

**P-06-1422 Rescind the 20mph limit on TRA4076 at Johnston Pembrokeshire
- Correspondence from the Petitioner to the Committee, 25 June 2024**

I have written to Trunk20mph on 3rd of May.

The reasons for excepting this road are laid out in the petition which are in keeping with the original exception guidance issued.

I would argue with the cabinet minister that the 20mph zones were introduced to manage demand and motivate a shift away from private car use as stated in WG transport strategy....and the legislation introduced by the deputy climate change minister suggests this was the priority rather than safety.

A House of Lords report on Behaviour change for climate and environmental goals also stated the measures that could dissuade private vehicle use would include reduced speed limits.

Every sensible person applauds lower limits near schools however imposing a 20mph limit on what is a main arterial route through the county is not sensible.

Thank you for your consideration of this petition.



Closed petition

Rescind the 20mph limit on TRA4076 at Johnston Pembrokeshire

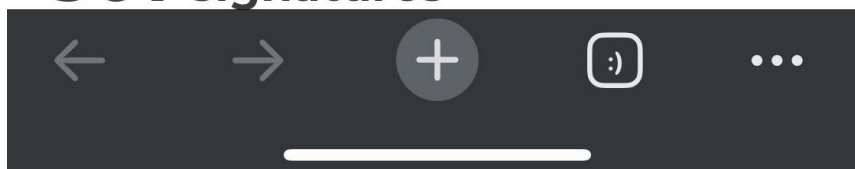
Welsh Government guidance for reduction of limits to 20mph said that “generally” A and B classified roads should be exempted.

TRA4076 through Johnston Pembrokeshire forms part of a principle urban network linking the south of our county to our county town and hospital. It is an urban clear way with no on street parking, footpaths both sides and two light controlled pedestrian crossings. There is no justification for this stretch of road being reduced to 20mph.

This petition is now under consideration by the Petitions Committee

Petitions that collect more than 250 signatures are discussed by the Petitions Committee

301 signatures





to book cycle hire as one leg of a sustainable public transport journey. Our future plans include more e-bike and e-cargo bike loan and hire schemes. Building on existing pilots we have allocated further funding over the next three years to develop further schemes.

- **Addressing pavement parking and road obstruction** - we will create places where pedestrians can walk freely without having to step into the carriageway because a vehicle is parked on the pavement. In 2023, we are intending to introduce new civil enforcement powers that will enable local authorities to address pavement parking in their areas. A working group involving all stakeholders is will draft enforcement guidance for local authorities before the legislation comes into force to help ensure a consistent approach is taken across Wales.
- **Introduce a national default 20mph speed limit on restricted roads** - decreasing speeds reduces collisions, saves lives and helps improve quality of life - making our streets and communities a safer and more welcoming

sustainable transport, we will introduce:

- **Welsh language standards** - for those who provide bus services in Wales and ensure there is training in place to ensure that drivers make everybody feel welcome and safe. Customer focussed and Welsh language training programmes as well as improved passenger communications will continue to be rolled out on the rail network.
- **Safety training** - We will continue to support the safety of our pupils with school-based training. This will include child pedestrian training and improving consistency of cycle training delivery through the introduction of the [Bikeability National Standards](#) into Wales. We will increasingly encourage the expansion of training outside of school. This will include the provision of inclusive training opportunities within our communities for all adults as well as children.

3. What we will deliver – key priorities

3.3.3. Motivation to make a shift away from private car use

We will work with partners to develop education, marketing and other tools to transform the image of walking, cycling and public transport – this will include further support to expand TW’s community engagement role to include travel planning, supporting partners and other organisations to deliver facilities and programmes which encourage modal shift.

In 2022 we delivered a Public Transport Recovery Campaign to help address the challenges of attracting people back to using public transport. The first phase of this was launched in April as ‘the real social network’.

Working with our partners we will use our future campaigns and marketing materials to build on our investments in walking, cycling and public transport to transform their image and become the natural choice for everyday journeys. We will refresh these campaigns as behaviours change to maintain the momentum and embed sustainable choices for the future.

To be motivated to a sustainable choice it is vital that people feel safe, welcome, comfortable and confident when using public transport and other sustainable travel modes. We have a wide range of projects across each mode and sector to transform customer experiences, from developing national

standards for taxis to improving accessibility, facilities and signage at our rail stations.

For customers to be confident to use our sustainable transport services they must be reliable. Our investment in vehicles and rolling stock, the redesign of bus networks and prioritising road space for sustainable transport will support this reliability and build the confidence that services will be there when needed.

Our work on integrated ticketing and journey planning outlined in priority 2, above, is essential to improving the customer experience of sustainable transport by making it easy and affordable to use for door-to-door journeys.

We will also motivate people away from private car use through **demand management** - the Wales Transport Strategy includes a commitment to develop a national road user charging framework. Further work will be undertaken to develop a fair and equitable road user charging framework, including how local authorities can borrow against these future revenue streams to fund transport improvements; and also consider other alternatives such as workplace car parking levies and road space reallocation.

4. What we will deliver: transport modes and sectors



- (d) Revised planning processes which prioritise shorter distances between housing and amenities and active travel infrastructure, and supporting local amenities to reduce the need for longer journeys.²⁸⁰
- (e) Investment into behaviour change campaigns and education, though while some witnesses stressed the importance of these activities several others argued that measures like improving infrastructure should be a higher priority.²⁸¹

170. The measures that could dissuade private vehicle use include:

- (a) Changing rules on the use of roads, such as reduced speed limits, school streets, low traffic neighbourhoods and other measures which prioritise access for other road users over private cars. Witnesses said some local government bodies did not have the necessary powers to deliver some of these measures effectively.²⁸²
- (b) Road pricing, congestion charging, low emission zones, higher parking costs, workplace parking levies and other charges levied for private vehicle use. Some witnesses suggested charges could perform a dual function of disincentivising car use and raising funds for improvements to active travel infrastructure and public transport.²⁸³

171. More widely, Prof Anable called for the Government to establish an overall car traffic reduction target—similar to that adopted by the Scottish Government of a 20 per cent reduction by 2030—and to develop a delivery plan against this.²⁸⁴ Ms Berge explained that the Scottish Government published in January 2022 a “route map to reduce car use by a fifth by 2030 (against a 2019 baseline)”,²⁸⁵ which includes a commitment to spend 10 per cent of the transport budget annually on active travel from 2024–25.²⁸⁶

Government position

172. In his evidence to the Committee, Mr Hands referred to the Government’s commitment to phase out new petrol and diesel cars by 2030,²⁸⁷ while Andrew Jackson, Deputy Director of 25 Year Environment Strategy Team for Defra, said: “Look also in transport at the decarbonisation that we have had and *The Road to Zero Strategy*, where we have made electric vehicles more affordable. The uptake of electric vehicles through grant schemes starts to then trickle down into second-hand markets. That again facilitates choice for the customer.”²⁸⁸ In relation to EV charging infrastructure, Mr Hands told us:

