

SUBJECT:	PROPOSED MCC 20, 30 & 40MPH SPEED LIMIT ORDER PILOT PROJECT
MEETING:	INDIVIDUAL CABINET MEMBER DECISION
DATE:	9TH FEBRUARY 2022
DIVISION/WARDS AFFECTED:	ALL WARDS

1. PURPOSE:

- 1.1 To consider the proposed 20, 30 & 40mph speed limit Orders subsequent to advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2. RECOMMENDATIONS:

- 2.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed Orders.

3. KEY ISSUES:

- 3.1 In May 2019 the First Minister announced that 20mph should be the default speed limit for all residential roads in Wales. A task force was then established and reported back on an implementation plan for the legal process for the project to commence in 2023.
- 3.2 The proposal forms a key part of the Welsh Government's policy for Road Safety and Active Travel by aiming to create a culture for slower speeds, reducing the number and severity of road casualties and supporting alternative travel modes such as walking and cycling by making the roads less intimidating to non-vehicle users.
- 3.3 As part of the implementation plan, Welsh Government invited Local Authorities to bid for funding to introduce eight pilot schemes to help identify best practice and support the national rollout of 20mph limits in 2023. Monmouthshire County Council was successful in its bid for two pilots: Abergavenny and Severnside. Following this announcement, the Traffic Team have progressed these schemes to the stage of preparing a schedule to support the legal process and the making of the relevant traffic orders to support the new lower speed limits.
- 3.4 The development of the project has involved extensive speed and volume surveys to help inform the design and limits of the proposed schemes, including 30 and 40mph buffer speed limits to help reduce speeds at the approach to the 20mph limits. Officers have run consultation events with members and the respective local communities, including discussions with neighbouring authorities from both Wales and England eg Gloucestershire CC who have an interface with the proposed amended speed limits. More information on the pilot and additional 20mph schemes are shown in the presentation at Appendix 1 including the locations and extents of the proposals.

- 3.5 The pilot schemes for Abergavenny and Severnside have now been finalised and the proposed traffic order schedule prepared as shown in Appendix 2. It is planned to deliver the 20mph pilot schemes this financial year by employing a local supplier under the South East Wales Contract Framework.
- 3.6 The Welsh Assembly Government's Circular 24/2009 provides national guidance for Setting local speed limits in Wales. MCC has considered paragraph 5.6 to 5.11 of the Welsh Assembly Government's Circular 24/2009 in particular 5.7 and 5.10. A decision has been made to depart from this guidance for the following reasons; to create a culture for slower speeds, reducing the number and severity of road casualties and supporting alternative travel modes such as walking and cycling by making the roads less intimidating to non-vehicle users.
- 3.7 A summary of consultation responses can be found in Appendix 3 together with Officer responses. None of issues or comments raised cannot be overcome or that change the Officer recommendation to proceed with making the speed limit changes.

4. EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):

- 4.1 The proposal aims to support the national policy for reducing speed and thereby improving road safety as well as contributing towards providing a safer environment to encourage people to walk and cycle in line with the objectives of the Active Travel Act. The new lower speed limits will also protect the interest of groups such as those with limited mobility, additional learning needs, dementia and visual impairment.

5. OPTIONS APPRAISAL

- 5.1 Table One below therefore provides an options appraisal of the proposal:

Options	Benefits	Risks	Comments/Mitigation
Do Nothing	<ul style="list-style-type: none"> Less demand on office time and resource 	<ul style="list-style-type: none"> The Welsh Government has confirmed the national urban speed limit will reduce to 20mph in 2023. These proposals are intended to evaluate the process and compliance levels of motorists prior to the 2023 implementation date. Failure to deliver 	The benefits outweigh the resource implications.

		the pilots will have a detrimental effect on the data gathered.	
Do minimum	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Unable to “do minimum” 	Option not available
Adopt the proposals	<ul style="list-style-type: none"> • Ensure the speed limit reductions are introduced as planned. • Collect traffic data to ascertain levels of compliance. • Collect casualty data to understand the general effect of the lower speed limits • Collect usage data to understand what impact lowered speed limits have in respect of modal shift 	<ul style="list-style-type: none"> • None 	This is the preferred option.

6. REASONS:

6.1 The proposed speed limit orders are deemed necessary to support Welsh Government’s proposal of reducing the national urban speed limit to 20mph in 2023. The introduction of the pilot schemes will provide useful information and data as we move towards 2023.

7. RESOURCE IMPLICATIONS:

7.1 The proposals are funded by Welsh Government Road Safety Grant.

7.2 Further Welsh Government funding has been offered for 2022/23 which can be used towards the existing programme of 20mph zones for next financial year. In the longer term, the Welsh Government intends to make 20mph the new default speed limit in existing 30mph built up areas. Funding arrangements for that are not yet known. However, this report relates solely to the fully funded pilot projects at Abergavenny and Severnside.

8. CONSULTEES:

- Cabinet Member for Infrastructure and Neighbourhood Services
- Enterprise DMT

- SLT
- The Traffic Orders were publicised in accordance with the statutory process
- A Member workshop was held for all Members, and meetings held with the relevant town and community councils where requested, as well as with the Magor Speed Watch group.

