

Appendix 4: Summary of Consultation Responses relating to proposed speed limit changes on the B4245 and Caldicot Road and officer response.

Name/Details	Representations	Officer's Response
Resident 1 (Somewhat supports).	The whole of the B4245 from Caldicot to Magor including Magor and Undy should be 30 mph speed limit. The B4245 has become more unsafe due to vehicles tailgating and driving inappropriately.	Support noted. The 20mph speed limit currently in effect is part of the phase 1 rollout of the national reduction for restricted roads in Wales to reduce to 20mph. From September 2023, all restricted roads in Wales will come down to 20mph. However, exceptions can be applied to retain sections of A and B roads at 30mph where they do not meet the Welsh Government's 'place criteria'. Unlike the two sections where 30mph limits are now proposed, the remainder of the B4245 does meet the place criteria for 20mph. Therefore, the request to increase the whole of the B4245 to 30mph is not supported.
Resident 2 (Objection via e-mail)	The existing 20 mph speed limit should be retained on the B4245 and on Caldicot Road. It is safer for pedestrians to cross the B4245 with a 20 mph speed limit. The Council should not succumb to "a vocal minority" who wish to reinstate the 30 mph speed limit.	In proposing the two 30mph speed limits on parts of the B4245, the Council is trying to strike an appropriate balance between implementing the Welsh Government's Wales-wide policy ambition, responding to objections raised by some members of the local community and road

		<p>users via Ward Members, safety and consistency for road users. The WG 'place criteria' set out when A and B roads should be 20mph vs 30mph. The B4245 from Woodstock Way to the Castlegate roundabout does not meet the 'place criteria' for a 20mph limit. Similarly, the Caldicot Road through the Castlegate Business Park is considered to be suitable for a 30mph limit. There are several controlled puffin crossings for pedestrians to use to cross the B4245 over the extent of the proposals which provide safe crossing locations for pedestrians. Speed data, casualty data, the WG 'place criteria' and local opinion raised via this consultation and via elected members for Severnside have all been carefully considered. The proposed changes, including a part-time 20mph limit at school start and end times near Durand Primary School, are considered to be safe and appropriate speed limits.</p>
Resident 3 (Objection via e-mail)	The reduction to 20 mph speed limit in Caldicot has improved the level of pedestrian and cyclist	Speed data, casualty data, the WG 'place criteria' and local opinion raised via this

	<p>safety. The reason for the congestion is vehicles tailgating and vehicles speeding inappropriately. The area in the vicinity of the Mitel roundabout and Caldicot is particularly dangerous when events are held at Caldicot Castle and for school children using the school bus service.</p>	<p>consultation and via elected members for Severnside have all been carefully considered. The proposed changes, including a part-time 20mph limit at school start and end times, are considered to be safe and appropriate speed limits.</p> <p>Events at Caldicot Castle are risk and safety assessed and appropriate safety and traffic management measures are put in place. The Passenger Transport Team will have risk assessments in place for all bus stops.</p>
<p>Resident 4 (Somewhat supports via e-mail)</p>	<p>Supports the proposal regarding the B4245 but is disappointed that the 30 mph is not being increased all the way from Caldicot to Magor. Supports a 20-mph speed limit on side roads only. The 20 mph speed limit is not being adhered to on the B4245. Concerned that in an emergency that the journey time to take a relative (as done recently due to lack of ambulance) will be excessive due to adhering to the 20 mph speed limit on the B4245.</p>	<p>Support noted for the proposed changes and for 20mph on side roads.</p> <p>The 20mph speed limit currently in effect is part of the phase 1 rollout of the national reduction for restricted roads in Wales to reduce to 20mph. From September 2023, all restricted roads in Wales will come down to 20mph. However, exceptions can be applied to retain sections of A and B roads at 30mph where they do not meet the Welsh Government's 'place criteria'. Unlike the two areas where 30mph limits</p>

