

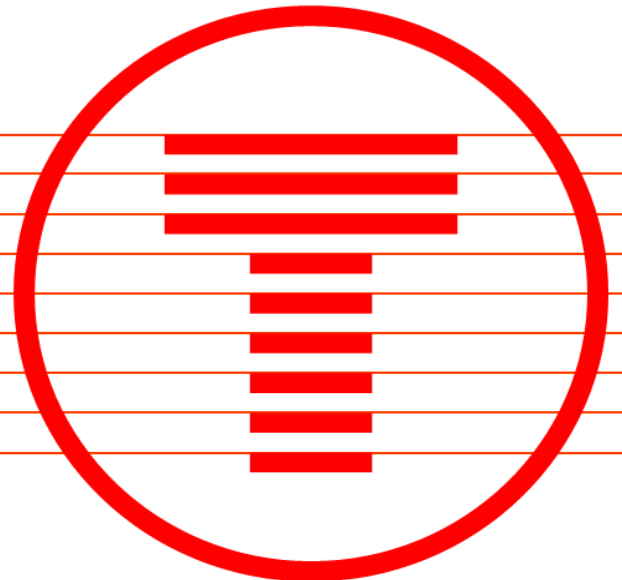


**TRAFNIDIAETH CYMRU**  
**TRANSPORT FOR WALES**

# **Default 20mph speed limit on restricted roads**

## **Phase 1 areas**

### **Final monitoring – summary**



**Revision**

**Final**

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Default 20mph on restricted roads phase 1: Final monitoring – summary	Final

## 1. Introduction

This document summarises the monitoring data obtained from the 20mph phase 1 areas up to the end of May 2023. The data presented here is taken from the final monitoring report relating specifically to phase 1.

Future monitoring reports will cover the national default 20mph speed limit on 'restricted roads' which the Welsh Government introduced on 17 September 2023.<sup>1</sup>

## 2. Objectives and key performance indicators

We published the [national 20mph monitoring framework](#) in September 2023.<sup>2</sup> This sets out five specific measurable objectives for 20mph speed limit implementation:

- Reduce the number of pedestrians and cyclists killed or seriously injured on the road network.
- Encourage mode shift from private car to walking and cycling for shorter journeys in built-up areas.
- Reduce motor vehicle dominance in vehicle and pedestrian interactions.
- Reduce carbon emissions from transport as a result of mode shift from private car to walking, wheeling and cycling for shorter journeys in built-up areas.
- Maintain or improve local air quality due to smoother traffic speeds with less acceleration and deceleration.

Key Performance Indicators (KPIs) are the main set of metrics that are being used to monitor progress against the objectives. The following seven KPIs are assessed for the phase 1 areas:

- Percentage traffic compliance with the 20mph speed limit (KPI 1.1)
- Change in 85<sup>th</sup> percentile speed (KPI 1.2)<sup>3</sup>
- Change in mean speed (KPI 1.3)
- Vehicle journey times and journey time variation on main through routes (KPI 1.4). This uses the difference between the 5<sup>th</sup> percentile and 95<sup>th</sup> percentile journey times as a proxy for journey time reliability.
- Change in attitude to active travel use in built-up areas (KPI 3.1)<sup>4</sup>
- Change in vehicle and pedestrian yielding behaviours (KPI 3.2)
- Change in local air quality based on nitrogen dioxide (NO<sub>2</sub>) concentrations (KPI 4.1)

We are unable to report against the other five KPIs at this early stage in the 20mph programme. This is because of the limited geographical coverage of the phase 1 areas

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<sup>1</sup> Restricted roads are defined by the Road Traffic Regulation Act 1984 as those with streetlights at least every 200 yards. Unless signed otherwise, the default speed limit on restricted roads was 30mph before 17 September 2023 and is now 20mph.

<sup>2</sup> Default 20mph speed limit on restricted roads: monitoring framework document, September 2023

<sup>3</sup> The speed at which 85% of drivers drive at or below under free-flowing conditions.

<sup>4</sup> Active travel refers to journeys being made by walking, wheeling and cycling.



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and the short timescales involved since implementation.

The KPIs not assessed in phase 1 are:

- Casualty rates for pedestrians and cyclists (KPIs 2.1, 2.2, 2.3).
- Change in carbon dioxide (CO<sub>2</sub>) emissions (KPI 4.2).
- Change in public attitudes to 20mph speed limits (KPI 5.1).

### 3. Monitoring data summary

A KPI assessment summary based on data collected in the phase 1 areas up to May 2023 is provided in table 1.

**Table 1: Final KPI assessment summary for phase 1 areas**

KPI	KPI description	Final assessment	Change*
1.1	Percentage traffic compliance with the 20mph speed limit	65% travelling at or below 24mph (50% pre-implementation)	++
1.2	Change in 85th percentile speed	85 <sup>th</sup> percentile speed reduced (-3.0mph)	++
1.3	Change in mean speed	Mean speed reduced (-1.6mph)	+
1.4	Vehicle journey times and journey time variation, based on the difference between the 5 <sup>th</sup> and 95 <sup>th</sup> percentile journey times as a proxy for journey time reliability, on main through routes	All traffic combined - minor changes in journey time variation, some positive and some negative. Overall there has been a marginal increase in journey times.  Scheduled bus services – general decrease in peak period service punctuality with on-time services reducing by around six to thirteen percentage points. Some services have not experienced a decline in punctuality.	-
3.1	Change in attitude to active travel use in built-up areas	Based on data collected during 2021/22 academic year: 51% increase in active travel journeys to school in phase 1 areas, compared to 37% increase in control locations. Sample size: 3,036 children	++
3.2	Change in vehicle and pedestrian yielding behaviours	Tentative conclusion: fewer vehicles speeding up when approaching pedestrians in phase 1 areas	+
4.1	Change in local air quality – NO <sub>2</sub>	No material effect identified to date	0

\* Change compared to the situation pre-implementation: ++ (large positive), + (slight positive), 0 (no discernible change), - (slight negative), - - (large negative).