



People for Proper Policing in North Wales

New guidance on Welsh speed limits

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COUNCILS are being encouraged to review their speed limits in new guidance published by the Welsh Assembly Government today.

The guidance covers 20mph zones, speed limits on urban and rural roads and aims to ensure **all limits are appropriate for their locations.**

Deputy First Minister and the Minister for the Economy and Transport, Ieuan Wyn Jones, said that **local speed limits are a crucial tool in improving road safety and reducing casualties.**

Speaking at Ysgol Christchurch in Rhyl, which has benefited from a new 20mph zone, Mr Jones recommended that local authorities use the guidance to review all their local speed limits and **implement changes by the end of 2014.**

“WAG is committed to reducing road traffic collisions and injuries, and developing safer environments for all road users,” he said.

The PPP comments ... Ieuan Wyn Jones appears to know little about setting speed limits or the road safety consequences thereof. We found out about the consultation only weeks before the deadline. We endeavoured to make contact by phone and e-mail with the North Wales politicians tasked with the so called consultation and were ignored as their minds were already made up.

The ‘guidance’ can be studied here ...

<http://wales.gov.uk/docs/det/publications/091105speedlimitguidelinesen.pdf>

The following extracts highlight their thinking ...

*This guidance should also be used as the basis for future assessments of local speed limits, for developing **route management strategies**, and for developing **speed management strategies** dovetailing with Regional Transport Plans. The keyword is ‘management’ which means control by faceless and maybe clueless bureaucrats in council offices unaccountable who believe that drivers can be controlled minutely and remotely by dabbling with speed limits and their attendant speed traps and littering the roads’ surfaces and verges with a myriad confusing and distracting signs.*

Speed limits should, therefore, be evidence led and seek to reinforce people’s assessment of what is a **safe speed to travel**, encouraging self-compliance and not being seen by drivers as a target speed at which to drive in all circumstances.

The reality is that the current and intended dabbling with speed limits does the exact opposite. It confuses and distracts drivers and leads to many of the root causes of serious crashes such as tailgating and dangerous overtaking. The classic example of this is the display of national speed limit (60 mph) signs at the entry to very minor roads and even single track roads when the main road has had its speed limit LOWERED without thought to such consequences.