



Llywodraeth Cymru  
Welsh Government

PUBLICATION

# Proposal to reduce speed limit to 20mph on residential streets: summary of responses

Summarises the results of the consultation.

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## Introduction

The Welsh Government plans to introduce legislation in 2023 which will reduce the speed limit from 30mph to 20mph on restricted roads across Wales.

“ Restricted roads are defined as roads on which are provided a system of street lighting furnished by means of lamps placed not more than 200 yards apart. They are typically located in residential and built-up areas of high pedestrian activity in Wales. The national default speed limit for such roads is currently 30mph, although local authorities can use traffic regulation orders to set another speed limit in appropriate cases. ”

At the same time, it is recognised that a speed limit of 20mph may not be

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appropriate for all restricted roads and an ‘exceptions process’ has therefore been developed.

“ The ‘exceptions process’ suggests when 20mph speed limits on restricted roads may not be suitable, based on criteria linked to the number of houses, schools, community centres and shops alongside the road. Local authorities can review the outcomes of the process and determine whether to retain the existing speed limit along some stretches of road. ”

This is a Welsh Government Programme for Government commitment and has the potential to have significant positive effects on the health of the people of Wales and to deliver against all seven Well-being of Future Generations Act goals. At a debate in the Senedd in July 2020, there was cross party support for the Welsh Government’s intention to commence the speed limit reform process, with a large majority (45 of 53 Members of the Senedd) in favour of the proposal.

Wales is not alone in moving towards 20mph in place of 30mph limits within settlements where people outside of vehicles are vulnerable as a consequence of vehicle speed. Momentum towards 20mph speed limits in both urban and rural settings is increasing in many places across the world, including in Scotland, where it will become the default in place of 30mph by 2025.

A public consultation was launched in July 2021 to seek views on the proposal to reduce speed limits to 20mph. The consultation ran until the end of September 2021 and was available online and in printed form. 6,018 online responses were received by the Welsh Government in the consultation period. After the removal of 447 duplicate responses and the integration of an additional 36 paper responses (including 10 from organisations), a total of 5,607 responses were analysed. The findings discussed in the report are based on this consultation sample. A further 16 submissions were received in different formats, predominantly from organisations and groups. Detailed feedback from organisations has not been included in this report, but a summary of organisational views is provided below.

“ One organisation responded on a paper copy of the Consultation response form and provided a more comprehensive written response, so

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has only been counted once in the total. ”

The consultation was an opportunity for those with an interest in the subject of 20mph to express their views, but it was not an independent research survey. The sample for the consultation was self-selecting (that is, people volunteered to take part and were therefore likely to hold strong views about the subject) and scientific evidence shows that this can lead to severe bias in responses (Bethlehem, J. 2010 Selection Bias in Web Surveys, International Statistical Review).

Marked differences can therefore be seen in places between consultation responses and responses to the public opinion survey conducted in November 2020 (where the sample was structured to be representative of the general population of Wales).

“ Beaufort Research were commissioned by the Welsh Government to assess public attitudes towards a default 20mph speed limit on restricted roads in 2020. A survey of a representative sample of 1,002 adults across Wales was carried out in November 2020 using the Wales Omnibus survey. ”

These are discussed in the report. In addition, reference has been made to findings from focus group research conducted in September 2021 in pilot areas where relevant.

“ In summer 2021 the first phase of introducing the 20mph default speed limit started in eight communities across Wales. Beaufort Research were commissioned to carry out qualitative research among residents in three areas (St Brides Major, St Dogmaels and Llanelli North) in September 2021 to understand the views of residents on the speed limit reduction and to test alternative creative routes for an advertising campaign to promote the change. Four focus groups were conducted – three with a mix of residents in each area and a fourth with male residents who stated they were against the change. ”

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## Views on 20mph speed limits

When asked in the consultation for their views on the Welsh Government proposal to reduce the speed limit from 30mph to 20mph on restricted roads, slightly more of those responding were opposed to the idea than in favour. 53% of consultation respondents said they were against 20mph (47% 'strongly against' and 6% 'slightly against'), while 47% were in favour (41% 'strongly in favour' and 6% 'slightly in favour').

The consultation results are quite different from the findings of the public opinion survey. In the Wales Omnibus survey, over eight in ten of the public (81%) supported a reduction in the speed limit to 20mph and fewer than two in ten (17%) were against. The difference is likely to be the result of the different sampling approaches for each exercise – the sample for the public consultation was self-selecting, while the opinion survey sample was structured to be representative of the general population, thus minimising self-selection bias.

In the qualitative research, participants in two of the three pilot areas covered were very much in favour of the default 20mph speed limit introduction in their community, while reaction was more mixed in the third area where the speed limit had been reduced more recently. Regardless of opinion on the new 20mph speed limit, however, focus group participants agreed it was essential to control vehicle speeds in residential areas and almost all wanted to keep the 20mph speed limit on their street going forward.

## Reasons for supporting or opposing 20mph speed limits

Supporters of 20mph in the consultation tended to see many positives about the change. The most emphatic endorsement was of dimensions around pedestrian and cyclist safety, reducing fatal / serious accidents and improving quality of life. Comparing these results with the public opinion survey (after re-basing the consultation data on the whole sample), the pattern of response was similar, but survey participants were much more likely than consultation respondents to endorse some of the positives around the change, for example Makes it safer for

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pedestrians, Means fewer serious collisions on the roads, Means children can play more safely and makes it safer for cyclists.

“ No data is available for this statement in the consultation. ”

Endorsement of most of the possible negatives around 20mph among consultation respondents not in favour of the change was also high, especially around it Makes journey times longer, Increases congestion and Would annoy drivers. When comparing results from the consultation with the survey findings, there was much higher levels of agreement with all the negatives around 20mph speed limits, because of the higher levels of opposition within the consultation sample.

Focus group respondents living in the three pilot areas highlighted many positives they had noticed since the speed limit had been reduced in their communities. The main advantages mentioned were slower traffic, better pedestrian safety, environmental benefits, improved wellbeing, a reduction in traffic noise and, in one community, a potential economic benefit for local businesses.

Reservations were also voiced by some focus group participants. These were primarily concerns about lack of enforcement and some drivers not adhering to the new speed limit. Some felt the new 20mph limit was being ignored and was therefore not working. Sometimes examples were given of its negative impact on driving (for example, causing tailgating). Rejectors of the change agreed that 20mph speed limits were necessary but felt they should only target areas of perceived greatest risk, for example near schools.

## Impacts of 20mph speed limits

Most of those taking part in the consultation said their behaviour would not change if the speed limit on restricted roads was reduced to 20mph. Around one in three consultation respondents said they would walk more and cycle and scooter more if a 20mph speed limit were introduced, however.

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“ It is worth noting that the same proportion also said they would drive more. ”

The proportion who said they would use public transport more was lower (at around one in seven). Although the question was asked differently in the consultation, the results were very similar to those from the public opinion survey in terms of anticipated positive impact on walking and cycling behaviour.

“ The question asked in the survey focused on cycling and no reference was made to scooters. ”

The consultation also asked for views on whether a 20mph speed limit would have a positive impact on particular groups within the population. Around half of consultation respondents foresaw a positive impact of the change for older people, those with physical impairments and those with sensory impairments, while around four in ten felt there would be benefits for pregnant women.

Perceptions of the impact of a reduction in the speed limit on different sorts of businesses were also gauged in the consultation. Views were split roughly evenly on whether the impact would be positive or negative for local ‘high street’ businesses and for road maintenance and utility companies. A higher proportion of consultation respondents anticipated a negative than a positive impact in the case of businesses that used the road network for access or deliveries, however.

## The organisational perspective

Detailed feedback from organisations and groups has not been included in this report. But of the responses received from organisations, almost all (22 of 25) were broadly supportive of the Welsh Government’s proposal to reduce the speed limit from 30mph to 20mph on restricted roads in Wales.

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has only been counted once in the total. ”

The main reasons for supporting the change were that reducing vehicle speeds improves road safety and reduces the risk of collisions and serious injury / death; it improves the safety of residents, communities and especially children and their ability to play; it supports and promotes active travel, by encouraging more walking and cycling; it creates more liveable neighbourhoods and improves community cohesion; linked to this it brings benefits for public health by reducing mental health problems such as loneliness and isolation and increases physical activity rates; it reduces air pollution and noise pollution; and it brings economic benefits for local high streets by increasing footfall and spend.

Those not in favour of the proposal voiced the following opinions: blanket changes from 30mph to 20mph were not felt to be an effective tool to reduce casualties and encourage active travel; there was concern that the change would add to adverse climate change; and that it might lead to an unintended consequence of children not taking as much care when crossing the road as currently with a speed limit of 30mph.

“ These are the perceptions of the organisation responding. In reality, 20mph is the default but there would be the possibility of exceptions as discussed above. ”

## Conclusions

The consultation was not a survey of a representative sample of the population and as a result the findings cannot be taken as indicative of the Welsh public's views generally. Feedback from public consultations is prone to bias because those who choose to take part to volunteer their opinion often hold strong views about the subject. This is illustrated by the marked difference in levels of support for 20mph between the public opinion survey (an independent research survey of a representative sample of the Welsh population) and the public consultation (where the sample was self-selecting). 81% of survey respondents were in favour of a reduction in the speed limit to 20mph and 17% against, compared

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with 47% in favour and 53% against in the consultation.

In terms of public support or opposition for the idea in the UK more generally, all previous representative sample surveys have reported high support for 20mph in residential streets and busy streets.

## Background

On 7 May 2019 the First Minister in the Senedd Mark Drakeford said:

“ "We know that 20mph zones reduce speed of traffic, reduce accidents – particularly accidents to children – and we want to see that become the default position right across Wales." ”

Following this, the Wales 20mph Taskforce Group was formed on the direction of Lee Waters, the Deputy Minister for Economy and Transport, in May 2019.

The 20mph Taskforce Group published a report in October 2020: **20mph Task Force Group report**, which made 21 recommendations for the rollout of the 20mph default national speed limit on restricted roads.

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All were accepted by the Welsh Government. It is recognised that a speed limit of 20mph may not be appropriate for all restricted roads in Wales, however, and an ‘exceptions process’ has therefore been developed.

“ The ‘exceptions process’ suggests when 20mph speed limits on restricted

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roads may not be suitable, based on criteria linked to the number of houses, schools, community centres and shops alongside the road. Local authorities can review the outcomes of the process and determine whether to retain the existing speed limit along some stretches of road. ”

A debate was held in the Senedd on 15 July 2020 which resulted in a vote to support the Welsh Government’s intention to commence the speed limit reform process. This received cross-party support with a large majority (45 of the 53 Members of the Senedd) in favour of the proposal.

In autumn 2020 the Welsh Government (WG) commissioned Beaufort Research to assess public attitudes towards introducing a 20mph default speed on restricted roads in Wales. A survey was conducted in November 2020 among a sample of 1,002 adults aged 16 and over representative of the Welsh population, using the Beaufort Wales Omnibus. The results have been published: [Traffic Orders and 20mph public attitudes survey](#).

A public consultation was launched in July 2021 to seek views on the proposal to introduce a 20mph speed limit on restricted roads in Wales. The consultation presented information and evidence supporting the benefits of reduced speeds on restricted roads to road safety and to communities across Wales.

During the same period, a petition was created and registered with Senedd Petitions to stop the Welsh Government introducing a blanket 20mph speed limit.

“ These are the perceptions of the petitioners. In reality, 20mph is the default but there would be the possibility of exceptions as discussed above. ”

It stated that speed limits should be set by local authorities and should be only 20mph where necessary. At its closing date (14 October) it had been signed by 161 people and is now under consideration by the Petitions Committee.

In summer 2021 the first phase of introducing the 20mph default speed limit

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started in eight communities across Wales. The Welsh Government wished to understand the views of residents living in pilot areas on the speed limit reduction and to test alternative creative routes for the advertising campaign to promote the change. Beaufort Research were therefore commissioned by the Welsh Government's creative agency Golley Slater to carry out qualitative research among residents in three pilot areas: St Brides Major (Vale of Glamorgan), St Dogmaels (Pembrokeshire) and Llanelli North (Carmarthenshire). A fourth focus group was conducted with male residents from St Brides Major and Llanelli North who stated they were 'slightly' or 'strongly' against the initiative (labelled 'rejectors').

More recently, at a meeting with the Deputy Minister for Climate Change in October 2021, there was unanimous support in principle from all Council leaders and Cabinet Members for Transport for the proposed introduction of a 20mph default speed limit on restricted roads in Wales in 2023.

A change to a default 20mph speed limit is a Welsh Government Programme for Government commitment. It has the potential to have significant positive effects on the health of the people of Wales and to deliver against all seven Well-being of Future Generations Act goals.

The sequence of steps noted above has not occurred as an isolated initiative being pursued by Wales alone. Momentum towards 20 mph speed limits in both urban and rural settings is increasing in many places across the world. This spans many High Income Countries, from North America, Australia, to Europe, where Stockholm was one of the first cities to implement a default 20mph speed limit (30kmph). It also includes some African cities. The World Health Organisation of the United Nations and the Organisation for Economic and Cultural Development (a group of 38 member countries that discuss and develop economic and social policy) support 20mph as part of a global safe systems approach to road safety (World Health Organisation, 2017. *Managing Speed*. Geneva: WHO) ([International Transport Forum/OECD, 2018 Speed and Crash Risk. Paris: OECD](#)). This was given further support by the 3rd Global Ministerial Conference on Road Safety held in Stockholm in 2020 ([The Stockholm Declaration](#)) which agreed to 'mandate a maximum road travel speed of 20mph in areas where vulnerable road users and vehicles mix in a frequent and planned manner.'