9. BACKGROUND PAPERS:

Notice of Intention, drawing no's 1911, 1912, 1913, 1914, 1915, 1916, draft order, schedule of responses

10. AUTHORS:

Paul Keeble, Group Engineer Highways

11. CONTACT DETAILS:

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Appendix 1:



Monmouthshire 20mph Pilot Project

Mark Hand – Head of Placemaking, Regeneration, Highways and Flooding
Paul Keeble – Group Engineer - Highways & Flood Management
Graham Kinsella – Traffic & Road Safety Manager



Wales 20mph Pilot Project

- May 2019 First Minister announced that 20mph should be the default speed limit for all residential roads in Wales.
- Task force established in July 2019 comprising of LA's Emergency services, transport operators and businesses
- Desired outcomes from the Task Force were;
 - Compliance rate
 - Changes in speed
 - Pedestrian/cyclist casualty rates
 - Active travel
 - Journey time reliability
 - Social interaction changes
- Joint WG/WLGA Task force produced a report on the implementation of 20mph on 15 July 2020
<https://gov.wales/sites/default/files/publications/2020/07/20mph-task-force-group-report.pdf>
- Program for implementation
 - Publish report 15 July 2020
 - Ministerial Statement and Senedd vote 15 July 2020
 - Commence Pilots Sept 2020 – (delayed until Nov/Dec 2020)
 - Public consultation on changing default speed limit from 30mph to 20mph July - Sept 21
 - Pass Statutory Instrument October 2021
 - Commencement date for national implementation 2023



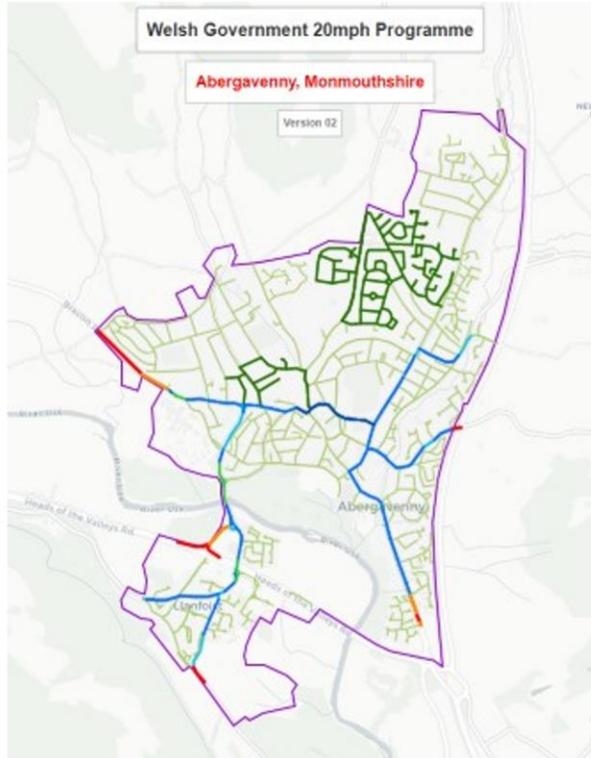
Why are we doing this?

- Lower travelling speeds through our communities will;
 - Reduce casualties
 - Improve air quality
 - Increase the use of alternative travel modes such as walking/cycling and scooting for short journeys
 - Creating a more welcoming/comfortable space for residents/visitors

Where are we now?

- All Welsh LA's were invited to bid for funding to implement 20mph speed limits - Dec 2020
- 8 pilots identified across Wales with MCC being awarded 2 areas (Abergavenny & Severnside – Magor/Undy, Rogiet, Caldicot/Portskewett & Caerwent)
- Speed and volume surveys have been completed in both settlements to understand current travelling behaviours
- Work is currently underway to shape what these pilot areas will look like
- Ongoing work to develop the national rollout of 20mph which will apply to the majority of urban settlements within the County.





What does this mean for the Abergavenny pilot area?

- All the publicly maintained roads within the area will become a 20mph speed limit including the A40
- Gateway features will be introduced to encourage compliance and change the feel of entering into a distinctly different environment
- Electronic speed signs will be erected at strategic points through the area
- Engagement with the community will begin to get the message out to residents and will be essential for the community to understand why we are doing this.





What does this mean for the Severnside pilot area?

- All the publicly maintained roads within the residential areas will become a 20mph speed limit including the sections of the B4245 through the villages/town
- Gateway features will be introduced to encourage compliance and change the feel of entering into a distinctly different environment
- Electronic speed signs will be erected at strategic points through the area
- Buffer limits will be introduced to incrementally reduce speeds coming into the 20mph areas where necessary
- Engagement with the communities will begin to get the message out to residents and will be essential for the communities to understand why we are doing this



Next Steps

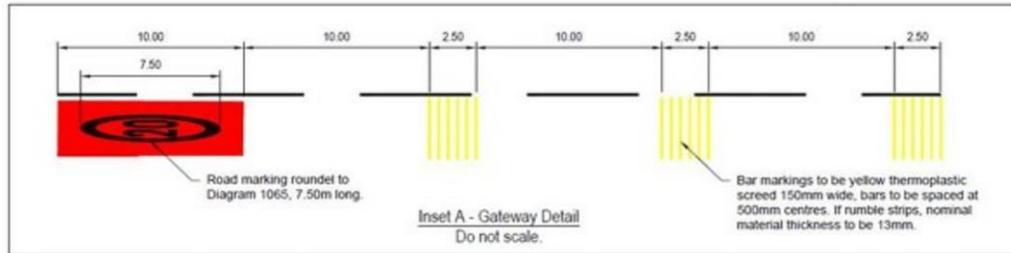
- Comms package currently under development by Transport for Wales
- Targeted comms to engage specific user groups (18-24 year olds, commuters, parents/carers on the school run) currently being developed by MCC via social media channels, radio/TV, MCC website
- Speed monitoring to gauge current traveling speeds, ongoing monitoring of the pilot areas will carry on for the next 5 years
- Detailed design work & drafting of permanent traffic orders
- Enforcement plan – whilst speed limit enforcement byGoSafe will be necessary, an overall enforcement strategy is currently in development

Timescales

- Comms package – Nov/Dec 2021
- Pre implementation speed/vol monitoring – July 2021
- Semi permanent speed/vol monitoring – Nov/Dec 2021
- TRO consultation – Dec/Jan 2021
- Implement 20mph limit on the ground – Jan/Feb/March 2022
- Ongoing monitoring – 5 years to 2026



Typical Gateway Carriageway Markings



Typical Speed Indicator Device (SID)



20mph Speed Limits Outside the Pilot Areas

In addition to the pilot areas, we are intending to progress a number of additional 20mph speed limits this financial year.

