

THE VALE OF GLAMORGAN COUNCIL

COUNCIL: 25<sup>TH</sup> SEPTEMBER, 2023

REFERENCE FROM CABINET: 7<sup>TH</sup> SEPTEMBER, 2023

**“C96 PROPOSED TRAFFIC REGULATION ORDER (TRO) FOR EXCEPTIONS TO WALES 20MPH DEFAULT SPEED LIMIT AND IMPLEMENTATION OF ANCILLARY SPEED LIMITS (NBS) (SCRUTINY – ENVIRONMENT AND REGENERATION) –**

The Cabinet Member presented the report, the purpose of which was to advise Cabinet of the recommendations made by the Environment and Regeneration Scrutiny on 18<sup>th</sup> July, 2023 and the public objections received to the proposed TRO and to agree an appropriate way forward.

The Cabinet Report of 6<sup>th</sup> July, 2023 was considered by the Environment and Regeneration Scrutiny Committee on 18<sup>th</sup> July, 2023, and the associated reference was attached to the meeting agenda as Item 8. At the meeting and following detailed consideration, the Scrutiny Committee recommended that comments raised by the Committee be referred to Cabinet for consideration.

Councillor Wilson thanked everyone who had taken the time to respond during the consultation period as those responses informed the final decision making.

Technical Officers had considered and interpreted the Welsh Government guidance, assessed evidence from multiple sources, analysed the latest collision data and traffic composition and utilised their professional engineering judgement combined with local knowledge of the network in a reasonable, reasoned and proportionate methodology to substantiate the basis for making the exception from the default 20 mph speed limit on A and B class roads.

In all cases, Officers had considered the question whether there were ‘significant’ numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road and the extent that they needed to mix with motor traffic for proposed exception sites.

Officers used place criteria as a primary guide when assessing all A and B Class roads, albeit with mitigations based on a variety of local factors to aide decision making associated with Place criteria; protected facilities meeting relevant criteria within Active Travel Act Guidance (ATAG); and safety of vulnerable road users being considered when determining what roads to retain at 30mph. The presence of local shopping / business / tourist / visitor areas as an additional attractor was included within local factors to substantiate evidence of significant pedestrians and cyclists use along a road.

Councillor Wilson made the point that it was impossible to hypothesise the potential number of cyclists or pedestrians that would use a route based on perceived road safety. Perception differed from person to person and unfortunately the Welsh Government guidance did not provide any forecasting model, or formula to determine future usage. If the strategic 'A' and 'B' routes were reduced to 20mph, the composition and volumes of motor traffic would potentially deter inexperienced or leisure cyclists from using those routes. However, it was acknowledged that more seasoned and experienced cyclists would use those routes, irrespective of the types and/or volume of traffic.

The objections and other comments were summarised in the report, along with detailed Officer responses to the points raised. As a result of the objections made to the proposed exceptions it was proposed to make five changes.

1. West Farm Road (part), Ogmores-by-Sea – removal of 20 mph as private road (Appendix C referred).
2. Cardiff Road, Dinas Powys - extension of default to 20 mph (Appendix D referred).
3. St Nicholas Road, and Park Avenue Barry – default to 20 mph (Appendix D referred).
4. Ewenny Cross Corntown and Ewenny – default to 20 mph (Appendix D referred).
5. Windsor Road (between Plassey Street and Marconi Avenue) – default to 20mph (Appendix D referred).

Cabinet approval was required to overrule the other objections made and accept the amendments to the proposed Traffic Regulation Order to ensure the 30mph exception sites and other ancillary speed limits were implemented as proposed.

Councillor Wilson advised that the intention was to keep all the proposed changes under review. The safety of highway users was of utmost importance, and the full consequences of such major changes to the speed limits on the highway network would only be known when once they had been in operation for some time.

Should further changes to the exception list or any speed limits be required in the future, such matters would either be dealt with via the Director of Environment and Housing's delegations to publicly advertise and introduce Traffic Regulation Orders in consultation with the Cabinet Member for Neighbourhood and Building Services, or via Cabinet; should any objections to such changes be received.

Councillor Wilson thanked the Officers who had spent numerous hours collecting all the data and doing the research for the report and Cabinet resolved to include an additional Recommendation to the report to note that work on behalf of the Cabinet.

The Leader agreed that several areas had been in the balance and it would only become clear if any amendments were necessary over time and after review.

This was a matter for Executive decision.

Cabinet, having considered the report and all the issues and implications contained therein and noting the inclusion of additional Resolution (5)

RESOLVED –

(1) T H A T the recommendations made by Environment and Regeneration Scrutiny on 18<sup>th</sup> July, 2023, and the officer responses to both those recommendations and the objections received as part of the public consultation be noted.

(2) T H A T the amendments to the proposed Traffic Regulation Order as identified in the schedules provided at Appendices C and D be approved.

(3) T H A T the objectors be notified of the decision.

**(4) T H A T the use of article 15:14 (urgency procedure) in respect to the above recommendations be endorsed.**

(5) T H A T the Officers who spent numerous hours collecting and researching the relevant data and answering people's queries be thanked with it being acknowledged by Cabinet the considerable volume of work carried out when producing the report for consideration.

#### Reasons for decisions

(1) To ensure that the views of the relevant Scrutiny Committee and objectors have been considered prior to a decision made by Cabinet.

(2) To permit the proposed order to be amended to enable the proposed 30mph exception and other ancillary speed limits to be implemented, as reflected in the comments from the public consultation.

(3) To ensure that all those who took part in the TRO consultation are advised of the outcome of the process.

**(4) To ensure a prompt implementation of the TRO's to meet the date set by Welsh Government for implementation of the new default 20mph speed limit on 17th September, 2023.**

(5) To acknowledge the volume of work carried out by Officers when producing the report for consideration.”