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Interest in signs only 20mph speed limits in the UK commenced around 2000. Scotland was in the vanguard. In 2001, a trial in Scotland of 20mph speed limits at 78 sites found reductions in speed and casualties, with killed and serious injuries declining from 20% of the total to 14%. The Consultant's report concluded that 20mph speed limits offered a low-cost option for promoting road safety (Burns, A., Johnstone, N., Macdonald, 2001 20 mph speed reduction initiative. Scottish Executive Research Unit, Edinburgh). Results from an attitudinal survey reported almost three quarters of respondents considered that the experiment had been either 'very' or 'partly' successful. Scotland appears to be moving to follow Wales on 20mph as a default speed limit in place of 30mph in settlements. The Cooperation Agreement between the Scottish Nationalist Party and the Scottish Green Party of autumn 2021 contains the commitment that 'all appropriate roads in built up areas will have a safer speed limit of 20mph by 2025' ([Cooperation Agreement between the Scottish Government and the Scottish Green Party Parliamentary Group](#)). This follows evidence from the Scottish Borders where most settlements switched from 30mph to 20mph speed limits during the pandemic. Speed survey data before and after the switch to 20mph shows sustained and statistically significant speed reductions (Fountas, G. et al, 2021 Quantifying the effectiveness of 20mph speed limits in rural areas: empirical evidence from the Scottish Borders area, 10th International Symposium on Travel Demand Management and TInnGO and DIAMOND's final conference: [TDM Symposium 2021](#)).

## Objectives

Beaufort Research were commissioned by the Welsh Government to analyse and report on the results of the public consultation carried out in summer 2021 on the proposal to introduce a default 20mph speed limit on restricted roads in Wales.

To put the consultation results into context, they have been compared with findings from two independent research studies conducted over the past year: the public opinion survey carried out across Wales in November 2020; and the focus group research carried out in three pilot areas in September 2021.

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# Approach

The public consultation was launched on 9 July and closed on 30 September 2021.

Respondents could complete the public consultation via an online form (see Appendix I) or could download the form from the Welsh Government website and return a paper copy via Freepost. Large print, Braille and alternative language versions of the document were also available on request.

A total of 6,018 online responses were received online by the Welsh Government between 9 July and 30 September. This included a number of multiple responses from the same IP address. The data file (minus personal data) was supplied to Beaufort Research for cleaning and analysis. Where multiple responses were received from the same IP address these were limited to two at analysis, to prevent double counting. As a result, 447 duplicate responses were removed, which reduced the online total to 5,571.

Open ended data provided in response to the final question (Q18) was coded by Beaufort so that results could be analysed quantitatively. These are included in the separate data tabulations document.

An additional 36 responses were received in hard copy using a pdf or Word version of the Consultation response form and data from these have been integrated into the quantitative results. They were largely responses from individuals but also included responses from the following 10 organisations/groups: 20s Plenty for Us, Caerphilly County Borough Council, Mold Town Council, Monmouthshire Civic Society, Neath Port Talbot County Borough Council, Play Wales, Public Health Wales, Saltney Town Council, Tawe Uchaf Community Council and Trelawnyd and Gwaenysgor.

The final total reported on quantitatively in the report is therefore 5,607 consultation responses.

Alongside this, 16 submissions were received in a different format (not using the Consultation response form), which could not therefore be included in the

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quantitative data set. These responses were predominantly from organisations and groups. Those responding in this way were: 20s Plenty Sully Campaign, CPTW (Confederation of Passenger Transport Wales), Ceredigion County Council, the Children's Commissioner for Wales, IAM RoadSmart, Living Streets Cymru, Neath Port Talbot County Borough Council (expanding on comments made in the Consultation response form), Peter Price, Penarth Town Council, Plaid Cymru Group - Neath Port Talbot CBC, Pupils 2 Parliament, Royal College of Nursing Wales, Royal College of Paediatrics and Child Health Wales, Sustrans, WLGA and Wales Safer Communities Network.

Detailed feedback from organisations and groups has not been included in this report. But of the responses received from organisations, almost all (22 of 25) were broadly supportive of the Welsh Government's proposal to reduce the speed limit from 30mph to 20mph on restricted roads in Wales.

“ One organisation responded on a paper copy of the Consultation response form and provided a more comprehensive written response, so has only been counted once in the total. ”

The main reasons for supporting the change were that reducing vehicle speeds improves road safety and reduces the risk of collisions and serious injury / death; it improves the safety of residents, communities and especially children and their ability to play; it supports and promotes active travel, by encouraging more walking and cycling; it creates more liveable neighbourhoods and improves community cohesion; linked to this it brings benefits for public health by reducing mental health problems such as loneliness and isolation and increases physical activity rates; it reduces air pollution and noise pollution; and it brings economic benefits for local high streets by increasing footfall and spend.

One organisation responded on a paper copy of the Consultation response form and provided a more comprehensive written response, so has only been counted once in the total.

Those not in favour of the proposal voiced the following opinions: blanket changes from 30mph to 20mph were not felt to be an effective tool to reduce casualties and encourage active travel.

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“ These are the perceptions of the organisation responding. In reality, 20mph is the default but there would be the possibility of exceptions as discussed above. ”

There was concern that the change would add to adverse climate change; and that it might lead to an unintended consequence of children not taking as much care when crossing the road as currently, with a speed limit of 30mph.

## The context

The Welsh Government consultation was an opportunity for those with an interest in the subject of 20mph speed limits to express their views, but it was not a research survey. The sample for the consultation was self-selecting (that is, people volunteered to take part and were therefore likely to hold strong views about the subject) and scientific evidence shows that this can lead to severe bias in responses (Bethlehem, J. 2010 Selection Bias in Web Surveys, International Statistical Review). Marked differences can therefore be seen in places between consultation responses and responses to the public opinion survey conducted by Beaufort Research in November 2020 (where the sample was structured to be representative of the general population of Wales).

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commissioned to carry out qualitative research among residents in three areas (St Brides Major, St Dogmaels and Llanelli North) in September 2021 to understand the views of residents on the speed limit reduction and to test alternative creative routes for an advertising campaign to promote the change. Four focus groups were conducted – three with a mix of residents in each area and a fourth with male residents who stated they were against the change. ”

In terms of public support or opposition for the idea in the UK, all previous representative sample surveys have reported consistently high (62% to 89%) support for 20mph in residential streets and at 72% on busy streets, e.g. high streets. Sample surveys include:

- Atkins, 2010. Interim Evaluation of the Implementation of 20mph speed limits in Portsmouth. For Department for Transport. London: DfT
- Bristol City Council, 2012. 20MPH Speed Limit Pilot Areas. Monitoring Report. Bristol: Bristol City Council
- Department for Transport 2012, British Social Attitudes Survey 2011. London: DfT
- Tapp, A., Nancarrow, C. 2014 20mph speed limits: attitudes and behaviours compared for GB, Bristol, established 20mph cities and towns, and non-20mph cities and towns. UWE Bristol
- Edinburgh City Council, 2013. South Central Edinburgh 20mph Limit Pilot Evaluation South
- Robinson, J., Newman, N. 2016. 20mph Research – Purpose, Methodology and Early Findings. Study for Dept. for Transport. Presentation at City of London, February
- Pilkington, P., Bornioli, A., Bray, I., Bird, E. 2018. The Bristol Twenty Miles Per Hour Limit Evaluation (BRITE) Study, Bristol: University of the West of England
- Calderdale Council, 2018. Report to Scrutiny Panel. 20mph speed limits. Halifax: Calderdale Council

Moreover, in survey work for Bristol City Council it was found that support rose still further after 20mph speed limit implementation. This was found in the 2017 survey of three national surveys of GB adults conducted by YouGov which

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included a 'boosted' sample for the City of Bristol.

## Consultation findings

### Concerns about roads and road safety

Towards the beginning of the consultation response form respondents were prompted with a list of different issues relating to roads, transport and road safety in their area and were asked how concerned they were, if at all, about each.

At least half of those responding were concerned to some extent about all the issues (see figure 1 below). The issues arousing the highest concern when prompted were:

- children being involved in an accident (74% concerned and 52% 'very concerned')
- cars and other vehicles driving too fast near schools (70% concerned and 45% 'very concerned')
- cars and other vehicles parked on pavements (64% concerned and 40% 'very concerned')
- cars and other vehicles driving too fast around areas where there are a lot of pedestrians (62% concerned and 42% 'very concerned')
- cars and other vehicles driving too fast generally (59% concerned and 39% 'very concerned')
- roads not safe for people with impairments (59% concerned and 35% 'very concerned')
- roads not safe for cyclists (54% concerned and 34% 'very concerned').

Opinion was more divided on the following issues:

- difficult to cross the road safely (50% concerned but 49% not very / not at all concerned)
- poor air quality / vehicle emissions (50% concerned but 47% not very / not at all concerned)

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- not enough facilities for cycling (50% concerned but 47% not very / not at all concerned)

**Figure 1: How concerned are you about the following issues where you live?**

	Very concerned	Fairly concerned	Not very concerned	Not at all concerned	Don't know / not answered
<b>Children being involved in an accident</b>	52%	22%	13%	10%	3%
<b>Cars / other vehicles driving too fast near schools</b>	45%	25%	15%	13%	2%
<b>Cars / other vehicles driving too fast around areas where there are a lot of pedestrians</b>	42%	20%	22%	16%	0%
<b>Cars / other vehicles parked on pavements</b>	40%	24%	19%	17%	0%
<b>Cars / other vehicles driving too fast generally</b>	39%	20%	20%	20%	0%

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	<b>Very concerned</b>	<b>Fairly concerned</b>	<b>Not very concerned</b>	<b>Not at all concerned</b>	<b>Don't know / not answered</b>
<b>Roads not safe for people with impairments</b>	35%	24%	20%	16%	4%
<b>Roads not safe for cyclists</b>	34%	20%	19%	26%	2%
<b>Not enough facilities for cycling</b>	30%	20%	17%	30%	3%
<b>Poor air quality / vehicle emissions</b>	29%	21%	20%	27%	2%
<b>Difficult to cross the road safely</b>	28%	22%	24%	25%	1%

Base: all consultation respondents (5,607).

The same question was included in the public opinion survey in November 2020 (minus a few new dimensions added to the consultation response form).

These were: Children being involved in an accident, Cars / vehicles driving too fast around areas where there are lots of pedestrians, Roads not safe for people with impairments.

On the whole, consultation responses followed a similar pattern to survey results although levels of concern with each issue in the consultation tended to be

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higher (see figure 2 overleaf). The exception was on the dimension of cars driving too fast generally, where a smaller proportion of consultation respondents expressed concern than was the case among the Welsh public in the survey (at 59% compared to 68% respectively).

## Figure 2: How concerned are you about the following issues where you live?

### Comparison of consultation responses with public opinion survey

	Percentage saying 'very safe / fairly safe' in consultation responses	Percentage saying 'very safe / fairly safe' in public opinion survey responses
Children being involved in an accident	74%	Not asked
Cars / vehicles driving too fast near schools	71%	64%
Cars / vehicles parked on pavements	63%	60%
Cars / vehicles driving too fast around areas where there are lots of pedestrians	61%	Not asked
Roads not safe for people with impairments	60%	Not asked
Cars / vehicles driving too fast generally	59%	68%
Roads not safe for cyclists	54%	49%

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	Percentage saying 'very safe / fairly safe' in consultation responses	Percentage saying 'very safe / fairly safe' in public opinion survey responses
Poor air quality / vehicle emissions	51%	44%
Difficult to cross the road safely	50%	44%
Not enough facilities for cycling*	50%	43%

Base: consultation respondents (5,607); Wales Omnibus survey respondents (1,002).

Note: worded as 'Not enough cycle lanes' in public opinion survey.

Consultation respondents were then asked how safe they felt when using roads for different purposes where they lived. Figure 3 below shows the percentage of respondents who felt safe and unsafe carrying out each activity.

The great majority of those who took part in the consultation said they felt very or fairly safe when walking in their local area and when crossing the road (at 79% and 75% for each dimension). Almost six in ten (57%) felt safe when walking or cycling to the bus stop or train station, but fewer than four in ten (38%) felt safe when cycling on local roads. In fact, almost as many consultation respondents said they felt unsafe when cycling on local roads as felt safe doing so (at 35% compared to 38%).

One in four of those who responded to the consultation (24%) felt unsafe crossing the road and walking / cycling to the bus stop or train station, while one in five (20%) reported they felt unsafe walking in their local area.

### Figure 3: How safe do you feel when doing the following where you

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## live?

	Percentage saying 'very safe / fairly safe'	Percentage saying 'not very safe / not safe at all'
Walking in your local area	79%	20%
Crossing the road	75%	24%
Walking / cycling to the bus stop or train station	57%	24%
Cycling on local roads	38%	35%

Base: all consultation respondents (5,607).

The same question was asked of the general public in the Wales Omnibus survey in November 2020. Survey results were very similar, although a slightly smaller proportion of survey respondents said they felt safe cycling on local roads (see figure 4 below).

### Figure 4: How safe do you feel when doing the following where you live?

#### Comparison of consultation responses with public opinion survey

	Percentage saying 'very safe / fairly safe' in consultation responses	Percentage saying 'very safe / fairly safe' in public opinion survey responses
Walking in your local area	79%	78%

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	Percentage saying 'very safe / fairly safe' in consultation responses	Percentage saying 'very safe / fairly safe' in public opinion survey responses
Crossing the road	75%	75%
Walking / cycling to the bus stop or train station	57%	Not asked
Cycling on local roads	38%	34%

Base: consultation respondents (5,607); Wales Omnibus survey respondents (1,002).

## Views on 20mph speed limits

The first question in the public consultation asked whether respondents felt there was a need to reduce speed limits on restricted roads. Just over half of those taking part in the consultation answered 'No' (51%), compared with 46% saying 'Yes' and 3% answering 'Don't know' or not giving an answer.

### Figure 5: Do you feel there is a need to reduce speed limits on restricted roads?

	Yes	No	Don't know / didn't answer
Do you feel there is a need to reduce speed limits on restricted roads?	46%	51%	3%

Base: all consultation respondents (5,607).

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Marked differences in views were evident by age group, with younger respondents (aged 34 and under) much more likely to answer 'No' than older people. Most of those aged 44 and under who took part in the consultation did not feel there was a need to reduce speed limits on restricted roads, but the reverse was true of respondents aged 45 and over (see table 1 below).

**Table 1: Do you feel there is need to reduce speed limits on restricted roads?**

Age group	Yes	No	Don't know / didn't answer
16 to 24	19%	81%	0%
25 to 34	30%	68%	1%
35 to 44	46%	53%	1%
45 to 65	50%	48%	3%
Over 65	59%	37%	4%
<b>Total</b>	46%	51%	3%

Base: all consultation respondents (5,607).

Later in the consultation response form respondents were told The Welsh Government is proposing to reduce the speed limit from 30mph to 20mph on restricted roads, which are generally located in residential communities and built-up areas across Wales. They were then asked what their view was on this idea.

Overall, 47% of consultation respondents said they were in favour of the proposal, with 41% 'strongly in favour' and another 6% 'slightly in favour'. A slightly higher proportion of those taking part in the consultation reported they

were against the idea, however – at 53% in total, with 47% saying they were ‘strongly against’ and 6% ‘slightly against’.

Figure 6 below compares the results from the public consultation with those from the public opinion survey conducted among a representative sample of the public in late 2020. The survey results illustrate that eight in ten members of the public (81%) are in favour of a reduction in the speed limit to 20mph, with a slightly higher proportion ‘strongly in favour’ and a much higher proportion ‘slightly in favour’ than among those responding to the Welsh Government consultation.

The other main difference between survey and consultation results lies in the proportions strongly opposed to a 20mph speed limit reduction – while almost half of those responding to the consultation (47%) reported they were ‘strongly against’ the idea, only 7% of those in the survey did so. This is likely to be a result of the different sampling approaches for each exercise – the sample for the consultation was selfselecting (that is, people volunteered to take part and were therefore likely to hold strong views about the subject), while the sample for the survey was structured to be representative of the general population, thus minimising any self-selection bias.

**Figure 6: The Welsh Government is proposing to reduce the speed limit from 30mph to 20mph on restricted roads, generally located in residential communities and built-up areas across Wales. What’s your view on this?**

	Consultation responses	Public opinion survey responses
Strongly in favour	41%	54%
Slightly in favour	6%	27%
Slightly against	6%	10%

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	Consultation responses	Public opinion survey responses
Strongly against	47%	7%
Don't know / Not answered	0%	2%

Base: consultation respondents (5,607); Wales Omnibus survey respondents (1,002).

As with responses to the earlier question on the need to reduce speed limits on restricted roads, marked differences of opinion were evident among different age groups. Only 18% of those in the youngest age group responding to the consultation (16 to 24s) were in favour of the idea, compared with 60% of the oldest age group (65+). Favourability to the speed limit reduction increases by age group (see figure 7 below).

Any differences in views between other types of individuals responding (e.g. parents of school age children and disabled people) were small.

**Figure 7: The Welsh Government is proposing to reduce the speed limit from 30mph to 20mph on restricted roads, which are generally located in residential communities and built-up areas across Wales. What's your view on this idea? (by demographics)**

	Percentage in favour (strongly / slightly)
Total	46%
16 to 24	18%

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	Percentage in favour (strongly / slightly)
<b>25 to 34</b>	31%
<b>35 to 44</b>	46%
<b>45 to 65</b>	50%
<b>Over 65</b>	60%
<b>Have impairment or health condition</b>	46%
<b>Don't have impairment or health condition</b>	50%
<b>Have school aged children</b>	45%
<b>Don't have school aged children</b>	47%

Base: all consultation respondents (5,607): 16 to 24 (180), 25 to 34 (679), 35 to 44 (1,171), 45 to 65 (2,335), 65+ (1,029); Have impairment or health condition (1,142), don't have impairment or health condition (3,984); Have school age children (2,022), don't have school age children (3,538).

## The qualitative perspective

In the residents focus groups conducted in three pilot areas in September 2021, the first part of each discussion explored participants' views on the new speed limit and its perceived impact.

Participants from the villages of St Brides Major and St Dogmaels, and some in Llanelli North, were mostly very much in favour of the default 20mph residential speed limit's introduction. To sum up their views on the change, they used:

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- Emotive terms: brilliant, ecstatic, excellent, great if adhered to, happy, really pleased, totally delighted, welcome
- Benefit related terms (more so in St Dogmaels): better, improvement, less aggressive, potential, slower

St Brides Major, female:

“ It’s less aggressive, definitely less aggressive driving, living on the main road. People are going slower. Obviously, people are going over 20, but it’s definitely slower. ”

A few in the more urban setting of Llanelli North expressed similar views to the rejectors group (a mix of St Brides Major and Llanelli North residents).

All participants were aware of the new speed limit before being asked to take part in the research.

Regardless of opinion on the new 20mph default speed limit, participants agreed that it was essential to control vehicle speeds in residential areas. A few rejectors aside, participants wanted to keep the 20mph speed limit on the street they lived in, despite some concerns voiced.

The perceived purpose of the new 20mph default speed limit tended to be summed up as for ‘safety’ and to save lives. Wider perceived benefits were volunteered but not as often as general safety. The benefits participants raised are described in 3.3 below.

St Dogmaels, female:

“ Somebody posted on this in [the local] Facebook group: ‘I just had to pull my child out of the road from a speeding van’ and that was a big shock to me. The fear of that parent, and I feel like that is what a 20 mile an hour speed limit is, to stop people pummelling through on their way places. ”

Focusing on rejectors, they described the purpose of the new speed limit as making the roads safer and reducing accidents involving vehicles. Some also

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referred to a perceived purpose of making it safer near schools in the area. They tended not to refer to potential wider benefits as readily as those who were broadly in favour of the change.

Rejector, male:

“ I'd say safety for the kids [is the purpose]. They walk down the road for school. We have lorries mounting kerbs and all kinds of stuff going on, so it all started this ball rolling that's now brought in the speed limit. For safety, in summary. ”

## Reasons for supporting 20mph speed limits

Those taking part in the consultation who were in favour of a reduction in the speed limit to 20mph on restricted roads were shown some reasons why people might support this change. They were asked which, if any, they agreed with. Results are shown in figure 8 overleaf.

Those in favour tended to see many positives associated with 20mph speed limits and, as a result, endorsement was high for almost all the reasons.

The highest levels of endorsement were for it makes it safer for pedestrians and reduces the risk of fatal accidents, with around nine in ten of those supporting the change agreeing with each. Around eight in ten supporters of the change agreed that it means fewer serious collisions on the roads, makes streets more pleasant to live in and makes it safer for cyclists. Another seven in ten supporters agreed that it encourages more walking and cycling, Improves the quality of life, reduces air pollution and reduces noise.

The lowest levels of agreement were with it Improves traffic flow and makes it easier for people to meet up (each endorsed by around four in ten of those in favour of 20mph speed limits).

### Figure 8: Here are some reasons people might support 20mph speed

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## limits. Which of these do you agree with?

	Percentage in favour of the idea of 20mph agreeing
Makes it safer for pedestrians	92
Reduces risk of fatal accidents	87
Means fewer serious collisions on the roads	82
Makes streets more pleasant to live in	81
Makes it safer for cyclists	75
Encourages more walking and cycling	73
Improves the quality of life	72
Reduces air pollution	68
Reduces noise	68
Improves physical and mental health	55
Improves traffic flow	42
Makes it easier for people to meet up	35
None of these	0

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Base: consultation respondents in favour of 20mph speed limits on restricted roads (2,604).

The same question was asked of a representative sample of the Welsh public in the Wales Omnibus survey in November 2020. For the purposes of comparison, the results from the Welsh Government consultation have been re-based to include all consultation respondents and compared with those from the survey of a representative sample of Welsh adults in figure 9 below.

Although the pattern of response was similar, survey participants were much more likely to endorse some of the positives around the reduction in the speed limit, in particular:

- makes it safer for pedestrians
- means fewer serious collisions on the roads
- means children can play more safely (not included in the consultation)
- makes it safer for cyclists
- makes streets more pleasant to live in.

### **Figure 9: Here are some reasons people might support 20 mph speed limits. Which of these do you agree with? Comparison of consultation responses with public opinion survey**

	<b>Consultation responses</b>	<b>Public opinion survey responses</b>
<b>Reduces risk of fatal accidents</b>	49%	Not asked
<b>Makes it safer for pedestrians</b>	48%	72%
<b>Means fewer serious collisions on the roads</b>	43%	67%
<b>Makes streets more pleasant to live in</b>	40%	52%

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	Consultation responses	Public opinion survey responses
<b>Makes it safer for cyclists</b>	38%	55%
<b>Reduces noise</b>	35%	38%
<b>Improves the quality of life</b>	35%	34%
<b>Encourages more walking and cycling</b>	35%	33%
<b>Reduces air pollution</b>	34%	36%
<b>Improves physical and mental health</b>	26%	Not asked
<b>Improves traffic flow</b>	20%	27%
<b>Makes it easier for people to meet up</b>	17%	Not asked
<b>Means children can play more safely</b>	Not asked	60%
<b>Not asked / none of these / don't know</b>	37%	9%

Bases: all consultation respondents (5,607); all Wales Omnibus survey respondents (1,002).

Note: in the consultation the question was only asked of those in favour of a reduction of the speed limit to 20mph, so has been re-based to the total sample in this chart for comparative purposes.

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## The qualitative perspective

Participants from pilot communities taking part in the focus group research in September 2021 highlighted the following positive themes associated with the speed limit change:

### Slower traffic

Some in the small communities of St Brides Major and St Dogmaels felt that traffic had slowed down slightly because of the new speed limit. Although they thought vehicles might still be travelling over 20mph, it still seemed slower than 30mph. Some thought traffic was slower on some but not all roads in the village. A flashing speed sensor sign in St Dogmaels was thought to be working as a good reminder to drivers to slow down.

St Brides Major, female:

“ People are definitely driving slower. I’m not saying that they’re doing 20, but they’re definitely driving slower. ”

St Brides Major, female:

“ I have seen so many cars with their brake lights going on when they have passed the flashing signs, so I think the signs are really helping. ”

A couple of participants in one location had been in contact with the local authority regarding the new speed limit and were aware that average speed limits were decreasing in some places in the village. One participant admitted that her perception of how fast vehicles were travelling in the village tended not to be the reality, based on the information she had received. This included a conversation with an employee responsible for monitoring the average speed devices. It was also acknowledged among participants in this group that it would take some time for drivers to change behaviours.

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St Brides Major, female:

“ Where they’ve been doing the average speed, maybe loads of us on foot can’t judge the speed, because it looks like it has definitely dropped. It’s not there yet, it’s not a magic wand, but it does look like the figures have gone down. Apart from [one stretch of road]. ”

In one case, a rejector acknowledged that they had noticed vehicles travelling more slowly in the village but qualified this improvement with the belief that traffic then accelerated away more quickly which was not deemed very safe.

Rejector, male:

“ On the road where they put the 20mph speed limit in St Brides, they've slowed down a little bit through the village but as soon as you turn off towards Southerndown, on Sunday mornings you get motorbikes - 20mph speed limit doesn't even count. Cars seem to be going quicker now and the 20mph speed limit is oblivious. ”

## Safer for pedestrians

Slower traffic meant an increased sense of safety for pedestrians walking on a main road (sometimes without a pavement in villages), walking the children to school or when crossing the road, according to some participants in St Brides Major and St Dogmaels. It felt safer for the children playing outside the front of the house for a Llanelli North parent as well.

St Brides Major, female:

“ I definitely feel safer with our children walking to school on the main road, kind of usually cars would go rattling past and get a massive gush of wind that blasts you, whereas that’s less likely [now]. ”

Llanelli North, female

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“ I don't actually think that every road needs to be 20, but it does make me feel a bit safer because the kids play outside a lot on these roads around here, and it makes me feel that they're safer. ”

## Environmental benefits

In a few cases, participants associated slower traffic with potential environmental benefits like lower CO2 emissions. However, they were uncertain of how significant any improvement would be, moving from a 30mph to 20mph speed limit.

## Improved wellbeing

Slower traffic meant feeling slightly calmer and more relaxed when out on foot in the village, stated a couple of participants in one village, especially in areas where there was no pavement. It could also mean beginning to feel a sense of 'being a bit more social' as a result, because the traffic felt 'calmer'.

St Dogmaels, female:

“ I've met a number of people who've said to me that they feel a little bit more relaxed walking around to see their friends, or if they are dog walkers. We've got quite a few people who like to walk their dogs and there are no pavements in some places... People say that they do feel it is calmer than it used to be. I think that ability to walk, the ability to stop and chat is good for being a bit fitter and being a bit more social. ”

## Less noisy for pedestrians

A very small number of participants in St Brides Major had noted and appreciated how traffic had become less noisy since the speed limit was introduced.

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St Brides Major, male:

“ I’ve really noticed the difference in noise, actually. It’s much quieter on the main road. ”

## Potential economic benefit

A couple of participants in St Dogmaels thought that slowing traffic might mean those passing through would have more time to take in what the village had to offer, like its pub and shops. It was thought possible that they then might stop to spend some money in the village rather than travelling through at higher speed.

St Dogmaels, female:

“ I guess it may be a benefit, if people are going slower, they will spot our community pub and pull into the car park and use it, rather than whizz past. I think some of those community assets, it might make it a bit easier for people to spot them. ”

## Reasons for opposing 20mph speed limits

Consultation respondents who were not in favour of the speed limit reduction were prompted with a list of possible reasons why people might oppose 20mph speed limits on restricted roads (see figure 10 below).

Endorsement of most of the reasons was high, with the highest agreement displayed with it Makes journey times longer, Increases congestion and Would annoy drivers, all endorsed by around eight in ten of those against the idea. Another seven in ten or so of this group agreed that it Would make no difference to cyclists’ safety, Might be ignored by many drivers and Would make no difference to pedestrians’ safety. The lowest agreement was with it Increases accidents (at around four in ten of those opposed to the idea of 20mph speed limits).

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**Figure 10: Here are some reasons people might oppose 20mph speed limits. Which of these do you agree with?**

	<b>Percentage against the idea of 20mph agreeing</b>
<b>Makes journey times longer</b>	81%
<b>Increases congestion</b>	77%
<b>Would annoy drivers</b>	75%
<b>Would make no difference to cyclists' safety</b>	74%
<b>Might be ignored by many drivers</b>	72%
<b>Would make no difference to pedestrians' safety</b>	70%
<b>Increases pollution</b>	62%
<b>Makes the quality of life worse</b>	57%
<b>Might not be policed and enforced effectively</b>	57%
<b>Increases accidents</b>	36%
<b>None of these</b>	1%

Base: consultation respondents against 20mph speed limits on restricted roads (2,971).

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Again, the consultation responses have been compared with results from the Wales Omnibus survey, after being re-based to include the full sample (see figure 11 below).

As might be expected (because of the higher level of opposition within the consultation sample), endorsement of all the negatives around 20mph speed limits was considerably higher in the consultation than in the general population survey. The largest differences between consultation respondents' views and the views of the Welsh public generally were evident on the following dimensions:

- would make no difference to cyclists' safety
- would make no difference to pedestrians' safety
- increases pollution
- makes the quality of life worse
- increases congestion.

**Figure 11: Here are some reasons people might oppose 20 mph speed limits. Which of these do you agree with? Comparison of consultation responses with public opinion survey**

	Consulation responses	Public opinion survey responses
<b>Might be ignored by many drivers</b>	67%	56%
<b>Might not be policed and enforced effectively</b>	61%	45%
<b>Makes journey times longer</b>	53%	37%
<b>Would annoy drivers</b>	50%	40%
<b>Increases congestion</b>	46%	25%

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	Consultation responses	Public opinion survey responses
Would make no difference to cyclists' safety	42%	10%
Would make no difference to pedestrians' safety	39%	10%
Increases pollution	36%	13%
Makes the quality of life worse	31%	8%
Increases accidents	20%	9%
Not answered / none of these / don't know	12%	22%

Bases: all consultation respondents (5,607); all survey respondents (1,002).

Note: in the consultation the question was only asked of those against a reduction of the speed limit to 20mph, so has been re-based to the total sample in this chart for comparative purposes.

## The qualitative perspective

Those taking part in the focus groups in pilot areas who were not in favour of the new default speed limit were basing their concerns on perception, personal experience, and anecdote. Rejectors and a few in Llanelli North used summing-up terms that reflected:

- perceived issues with the concept: confusion, excessive, inflexible, overcompensation, over the top
- emotion: concerned, frustrated

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- perceived implementation issues: not applied, not enforced

A blanket approach is excessive.

“ These are the perceptions of some residents taking part in the focus groups. 20mph is the default but there would be the possibility of exceptions. ”

Rejectors agreed that 20mph speed limits were necessary but felt they should only target areas of perceived greatest risk. These would be near schools, for example, or on residential stretches of road where pedestrians seemed more vulnerable to traffic. However, they often did not think it was right to introduce a default speed limit because some areas were thought to be fine with a 30mph speed limit.

Rejector, male:

“ I don't understand why it's been brought in. I think it's right to have, especially around schools for safety reasons, but during the hours of ten pm to seven in the morning, I think it's a bit excessive to have it at 20mph. Kids aren't around at that time. ”

## Lack of enforcement and no evidence of change

Participants across the groups were often concerned that some drivers were not adhering to the new speed limit. They based this concern on their perception of how fast traffic was still travelling through these residential areas. Some thought that locals were keeping to 20mph but those travelling through, commercial vehicle drivers and those not from the area were more likely to ignore it. Part of the 'evidence' for some, therefore, was not seeing any change to the driving behaviours of others. There were calls for more enforcement.

St Brides Major, male:

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“ I think that most people in the village are behind it, they like it from what I’m hearing and indeed most of the village are the ones that are adhering to the speed limits. But it’s obviously those that are not necessarily part of the village that still continue to come through at sometimes breakneck speeds. ”

Rejector, male:

“ There's nothing to enforce it - in our street, anyway - so people just do what they want. ”

Some felt that the signage needed to be positioned at closer intervals on residential streets to make it more prominent and to remind drivers that the speed was still 20mph. A few participants acknowledged that, through habit, they sometimes forgot about the new speed limit and reverted to 30mph – so needed reminding.

## Negative impact on driving

Some participants thought they had noted the speed limit encouraging more dangerous driving. Examples included the following:

- tailgating: participants across the groups gave examples of experiencing or seeing tailgating which was a little stressful, and of being overtaken on residential streets which had not happened before. It left one or two participants feeling slightly vulnerable as pedestrians as well.

St Brides Major, male:

“ I’ve been overtaken a couple of times by impatient drivers and tailgated a fair bit, so I suppose that could be seen as a slight problem with it. ”

Llanelli North, female:

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“ I’ve seen people overtaking others who are going slower, they’re overtaking, and I find it worrying because I’ve got a pram that I’m pushing. ”

- drivers might focus too much on their speed and not enough on what was happening around them on the road
- living on a street that was not well signposted with the new speed limit and finding that drivers assumed the new limit had ended, so accelerated along the street more than in the past.

## Overall, an ineffective initiative and a waste of money

Tying in with the concerns outlined above, some participants did not think introducing the new speed limit worked. They thought it was ignored and not enforced. Locals were felt to be more likely to keep to the speed limit but those passing through less so. More effort was thought to be needed to discourage speeding in residential areas like speed cameras, electronic ‘slow down’ signals, speed bumps and a change to road layout. Rejectors had no idea if any work was being undertaken to measure the changes in traffic speed although one was aware of a ‘black strip’ across their street.

Rejector, male:

“ I think the signs are super ineffective - they don't work. I think this is an oldfashioned way of looking at safety, for sure. To just put up this small signage will not change anything in reality, because this isn't policed at all. ”

Rejector, male:

“ If the goal is to increase safety, then this is a waste of time. It's a waste of money. ”

A few participants were indifferent or neutral towards the speed limit change. In

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one example, the participant thought it might be safer for pedestrians but was uncertain how much of a real difference it would make.

Llanelli North, male:

“ As someone who doesn’t drive, who walks a lot, then obviously, you know, there’s a safety side to it which, okay 20mph, as a pedestrian you think, well, that should be safer. But, on the other hand, it’s like, is it going to make a lot of difference really? So yeah, I’m kind of sat in the middle. ”

## Perceived impacts of 20mph speed limit

Those taking part in the consultation were asked what difference, if any, a 20mph speed limit on restricted roads might make to their personal behaviour. They were asked whether 20mph speed limits would make them more likely to do each of the following:

- walk more
- cycle more
- cycle or scooter
- use public transport.

Most consultation respondents (at least two in three) said their behaviour would not change in any of these respects as a result of a reduction in speed limits. That said, around one in three of those taking part in the consultation said that they would walk more and cycle or scooter more (and also drive more) if a 20mph speed limit were introduced. The proportion that said they would use public transport more was lower, at around one in seven (see figure 12 below).

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**Figure 12: What difference would 20mph speed limits on restricted roads make to you personally? Would they make you more or less likely to do the following?**

	Percentage saying yes	Percentage saying no	Not answered
<b>Walk more</b>	33%	65%	3%
<b>Drive more</b>	30%	65%	5%
<b>Cycle or scooter</b>	30%	65%	5%
<b>Use public transport</b>	15%	77%	7%

Base: all consultation respondents (5,607).

Although the question was different in the consultation, the results from the consultation were very similar to those from the public opinion survey in terms of perceived positive impact upon walking and cycling behaviour.

“ In the survey participants were asked whether 20mph speed limits would make them more or less likely to change their behaviour in certain ways and could choose from a scale of responses (much more likely to much less likely). In the consultation respondents were asked whether 20mph speed limits would make them more likely to change their behaviour and could only answer yes or no. ”

“ The question asked in the survey focused on cycling and no reference was made to scooters. ”

In the public opinion survey 35% of Welsh adults said that a reduction in speed limits would make them more likely to walk more (c.f. with 33% of

consultation respondents) and 31% said they would be more likely to cycle more (c.f. with 30% of consultation respondents). The proportion of survey respondents saying they would drive more was less than half the level in the consultation, however (at 14% compared with 30% respectively).

The consultation asked those with school age children whether they and their children would use active travel methods (that is, walking, cycling or scooting) more often to get to school if the speed limit on restricted roads was reduced to 20mph. Overall, around one in four parents of school age children taking part (27%) said they would do so more, but twice as many (54%) said they would not. The remaining 19% did not give an answer. Among those in favour of the reduction in the speed limit, however, a majority of almost six in ten parents (57%) said they would do so more often, compared to just 1% of parents against the change saying this.

The consultation also included a question on perceptions of whether a 20mph speed limit on restricted roads would have a positive impact on the following groups within the population:

- older people
- those with physical impairments
- those with sensory impairments
- pregnant women.

Around half of the consultation respondents thought it would have a positive impact for older people, those with physical impairments and those with sensory impairments, although the proportion of this opinion for pregnant women fell to under four in ten (see figure 13 below). Those aged 65+ taking part were most likely to anticipate a positive impact from a reduction in speed limits for older people (at 62% agreeing, compared with just 26% of 16 to 24s doing so).

### Figure 13: Do you think a 20mph speed limit on restricted roads would have a positive impact on the following?

	Percentage saying yes	Percentage saying no	Not answered
Those with sensory impairments (visual, hearing)	52%	47%	1%
Those with physical impairments	51%	48%	1%
Older people	49%	50%	1%
Pregnant women	37%	60%	4%

Base: all consultation respondents (5,607).

Finally, the Consultation response form asked how participants thought the 20mph speed limit on restricted roads would impact on different sorts of businesses, namely:

- local ‘high street’ businesses (shops, cafes, pubs and other customerfacing organisations)
- businesses in the area using the road network for access or deliveries
- road maintenance and utility (electricity, gas, water, communications) companies requiring access to work on the road.

Views were split roughly evenly on whether the impact of a speed limit reduction would be positive or negative for local ‘high street’ businesses and road maintenance and utility companies. 35% of consultation respondents felt that its impact on the former would be positive (compared to 32% of the opposite opinion), while the corresponding figures for the latter were 31% positive compared to 29% negative.

More consultation respondents anticipated a negative than positive impact in the

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case of businesses using the road network for access or deliveries, however (at 45% saying negative compared to 24% saying positive).

**Figure 14: How do you think the 20mph speed limit on restricted roads would impact the following businesses?**

	Very positive	Somewhat positive	Neutral	Somewhat negative	Very negative	Not answered
<b>Local 'high street' businesses shops, cafes, pubs, other customer facing organisations)</b>	23%	12%	32%	13%	19%	1%
<b>Road maintenance and utility companies requiring access to work on the road</b>	17%	14%	39%	10%	19%	1%
<b>Businesses in the area using the road network for access or deliveries</b>	13%	11%	30%	17%	28%	1%

Base: all consultation respondents (5,607).

## Conclusions

The consultation was not a survey of a representative sample of the population and as a result cannot be taken as indicative of the Welsh public's views generally. Feedback from public consultations is prone to bias because those who choose to take part to volunteer their opinion often hold strong views about

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the subject. This is illustrated by the marked difference in levels of support for the policy between the public opinion survey (an independent research survey of a representative sample of the Welsh population) and the public consultation (where the sample was selfselecting).

Over eight in ten survey respondents (81%) were in favour of a reduction in the speed limit to 20mph and fewer than two in ten (17%) were against, compared with 47% in favour and 53% against in the consultation. Moreover, almost half of those taking part in the consultation (47%) described themselves as 'strongly against' 20mph, compared with only 7% of the survey sample saying this.

Another area where consultation responses differ from the public opinion survey lies in endorsement of the positives and negatives around the reduction in the speed limit. Those taking part in the consultation were less likely to recognise almost all the possible benefits of 20mph than the public in the representative sample survey. Conversely, consultation respondents were much more likely to endorse all the negatives, because of the bias within the sample towards people opposed to the policy.

In terms of public support or opposition for the idea in the UK more generally, all previous representative sample surveys have reported high support for 20mph for residential streets and busy streets such as high streets.

## About this document

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