- Devauden
- Shirenewton/Mynydd Bach
- Mathern
- Monmouth – whole town including Wyesham
- Chepstow – Mounton Rd, Lower Chepstow and Welsh St/Kingsmark area
- Tintern – Temp 20mph currently in place as part of the C19 response will be made permanent
- Raglan – Temp 20mph currently in place as part of the C19 response will be made permanent
- Bulwark/Thornwell experimental 20mph order will be made permanent

Consultation drawings will be completed asap for these additional areas, it is anticipated these traffic order consultations will be run concurrent with the pilot 20mph orders.



Forward Program for 20mph Speed Limits

2022/23

Chepstow

Dingestow

Gilwern

Mitchel Troy

Usk

Wye Valley Villages (St Arvans, Penallt, The Narth, Llandogo, Llanishen, Catbrook)

2023/24

Wales wide introduction of 20mph within the built up environment

It is anticipated that all residential areas not previously covered with a 20mph speed limit will be included in the national roll out of 20mph.



Appendix 2:

SECTION 84 - ROAD TRAFFIC REGULATION ACT 1984

NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

**MONMOUTHSHIRE COUNTY COUNCIL
MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019
(AMENDMENT ORDER NO 1) 2022**

**PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC
ORDERS AT VARIOUS LOCATIONS WITHIN ABERGAVENNY, LLANFOIST, MAGOR WITH UNDY, ROGIET, CALDICOT, PORTSKEWETT AND
CAERWENT IN MONMOUTHSHIRE COUNTY COUNCIL**

NOTICE IS HEREBY GIVEN that Monmouthshire County Council of County Hall, The Rhadyr, Usk, NP15 1GA ("the Council") propose to make a Road Traffic Regulation Order as follows:

EFFECT OF THE ORDER: to introduce 20, 30 & 40mph speed limits within the localities identified on the plans, which are available to view at County Hall, Usk or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic>

Further details of the proposed Order, comprising plans and a statement of reasons for proposing to make the Order may be examined via pre-arranged appointment at County Hall, Usk NP15 1GA (appointments can be arranged by e-mailing traffic@monmouthshire.gov.uk) or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic> or the via the below QR code

Any objections in respect of this proposal should be made in writing, stating the grounds on which the objection is being made and should be sent to Traffic Section, Monmouthshire County Council, County Hall, Usk NP15 1GA not later than the 20th of January 2022 or via scanning the QR code below and selecting "How to comment on a proposed TRO", where the public consultation response form can be accessed.

Date: 22nd December 2021



MONMOUTHSHIRE COUNTY COUNCIL

Monmouthshire County Council Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 (Amendment Order No 1) 2022

Proposed Provision and Amendments to Traffic Orders at Various locations within Abergavenny, Llanfoist, Magor with Undy, Rogiet, Caldicot, Portskewett and Caerwent in Monmouthshire County Council

Statement of General Effect

The effect of the Order will be to implement a 20, 30 & 40mph speed limits through the residential enclaves identified. The proposal is intended to reduce travelling speeds and provide a safer highway environment for all users.

Statement of Reasons

The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by August 2023. In advance of this initiative, Welsh Government invited bids from local authorities across Wales to introduce a limited number of 20mph speed limits. A bid was submitted to the Welsh Government for 2 areas in Monmouthshire - Abergavenny and Llanfoist, Severnside (Magor with Undy, Rogiet, Caldicot, Portskewett, Caerwent).

These schemes form part of the first phase of implementation of a change in default speed limit to 20mph and will bring considerable benefits of improving road safety within the wider residential and commercial areas.

The proposal is intended to reduce travelling speeds through the identified communities, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community . The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.

Dated: 22nd of December 2021



CYNGOR SIR FYNWY

Gorchymyn Cydgrynhoi Rheoliadau Rheoleiddio Traffig, Terfynau Cyflymder a Pharcio Cyngor Sir Fynwy 2019 (Gorchymyn Diwygio Rhif 1) 2022

Darpariaeth a Diwygiadau Arfaethedig i Orchmyinion Traffig mewn lleoliadau amrywiol yn y Fenni, Llanffwyst, Magwyr gyda Gwndy, Rogiet, Cil-y-coed, Porth Giwied a Chaerwent yn Sir Fynwy

Mae Cyngor Bwrdeistref Sirol Caerffili (y 'Cyngor') drwy arfer eu pwerau o dan

Ddeddf Rheoleiddio Traffig Ffyrdd 1984 ('Deddf 1984') a Deddf Rheoli Traffig 2004 (Deddf '2004') a phob pŵer galluogi arall, ac ar ôl ymgynghori â Phrif Swyddog yr Heddlu yn unol â Rhan III o Atodlen 9 i Ddeddf 1984, drwy hyn yn gwneud y Gorchymyn canlynol:

1 ENWI A DYDDIAD CHYCHWYN

Daw'r Gorchymyn hwn i rym ar y ** diwrnod o ***** 2022 a gellir ei enwi fel Gorchymyn Cydgrynhoi Rheoliadau Rheoleiddio Traffig, Terfynau Cyflymder a Pharcio Cyngor Sir Fynwy 2019 (Gorchymyn Diwygio Rhif 1) 2022

2 EFFAITH Y GORCHYMYN

Bydd Gorchymyn Cydgrynhoi Rheoliadau Rheoleiddio Traffig, Terfynau Cyflymder a Pharcio Cyngor Sir Fynwy 2019 yn cael ei ddiwygio drwy:

- a) **Ddirymu Cynlluniau**
AP60,AQ59,AQ60,AR58,AR59,
AR60,AS57,AS58,,AS59,AS60,

MONMOUTHSHIRE COUNTY COUNCIL

Monmouthshire County Council Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 (Amendment Order No 1) 2022

Proposed Provision and Amendments to Traffic Orders at Various locations within Abergavenny, Llanfoist, Magor with Undy, Rogiet, Caldicot, Portskewett and Caerwent in Monmouthshire County

The Monmouthshire County Council (the 'Council') in exercise of their powers under the Road Traffic

Regulation Act 1984 (the '1984 Act') and the Traffic Management Act 2004 (the '2004' Act) and all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act hereby makes the following Order:

1 CITATION AND COMMENCEMENT

This Order shall come into operation on the **th day of ***** 2022 and may be cited as Monmouthshire County Council Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 (Amendment Order No 1) 2022

