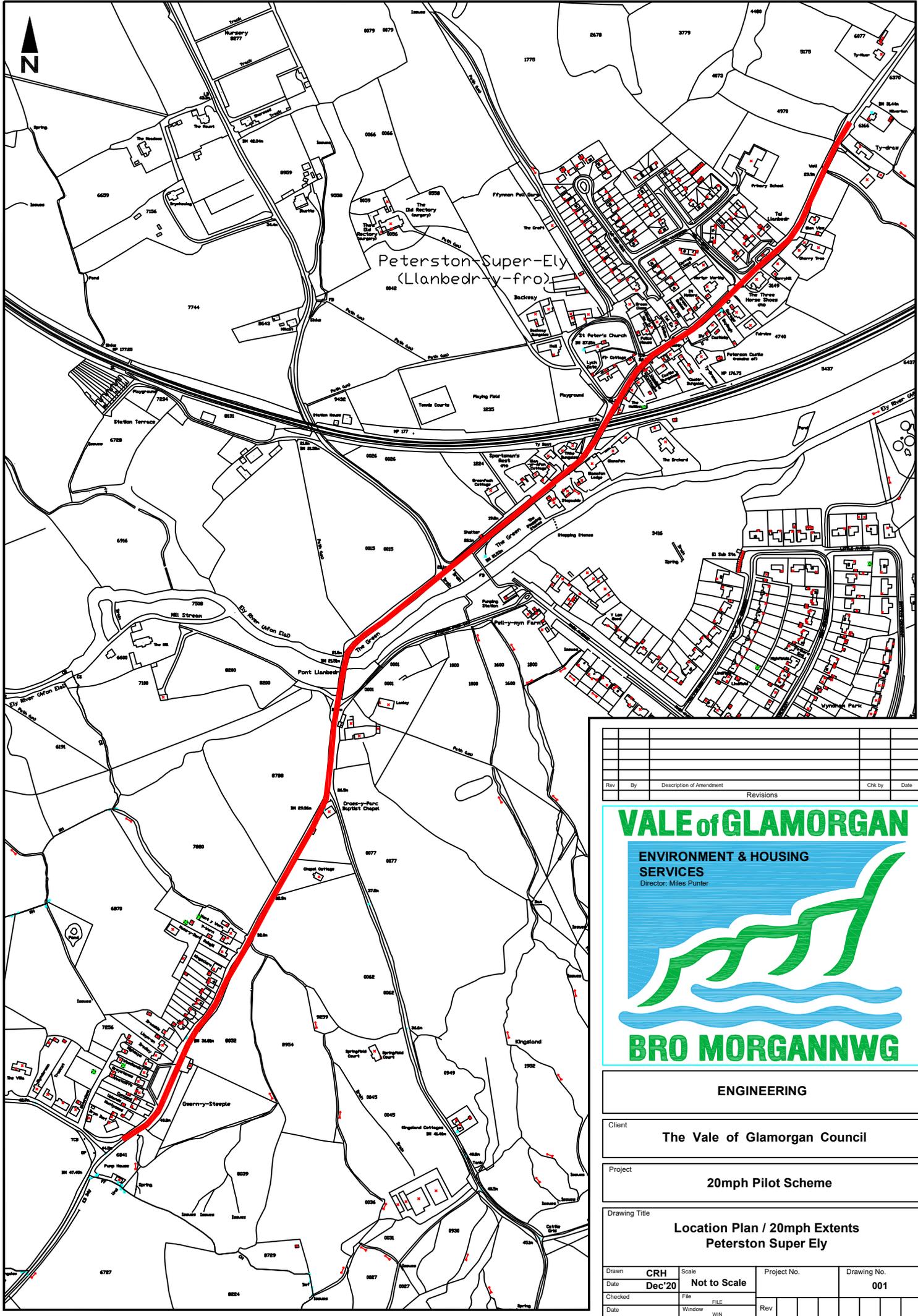
ENGINEERING

Client **The Vale of Glamorgan Council**

Project **Proposed 20mph Scheme**

Drawing Title **Location Plan / 20mph Extents Aberthin**

Drawn	CRH	Scale	Not to Scale	Project No.		Drawing No.	001
Date	May'21	File	FILE	Rev			
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Rev	By	Description of Amendment	Revisions	Chk by	Date

VALE of GLAMORGAN
 ENVIRONMENT & HOUSING SERVICES
 Director: Miles Punter

BRO MORGANNWG

ENGINEERING

Client **The Vale of Glamorgan Council**

Project **20mph Pilot Scheme**

Drawing Title **Location Plan / 20mph Extents
Peterston Super Ely**

Drawn	CRH	Scale	Not to Scale	Project No.		Drawing No.	001
Date	Dec'20	File	FILE	Rev			
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