



REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 29TH OCTOBER 2013

**SUBJECT: ADVISORY PART TIME 20MPH SPEED LIMIT PILOT SCHEME
 A468 COMMERCIAL ROAD, MACHEN**

REPORT BY: ACTING DEPUTY CHIEF EXECUTIVE

1. PURPOSE OF REPORT

- 1.1 To inform the Regeneration and Environment Scrutiny Committee of the long-term effectiveness of an Advisory Part Time 20mph speed limit pilot implemented on A468 Commercial Road in Machen and the recommendation for it to remain in place.

2. SUMMARY

- 2.1 An Advisory Part Time 20mph speed limit was introduced on A468 Commercial Road in August 2011 and has been operational since that time.
- 2.2 Traffic surveys carried out in February 2012 established that the Advisory Part Time 20mph speed limit signs had resulted in an overall reduction in the average and 85thile traffic speeds at the site of between 4.6 and 6.6mph.
- 2.3 A further traffic survey undertaken in February 2013 shows the Advisory Part Time 20mph limit remains effective therefore, it is recommended it be retained.

3. LINKS TO STRATEGY

- 3.1 To work towards the Council's corporate objective of improving peoples' living environment through targeted actions, regulation, information and advice.
- 3.2 Engineering Division Objective: To provide safe and efficient transport and land drainage infrastructure through quality services delivered by means of cost effective management, maintenance and improvement of the networks.
- 3.3 The Advisory Part Time 20mph speed limit pilot makes a positive contribution to the Safer Caerphilly outcome of the "Caerphilly Delivers" Single Integrated Plan, specifically in terms of ensuring that all residents feel safe in the community.

4. THE REPORT

- 4.1 Following concerns raised by the local community about excessive traffic speeds and pedestrian safety in Machen village, particularly adjacent the local primary school, an Advisory Part Time 20mph speed limit was introduced on A468 Commercial Road in August 2011. Whilst other authorities in Wales had adopted advisory 20mph speed limits Caerphilly Council

had not previously used them and their effectiveness was unknown. This site was therefore established as a pilot scheme for the County.

- 4.2 Traffic surveys carried out in February 2012 established that the Advisory Part Time 20mph speed limit signs had resulted in an overall reduction in the average and 85th%ile traffic speeds at the site. During the morning peak hour when the signs are operational (8:00-9:00am) mean speeds had reduced by 6.6mph in the eastbound direction and 5mph in the westbound direction. At the end of the school day (3:00-4:00pm), reductions of 6.6mph in the eastbound direction and 4.6mph in the westbound direction were observed. The combined mean speed during the start and end of the school day had reduced from 30.3mph to 24.6mph. The overall weekly mean speed had also reduced from 33.4mph to 28.6mph.
- 4.3 In order to ascertain the long-term impact/success of the Advisory Part Time 20mph speed limit it was determined that a further traffic survey be carried out in 12 months.

Survey Data

- 4.4 Traffic surveys were conducted on A468 Commercial Road adjacent Machen Primary School during the period 28/2/2013-6/3/2013. A summary of the survey results along with the data collected from the previous surveys (during the periods 5/11/2008-11/11/2008 and 2/2/2012-8/2/2012) is provided in the table below for information.

Day/Time		2008 (Pre scheme)			2012 (Post scheme)			2013 (Post scheme)		
Direction of travel		East bound	West bound	Combined	East bound	West bound	Combined	East bound	West bound	Combined
Weekday (24hr)	Mean	32.9	33.2	33.1	27.6	29.1	28.4	27.7	29.0	28.4
	85 th %ile	37.3	38.5	37.9	32.0	34.1	33.1	32.8	33.9	33.4
Weekend (24hr)	Mean	34.0	35.9	35.0	29.0	30.9	30.0	28.9	30.9	29.9
	85 th %ile	38.6	41.6	40.1	33.4	36.2	34.8	33.0	36.1	34.6
Signs on (8:00-9:00) AM	Mean	30.1	29.9	30.0	23.5	24.9	24.2	24.2	25.0	24.6
	85 th %ile	34.2	35.6	34.9	27.9	29.9	28.9	28.9	29.9	29.4
Signs on (3:00-4:00) PM	Mean	30.4	30.8	30.6	23.8	26.2	25.0	23.9	26.2	25.1
	85 th %ile	34.5	36.0	35.3	28.3	31.9	30.1	28.4	31.7	30.1
Overall	Mean	33.1	33.7	33.4	27.8	29.4	28.6	27.7	29.2	28.5
	85 th %ile	37.6	39.1	38.4	32.2	34.4	33.3	32.1	34.3	33.2

- 4.5 The data confirms that there has been little/no change in the post scheme traffic speeds during the twelve-month period preceding the introduction of the Advisory Part Time 20mph speed limit. The 2012 & 2013 post scheme data sets show that the combined mean speed during the start and end of the school day has increased marginally from 24.6mph to 24.9mph. However, the overall weekly mean speed has reduced from 33.3mph to 33.2mph.
- 4.6 In summary, the results show that the pilot scheme has remained effective since its introduction. In the morning peak hour when the signs are operational (8:00-9:00am) mean speeds have reduced by 5.9mph in the eastbound direction and 4.9mph in the westbound direction. At the end of the school day (3:00-4:00pm), reductions of 6.5mph in the eastbound direction and 4.6mph in the westbound direction have been observed.
- 4.7 It is therefore recommended that the Advisory Part Time 20mph speed limit remains in place and that the Council's Speed Management Strategy document be revised/updated to include appropriate guidance/criteria for the use of this type of speed management measure.

5. EQUALITIES IMPLICATIONS

- 5.1 This report is for information purposes only, so the Council's Equality Impact Assessment process does not need to be applied, however having a robust Speed Management Strategy in place is especially important to people who fall under protected characteristic groups, in particular children, older people and people with disabilities such as mobility or visual impairments.

6. FINANCIAL IMPLICATIONS

- 6.1 There is budget provision available to continue with advisory speed limit in Machen.

7. PERSONNEL IMPLICATIONS

- 7.1 None.

8. CONSULTATIONS

- 8.1 The report reflects the views of the listed consultees.

9. RECOMMENDATIONS

- 9.1 That the Advisory Part Time 20mph speed limit remains in place and that the Council's Speed Management Strategy document be revised/updated to include appropriate guidance/criteria for the use of this type of speed management measure.

10. REASONS FOR THE RECOMMENDATIONS

- 10.1 As detailed in paragraphs 4.1 to 4.6.

11. STATUTORY POWER

- 11.1 Site specific authorisation from Welsh Government.

Author: Dean Smith – Principal Engineer, Traffic Management
Consultees: Cllr T Williams - Cabinet Member for Highways, Transportation & Engineering
Cllr D T Davies, Chair of Regeneration and Environment Scrutiny Committee
Cllr E M Aldworth, Vice Chair of Regeneration and Environment Scrutiny Committee
Local Ward Members: Cllr E Aldworth, Cllr RT Davies, Cllr J Gale and Cllr. D Havard.
Sandra Aspinall – Acting Deputy Chief Executive
Dan Perkins, Head of Legal and Democratic Services
Mike Eedy, Finance Manager
Sian Phillips, HR Manager
Dave Thomas, Senior Policy Officer (Equalities and Welsh Language)
Terry Shaw – Head of Engineering Services
Clive Campbell – Transportation Engineering Manager