2 EFFECT OF THE ORDER

Monmouthshire County Council Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 shall be amended by:

- a) **The revocation of Plans**
AP60,AQ59,AQ60,AR58,AR59,

AT55,AT56,AT57, AT58,AT59,AU53,
AU54,AU55,AU56,AU57,AU58,AU59
AV53,AV54,AV55AAV57A,AV58A,
AV59,AV60,AV61,AW54,AW55,
AW56A,AW57A,AW58A,AW59,
Ax55,AX56a,AX57b,AX58,AX59, AV56B
AY56,AY57,AY58b,Az54,AZ55,AZ56
AZ58,BA54,BA55,BA56,BA58,BB54
BB58,DO100,DP98,DP99,AY55
DP101,DQ100,DQ101,DQ102,DR101
DS101,DS102,DT103A,DT104A,DU102A
DU103A,DU104A,DV101,DP100,DV102
DV103A,DV104A,DW101A,DW102,DW103B
DW104B,DW105,DW106,DX101,DX102
DX103A,DZ104,DX105,DX106
DY101,DY102,DY103,DY104,DY105
DY106,D0100,DP98,DP99,DP100,DP101
DQ100,DQ101,DR101,DX97A, DX98
DX99,DY97A,DY98A,DY99,DV107,DW107
DW108,DW109,DW110,DW111,DU109,DU110
DX107,DX108,DX109,DX111, DY108
DY109,DY110,DZ109,DZ110,DY88
DY89,DY90,DY91,DY92,DY93,DY94
DZ88,DZ89,DZ90,DZ91,DZ92, DZ93
DZ94,EA87,EA88,EA89,EA90,EA91
EA92,EA93,EB91,EB92
**sydd ynghlwm wrth y Gorchymyn hwn a
mewnosod Cynlluniau**
AP60A,AQ59A,AQ60A,AR68A,AR59A,AR60A

AR60,AS57,AS58,,AS59,AS60,
AT55,AT56,AT57, AT58,AT59,AU53,
AU54,AU55,AU56,AU57,AU58,AU59
AV53,AV54,AV55AAV57A,AV58A,
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DZ88,DZ89,DZ90,DZ91,DZ92, DZ93
DZ94,EA87,EA88,EA89,EA90,EA91
EA92,EA93,EB91,EB92
**attached to this Order and the insertion of
Plans**

AS57A,AS58A,AS59A,AS60A,AT55A,AT56A
AT58A,AT59A,AU53A,AU54A,AU55A,AU56A
AU57A,AU58A,AU59A,AV53A,AV54A,AV55B
AT57A,AV57B,AV58B,AV59A,AV60A,AV61A
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DX97B, DX98A,DX99A,DY97B,DY98B,DY99A
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EA88A,EA89A,EA90A,EA91A,EA92A,EA93A
EB91A,EB92A

i'r Gorchymyn hwn.

AP60A,AQ59A,AQ60A,AR68A,AR59A,AR60A
AS57A,AS58A,AS59A,AS60A,AT55A,AT56A
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DX101A,DX102A,DX103B,DX104A, DX105A
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DY91A,DY92A,DY93A,DY94A,DZ88A,DZ89A
DZ90A,DZ91A,DZ92A,DZ93A,DZ94A,EA87A
EA88A,EA89A,EA90A,EA91A,EA92A,EA93A
EB91A,EB92A

to this Order.

Rhoddir dan sêl gyffredin Cyngor
Sir Fynwy

Ar y ** diwrnod o ***** 2022

Gosodwyd Sêl Gyffredin
Cyngor Sir Fynwy
yma ym mhresenoldeb

y Swyddog Awdurdodedig.

Given under the common seal of Monmouthshire County
Council

This ** day of ***** 2022

The common Seal of
Monmouthshire County Council
Was hereunto affixed in the presence of

Authorised Officer.

Appendix 3:

Proposed 20, 30 & 40MPH SPEED LIMIT ORDER PILOT PROJECT

Summary of Consultation Responses

Name/Details	Representations	Officer's Response
Resident (objection)	The speed limit restriction through Undy and Magor is a ridiculous proposal. The lower the speed the high the gear making more pollution. All types of vehicles will take longer to get through .	The proposals to introduce a 20mph speed limit are intended to improve road safety and lessen the severity of road traffic collisions. The proposals will encourage the use of alternate modes of transport, such as walking, cycling and scooting, and contribute to overall improvements of general health and wellbeing. Reduced speed limits through these communities should positively impact on community cohesion and improve opportunities for active travel. Current research in regard to the implementation of 20mph does not support the claim that air quality is significantly affected. The proposals are being introduced in advance of the Welsh Government's intention to reduce the national urban speed limit from 30mph to 20mph in 2023.

<p>Resident (objection)</p>	<p>This the main thoroughfare from the M4 to Chepstow and to reduce the speed limit to 67% of what it currently is likely to cause worsened flow of traffic, and consequently more pollution from idling cars, and potentially therefore more accidents.</p> <p>If the council are concerned about schools being on the route- I can only see one directly on the route being Durand Primary and Nursery school (as Magor Church in Wales Primary School is not directly on the main road) then surely a better idea would be to have a lights based 20mph restriction near that school with the narrative “20 mph when lights are flashing” which of course would be at dropping off and picking up times.</p> <p>However, I would suggest and would agree with that every “spur” or subsidiary road leading off the B4245 along the full route for example Queens Gardens, Blenheim Avenue, St Brides Road (in Magor) be reduced to 20 mph as has been instigated in Caldicot with great effect eg Dewstow Road & New Road. Furthermore, I would also like to understand the variability of the speed limit on the B4245 after Undy which increases to 60mph for 0.6 miles (which is faster than you can travel on the M4 between Jcns 24 to 28) then 40mph for 0.2 miles until Rogiet (through which of course then is currently 30mph) and then for some ridiculous unfathomable reason, it increases once more to 40mph for the 0.4 mile section in between Rogiet and Caldicot.</p> <p>Would it not make more sense to reduce the speed limit from Undy all the way to Caldicot to 30 mph as surely this would be more beneficial to the environment and improve safety on that stretch of road?</p>	<p>The proposals to introduce a 20mph speed limit are intended to improve road safety and lessen the severity of road traffic collisions. The proposals will encourage the use of alternate modes of transport, such as walking, cycling and scooting, and contribute to overall improvements of general health and wellbeing. Reduced speed limits through these communities should positively impact on community cohesion and improve opportunities for active travel. The proposals are being introduced in advance of the Welsh Government’s intention to reduce the national urban speed limit from 30mph to 20mph in 2023. The existing speed limits between settlements currently meet Welsh Government guidance, amendments to these speed limits are outside the scope of the 20mph proposals. Speed limits are intended to reinforce people’s assessment of what is a safe speed to travel and encourage self compliance. To reduce the speed limit between residential enclaves whilst being outside the scope of this proposal, it is something that could be considered further, if and/or when any changes are made to the highway environment in the future.</p>
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Resident (support)	<p>I write regarding the TROs in relation to the new town-wide 20mph zone for Abergavenny. This is a much welcome policy in my view, but I am concerned that some of the lane-like roads in and around Cantref Ward have been omitted from the order and will remain at the national speed limit of 60mph.</p> <p>The section of Chain Road / Deri Road from the top of Chapel Rd to Pen y Pound - currently marked as 'outside of scope' - is a much-used pedestrian route, especially among school children (including my own) going to KHVIII School. This seems like an anomaly, particularly as it is within the 'Pilot Boundary Area' - I think a 20mph limit is appropriate here, not 60mph.</p> <p>Meanwhile, there are other major anomalies just outside the Pilot Boundary Area:</p> <ul style="list-style-type: none"> • Pentre Lane, from Chapel Road to the Sugarloaf Vineyard, which is a popular recreational walking route. It shouldn't be left at 60mph. • the lane down the hill from the Vineyard • the section of Chapel Road north of Chain Road junction - popular with walkers and currently driven fast by many drivers. <p>I do understand that the outer boundary of the Pilot Area has to be drawn somewhere but these lanes are popular leisure walking routes with both townspeople and tourists - could they be brought within the Pilot Boundary?</p>	<p>The proposals are being introduced in advance of the Welsh Government's intention to reduce the national urban speed limit from 30mph to 20mph in 2023. Whilst it is acknowledged that the rural single track lanes are used by pedestrians, elevated vehicles speeds along these routes are not anticipated due to the immediate highway characteristics, i.e. single track lanes with limited intervisibility. The existing speed limits on rural lanes are outside the scope of the 20mph proposals.</p>

<p>Resident (partially agree))</p>	<p>I fully support any of the roads (streets) within a residential area that has houses facing it being changed from 30mph to 20mph. I disagree with the more main roads like the B4245 being reduced from 30mph to 20mph. Although the severity of the injuries in an accident are less the risk of it happening can actually increase do to lack of concentration by drivers. (It is not good enough to say that they should still concentrate, when performing a task that is slow and repetitive concentration after a short period can be dramatically reduced, so the risk increases)</p> <p>This will also increase commuting times for someone who lives in Caldicot and works in Newport.</p> <p>Finally if we are so worried about safety why is the stretch between Caldicot and Rogiet (B4245) remaining at 40mph. Children walk this route to school everyday as they are not entitled to a bus. (although they do not have to cross this road), however in Portskewett where again children are not entitled to a bus and there no dedicated road crossing on a stretch of road where there are parked vehicles and a blind bend to negotiate.</p>	<p>The proposals to introduce a 20mph speed limit are intended to improve road safety and lessen the severity of road traffic collisions. The proposals will encourage the use of alternate modes of transport, such as walking, cycling and scooting, and contribute to overall improvements of general health and wellbeing. Reduced speed limits through these communities should positively impact on community cohesion and improve opportunities for active travel. The proposals are being introduced in advance of the Welsh Government's intention to reduce the national urban speed limit from 30mph to 20mph in 2023.</p> <p>The speed limits on the B4245 between the towns and villages have been reviewed and the amendments proposed as part of this Order are considered to be appropriate and meet the recognised guidelines.</p>
<p>Resident (objection)</p>	<p>Whilst I fully appreciate the need for safety, 30mph is legally recognised limit for built up areas and reducing this to 20 will only add and slow down the severe traffic issues that we experience in the town and surrounding areas. In addition, this will require additional funding to implement and given the current climate, this cannot be a priority. Please invest our tax payer monies into more immediate and absolutely undisputed causes eg support for</p>	<p>The proposals to introduce a 20mph speed limit are intended to improve road safety and lessen the severity of road traffic collisions. The proposals will encourage the use of alternate modes of transport, such as walking, cycling and scooting, and contribute to overall improvements of general health and wellbeing. Reduced speed</p>

	families, young people, elderly and the underprivileged in our community. Thank you.	limits through these communities should positively impact on community cohesion and improve opportunities for active travel. The proposals are being introduced in advance of the Welsh Government's intention to reduce the national urban speed limit from 30mph to 20mph in 2023.
Resident (objection)	Reducing the speed limit to 20mph will have several deleterious effects: a) more drivers will be frustrated at being held up and will carry out dangerous driving manoeuvres such as overtaking or harrassing drivers sticking to the 20 mph limit; b) travel time through the village(s) will be prolonged and so there will be more vehicles moving through and producing noise and air pollution for considerably longer periods; c) drivers waiting to move out into the main road from the many turnings and driveways will find it more difficult to judge whether there is time and enough distance to do so safely and could take more risks. Collisions could be just as likely (they are uncommon as it is).; d) pedestrians, and maybe children, will imagine that it's safer than before to quickly cross the road, when there may in fact be more danger from the impetuous drivers referred to in (a).	The proposals to introduce a 20mph speed limit are intended to improve road safety and lessen the severity of road traffic collisions. The proposals will encourage the use of alternate modes of transport, such as walking, cycling and scooting, and contribute to overall improvements of general health and wellbeing. Reduced speed limits through these communities should positively impact on community cohesion and improve opportunities for active travel. The proposals are being introduced in advance of the Welsh Government's intention to reduce the national urban speed limit from 30mph to 20mph in 2023.
Resident (partially agree)	Although, I agree in principal with the reduction of speed limits in the area of Caldicot, Rogiet, Undy and Magor, I would instead propose a reduction in the speed limit to 30mph for the whole of the B4245 from Magor to Caldicot i.e. keep the speed limits at 30mph as are current but reduce the speed limits between Undy and Rogiet and Rogiet and Caldicot .	The proposals to introduce a 20mph speed limit are intended to improve road safety and lessen the severity of road traffic collisions. The proposals will encourage the use of alternate modes of transport, such as walking, cycling and scooting,

	<p>There is only 1 school that is directly situated on this road (and that does not have direct access via the B4245, it uses a side road) - the others do not have any direct access to the B4245. It would serve the community better if the parents of the children attending the 2 schools in Undy and Magor did not park on both sides of the B4245 causing traffic congestion.</p> <p>Our almost non-existent public transport service will be even more restricted and cause those who do use it to catch earlier buses to ensure they make their appointments and onward travel modes (Severn Tunnel Junction, Caldicot Halt). The school children travelling to outlying schools will have to be picked up earlier to ensure they get to school on time.</p> <p>I suggest that a public split footpath/cycle path be constructed between Undy and Rogiet to allow pedestrians to safely walk from Undy to Severn Tunnel Junction train station and cyclists to travel safely along the route.</p> <p>Further, I suggest a junction to the M4/M48 be constructed between Undy, Rogiet or Caldicot to allow traffic wanting to use the M4/M48 to join earlier than at Magor. This would greatly alleviate traffic flow along the B4245 and thus would negate the requirement for the 20 mph speed restriction</p> <p>Finally, there appears to be little or no traffic speed management along this road at present so if the 20 mph speed restriction is imposed on the residents-who will monitor that motorists will adhere to the new speed limits and how is this going to be monitored?</p>	<p>and contribute to overall improvements of general health and wellbeing. Reduced speed limits through these communities should positively impact on community cohesion and improve opportunities for active travel. The proposals are being introduced in advance of the Welsh Government's intention to reduce the national urban speed limit from 30mph to 20mph in 2023.</p> <p>Separate projects related to the Burns Commission report and improvements to Severn Tunnel Junction will be looking at improved walking and cycling links alongside the B4245 and the potential for a junction onto the M48. These measures are not part of the 20mph pilots.</p> <p>Ongoing monitoring will be carried out to ascertain levels of compliance over the next 5 years. Gwent Police have committed to enforcing the speed limits where necessary.</p>
Resident (objection)	I don't support the proposed 20MPH traffic order in its current format and base this objection on road safety, efficiency of the road	The proposals to introduce a 20mph speed limit are intended to improve road safety and

	<p>network and air quality reasons.</p> <p>This is primarily because of the blanket approach of 20MPH across the majority of the roads within the identified areas, where you have included those well engineered routes that are principal corridors for movement, which is at odds with the given statement of reason of the traffic order, that being for “residential restricted roads”. By making everything 20MPH it does dilute the intended impact and potential benefits of the proposals. If the main arterial routes, in this case if the B4245 were to remain 30MPH, then there is a clear differential when turning off into a residential area and into a 20MPH limit, not only by the presence of the terminal signs but that also of the nature and character of the road. Much as the impact of existing 20MPH Zone, mainly in the presence of school locations, where the Zone entry signs and speed/self-enforcing calming features highlight the change in speed, road character and need for increased vigilance. This is lost when everything is the same.</p> <p>Whilst appreciating that this is a Welsh Government initiative, it is the responsibility of MCC to identify those restricted roads, such as the B4245 through Magor, Rogiet and Caldicot, which should not be subject to a 20MPH. Where these exceptions should take into account the functions of each section of road, as a corridor for all types of movement, and in this case, specifically for these sections of road where a higher speed limit is justified as arterial routes and can remain at 30MPH.</p> <p>Where these strategic routes have not been identified as exemptions and are proposed to</p>	<p>lessen the severity of road traffic collisions. The proposals will encourage the use of alternate modes of transport, such as walking, cycling and scooting, and contribute to overall improvements of general health and wellbeing. Reduced speed limits through these communities should positively impact on community cohesion and improve opportunities for active travel. The proposals are being introduced in advance of the Welsh Government’s intention to reduce the national urban speed limit from 30mph to 20mph in 2023. Ongoing monitoring will be carried out to ascertain levels of compliance over the next 5 years. Gwent Police have committed to enforcing the speed limits where necessary.</p> <p>The proposed speed limit changes on the B4245 itself have been carefully considered against the Welsh Government’s criteria.</p>
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	<p>be 20MPH, as well as the safety concerns, they will also result in a loss of efficiency in the road network and consequently on air quality as well. Journey times will inevitably be longer, eg. a 5 mile part of a journey will take an additional 5 minutes at 20MPH over the current 30MPH, without any further influence or delay. This will impact not only those in cars but that of the Public Transport journey times as well. An additional unintended consequence, will be the likely increase in wait time to join the main road from a side road. Presently a car at a side road has the opportunity to gap seek out onto the main road, as that traffic progresses along it at 30MPH. Where that main road is slower, at 20MPH, those vehicles are more likely to drive closer up to that in front and form longer platoons of traffic, where the opportunity to gap seek out will not present itself (much as we all experience on occasion with a slower than normal vehicle passing along the road). The cumulative effect of a resident from Portskewett travelling to access the M4 at Magor could increase their journey from 20 minutes to over 30 minutes.</p>	
<p>Resident (objection)</p>	<p>Excessive reduction for most of the roads which are busy enough without slowing everything down.</p>	<p>The proposals to introduce a 20mph speed limit are intended to improve road safety and lessen the severity of road traffic collisions. The proposals will encourage the use of alternate modes of transport, such as walking, cycling and scooting, and contribute to overall improvements of general health and wellbeing. Reduced speed limits through these communities should positively impact on</p>

		<p>community cohesion and improve opportunities for active travel. The proposals are being introduced in advance of the Welsh Government's intention to reduce the national urban speed limit from 30mph to 20mph in 2023.</p>
<p>Resident (objection)</p>	<p>The order proposes blanket 20mph speed limits. While 20mph limits can improve road safety on some roads, they may not show improvement on others.</p> <p>The issue with a blanket policy is that by mixing both, the downsides on some can outweigh any benefits on others.</p> <p>This can be highlighted by annual reported-road-casualties-in-Great-Britain 2019.</p> <p>As can be seen the number of casualties on 20mph roads increased whereas all other road types showed a reduction. This could be said to be due to change of 30mph limit roads to 20mph and casualty rates staying the same. However the aim of such plans is to reduce casualties.</p> <p>If the wrong type of roads are being selected the statistics can go the wrong way.</p> <p>Pedestrians and Drivers can become complacent. The Portsmouth 20mph scheme highlighted the increased incidence of stepping out collisions. It's not unusual for implementation of a new 20 limit to result in a pedestrian stepping out in front of a bus and in Swansea, unfortunately, an off duty Police Officer was killed.</p> <p>Cycling is generally increasing. In Portsmouth although people said they would cycle more in a 20mph limit, however it was found that</p>	<p>The proposals to introduce a 20mph speed limit are intended to improve road safety and lessen the severity of road traffic collisions. The proposals will encourage the use of alternate modes of transport, such as walking, cycling and scooting, and contribute to overall improvements of general health and wellbeing. Reduced speed limits through these communities should positively impact on community cohesion and improve opportunities for active travel. The proposals are being introduced in advance of the Welsh Government's intention to reduce the national urban speed limit from 30mph to 20mph in 2023. Ongoing monitoring will be carried out to ascertain levels of compliance over the next 5 years. Gwent Police have committed to enforcing the speed limits where necessary. There are no current plans to review existing 20mph zones in other parts of the County.</p>

cycling increased more outside the zone than within it.

In Wales it is said that 1% of urban roads are now 20mph. If the accident rate were the same the death rate on 20mph roads should be 1% that of 30mph roads. The figures above show a rate of 10% of those on 30mph roads -10 times worse than would be expected.

The Guidance for setting local speed limits in Wales indicates that if an inappropriate speed limit is chosen for a road it can lead to increased non compliance.

The proposals have not demonstrated that they a safer environment will result for users. Surely Welsh Government would only intend to introduce 20mph limits where it can be demonstrated that they are at least as safe as 30mph limits.

In any event, Wales speed limit guidance suggests that speed limits should be no lower than mean traffic speeds - are figures available to confirm?

Surely these bids should only have been made with adequate reasoning to show that they would provide the suggested benefits.

Nothing has been provided to demonstrate that the 20mph limits will show the suggested benefits in road safety.

Nothing has been provided which suggests that there will be a significant reduction in travelling speeds or that this will encourage alternative modes of transport over retaining the present speed limits.

Nothing has been provided to demonstrate any positive impact or that severity of road collisions will be lessened

	<p>A number of towns and villages within Monmouthshire already have 20mph limits from which some data ought to be extractable. Across the UK, roll out of some 20mph limits has been halted and some removed. Are there any plans to revisit any local 20mph limits?</p>	
<p>Abergavenny Cycle Group (support)</p>	<p>we are strongly in favour of a 20mph zone for the town. Its effectiveness however, will depend on implementation on the ground. Is there any information available on this? Will it just be signage or will there be any redesign of the roads? Several roads in town are designed for speeds considerably higher than 20mph and I fear many drivers will find it difficult to reduce their speeds to 20mph? Will there be additional driver education and enforcement?</p> <p>Route 1 is the section of Old Hereford Road between Llwynu Lane (SO301158) and Deri Road (SO301160). This is the main walking route for people who live in the Mardy/Hillcrest area to reach the footpaths of the Deri and onwards to the Sugarloaf. There is a footpath on the fields on the west side of Old Hereford Road but access is quite sketchy, due to steep and uneven bank, and a dilapidated stile. As a result many people prefer to use the road despite the fact that it's narrow, fairly fast (national speed limit) and there is no footway. Including this short section of the Old Hereford Road in the 20mph zone would reduce road danger.</p> <p>Route 2 is the top part of Pen y Pound. This is another walking route up to the Deri, from the town centre. It is also a well used route for children walking to and from King Henry VIII school. There is no footway. In my view the 20mph zone should extend from Pen y Pound</p>	<p>The proposals are intended on being introduced with signing and lining only. No additional physical measures are being proposed. Gwent Police have committed to enforcing the speed limits where necessary.</p> <p>The existing speed limits on rural lanes are outside the scope of the 20mph proposals.</p>

	<p>at SO294153 to the junction with Deri Road (SO293154), from where the footpath through the field begins.</p> <p>Route 3. Deri Road from the top of Chapel Road to the Old Hereford Road. This is a very popular leisure walking route, and the westernmost section is both residential and used by many schoolchildren walking unaccompanied to and from King Henry VIII school. It is not a fast road as it is a fairly narrow lane, but anything that can be done to keep driving to an appropriate speed would be beneficial. I see no reason why this road should be excluded from the town-wide 20mph zone.</p>	
Resident (support)	<p>So in terms of the speed proposals I would like to say that this is very welcome in Portskewett especially on main road/caldicot road and crick road between the aforementioned and the B4245 - I'm not so sure around the minor roads but I suppose its makes everyone aware from the moment they join any highway.</p> <p>However, my concern is how is this going to be enforced.?</p> <p>I live and work in Portskewett and the speed traffic moves during the day (caldicot/main road) now well exceeds 30mph so I am pretty certain its not going to have any effect - will speed cameras fixed or mobile be introduced? Or is this just a political exercise?</p> <p>The amendment order no1 refers to 'encouraging alternative travel modes, such as.....scooting'</p>	<p>The proposals to introduce a 20mph speed limit are intended to improve road safety and lessen the severity of road traffic collisions. The proposals will encourage the use of alternate modes of transport, such as walking, cycling and scooting, and contribute to overall improvements of general health and wellbeing. Reduced speed limits through these communities should positively impact on community cohesion and improve opportunities for active travel. The proposals are being introduced in advance of the Welsh Government's intention to reduce the national urban speed limit from 30mph to 20mph in 2023. Ongoing monitoring will be</p>

	<p>Does this refer to an introduction of electric scooters to be allowed in these zones and if so what rules must they observe? Speed?visibility?lights?</p>	<p>carried out to ascertain levels of compliance over the next 5 years. Gwent Police have committed to enforcing the speed limits where necessary. The reference to “scooting” is specifically around push scooters. The use of electric scooters on the public highway is currently prohibited by law.</p>
Resident (support)	Safety for residents	Noted
Resident (support)	To reduce speeding in the area and make the community a safer place, to reduce pollution	Noted
Resident (support)	I am extremely worried that a serious accident is going to be caused. At times people are travelling well in excess of the speed limit and although serious offenders may not be too troubled in a 10mph limit decrease, it will highlight that speed is an issue, that the local community have had enough and coupled with a monitoring programme maybe convince them to adhere to the law	Noted
Resident (support)	We need to reduce the speed of vehicles in this area for safety purposes. However there needs to be other mechanism in play including Systems to reduce traffic and street furniture and crossings	Noted

Appendix 1: Wellbeing of Future Generations Equalities Impact Assessment



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Equality and Future Generations Evaluation

Name of the Officer completing the evaluation Paul Keeble Phone no: 01633 644773 E-mail: paulkeeble@monmouthshire.gov.uk	Please give a brief description of the aims of the proposal To consider the proposed 20mph pilot project, which reduces the speed limit from 30mph to 20mph for all publicly adopted roads in Abergavenny and Severnside. This project will also include 30 and 40mph buffer speed limits to reduce the approach speeds and compliment the 20mph limits.
Name of Service area Placemaking, Regeneration, Highways and Flooding	Date 22nd January 2022

- 1. Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	This proposal will reduce the travelling speeds of all vehicles through the settlements. Which in turn will contribute to making the streets safer and reduce the severity of collisions. All highways users should feel safer negotiating the highway, due to the reduction in travelling speeds. Particularly those vulnerable members of society, such as older, younger and people with disabilities.	None	N/A
Disability	This proposal will reduce the travelling speeds of all vehicles through the settlements. Which in turn will contribute to making the streets safer and reduce the severity of collisions. All highways users should feel safer negotiating the highway, due to the reduction in travelling speeds. Particularly those vulnerable members of society, such as older, younger and people with disabilities.	None	N/A
Gender reassignment	None	None	N/A
Marriage or civil partnership	None	None	N/A
Pregnancy or maternity	None	None	N/A
Race		None	N/A
Religion or Belief	None	None	N/A
Sex	None	None	N/A

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Sexual Orientation	None	None	N/A

The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions This duty aligns with our commitment as an authority to Social Justice.

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Socio-economic Duty and Social Justice	None	None	N/A

Policy making and the Welsh language.

How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
<p>Policy Making</p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language no less favourably</p>	<p>All new highway signs and carriageway markings will be bi-lingual with Welsh appear in front of English as per current guidance</p>	<p>N/A</p>	<p>N/A</p>
<p>Operational</p> <p>Recruitment & Training of workforce</p>	<p>None</p>	<p>None</p>	<p>N/A</p>
<p>Service delivery</p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	<p>None</p>	<p>None</p>	<p>None</p>

4. Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral	N/A
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Positive: lower travelling speeds should contribute to enhancing biodiversity by reducing dependency on motorised vehicles and encourage more sustainable modes of transport such as walking, cycling and scooting.	N/A
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	Positive: lower travelling speeds will contribute to making the streets safer and more attractive for alternate transport modes such as cycling, walking and scooting.	N/A
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive: lower travelling speeds will contribute to making the streets safer and encourage community cohesion.	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Positive: lower travelling speeds should contribute to enhancing general wellbeing by reducing dependency on motorised vehicles and encourage more sustainable modes of transport such as walking, cycling and scooting.	N/A
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	N/A

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Positive: lower travelling speeds should contribute to encouraging more sustainable modes of transport such as walking, cycling and scooting and thereby less reliance on motorised transport.	N/A

3. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	<p>Welsh Government intend to reduce the national urban speed limit to 20mph in 2023. This proposal is intended to evaluate and inform what will be required once the national reduction is introduced.</p>	<p>N/A</p>
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>Collaboration with partners in Gwent Police/GoSafe and Welsh Government has taken place in developing this proposal. Ongoing partnership working will be necessary to understand compliance levels.</p>	<p>N/A</p>
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>Statutory consultation has been undertaken with all necessary stakeholders including the general public.</p>	<p>N/A</p>

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	N/A	None
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	The proposal should have a positive impact on wellbeing, safer streets should encourage the use of alternative travel modes such as walking, cycling and scooting and less reliance on motorised vehicles.	None

4. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Social Justice, Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Social Justice	N/A	N/A	N/A
Safeguarding	N/A	N/A	N/A
Corporate Parenting	N/A	N/A	N/A

5. What evidence and data has informed the development of your proposal?

- Speed and volume data has been collected prior to the proposals being developed
- The proposals are intended to evaluate and understand what will be necessary when Welsh Government introduce a Country wide reduction in the national urban speed limit in 2023

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

Positive impacts: The proposed reduction in speed limits will have an overall positive impact on the communities. Lower travelling speeds will encourage the use of alternative travel modes and lessen the severity of road traffic collisions. The proposals will contribute to making the roads safer for all users. Ongoing monitoring will inform Welsh Governments proposal to reduce the national urban speed limit to 20mph in 2023.

7. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible
Implement to speed limit proposals as advertised	Following the making and publication of the traffic regulation orders	Traffic Team (Graham Kinsella, Phaedra Cleary, Gareth Freeman)

8. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1			
2			
3			