		<p>are now proposed, the remainder of the B4245 does meet the place criteria for 20mph. Therefore, the request to increase the whole of the B4245 to 30mph is not supported.</p> <p>The concerns a regarding journey times are noted however there is limited evidence on this to date, and in any case the safety and amenity benefits of the 20mph limit are considered to outweigh the potential disbenefit of a slight increase in journey times. The circumstances described here with an emergency journey needing to be made in a regular vehicle due to no emergency response vehicles being available would be unlikely to be a frequent occurrence.</p>
<p>Resident 5 (Somewhat supports via e-mail)</p>	<p>The whole of the B4245 from Magor to Caldicot should be reinstated to the 30 mph speed limit. Travelling on the B4245 through Magor and Undy is now more dangerous than ever. Due to the 20 mph vehicles are now tailgating. Drivers adhering to the 20 mph speed limit are being harassed by drivers tailgating behind.</p>	<p>Support noted. The 20mph speed limit currently in effect is part of the phase 1 rollout of the national reduction for restricted roads in Wales to reduce to 20mph. From September 2023, all restricted roads in Wales will come down to 20mph. However, exceptions can be applied to retain sections of A and B roads at 30mph where they do</p>

		not meet the Welsh Government's 'place criteria'. Unlike the two sections where 30mph limits are now proposed, the remainder of the B4245 does meet the place criteria for 20mph. Therefore, the request to increase the whole of the B4245 to 30mph is not supported.
Resident 6 (Somewhat Supports via e-mail)	Supports the proposals however wishes to see the speed limit reinstated to 30 mph through Rogiet as it is an arterial and not a residential route. Most of the properties through Rogiet are only located on one side of the B4245 and the only exception to that layout is by Ifton in Rogiet. The vast majority of residents in Rogiet have no necessity to cross the B4245 as pedestrians.	Support noted. The 20mph speed limit currently in effect is part of the phase 1 rollout of the national reduction for restricted roads in Wales to reduce to 20mph. From September 2023, all restricted roads in Wales will come down to 20mph. However, exceptions can be applied to retain sections of A and B roads at 30mph where they do not meet the Welsh Government's 'place criteria'. Unlike the two sections where 30mph limits are now proposed, the B4245 through Rogiet does meet the place criteria for 20mph. Therefore, the request to increase the B4245 through Rogiet to 30mph is not supported.
Councillor Peter Strong	I support the changes but think that the B4245 through Rogiet should also revert to 30mph. This is an arterial rather than	Support noted. The 20mph speed limit currently in effect is part of the phase 1 rollout of

	<p>residential route. For most of this length of road the houses are only on one side of the road. People have very little reason to cross the road. Where there are houses they are set well back from the road. The only exception is by the filling station at Ifton. The best way to improve safety there is through a pedestrian crossing.</p>	<p>the national reduction for restricted roads in Wales to reduce to 20mph. From September 2023, all restricted roads in Wales will come down to 20mph. However, exceptions can be applied to retain sections of A and B roads at 30mph where they do not meet the Welsh Government's 'place criteria'. Unlike the two sections where 30mph limits are now proposed, the B4245 through Rogiet does meet the place criteria for 20mph. Therefore, the request to increase the B4245 through Rogiet to 30mph is not supported.</p>
<p>Resident 7 (Somewhat support via e-mail)</p>	<p>Supports the proposal. The main road (B4245) through Magor, Undy, Rogiet and Caldicot should be reinstated with a 30 mph speed limit. Supports that the side roads should be subject to a 20 mph speed limit. Extended travel times to reach the nearest motorway junctions. No drivers (including bus drivers) are adhering to the 20 mph speed limit through Caldicot.</p>	<p>Support noted for the changes and for 20mph on residential side streets. The 20mph speed limit currently in effect is part of the phase 1 rollout of the national reduction for restricted roads in Wales to reduce to 20mph. From September 2023, All restricted roads in Wales will come down to 20mph. However, exemptions can be applied to sections of A & B roads which do not meet the criteria. The remainder of the B4245 does meet the place criteria for speed limits in urban areas to reduce to 20mph, therefore, at this</p>

		time we are unable to support the increase to 30mph through the other settlements along the B4245 corridor .
Resident 8 (Somewhat support via e-mail)	Caldicot “bypass” and main road through Caldicot and Rogiet should be a 30 mph speed limit. Supports a 20 mph on side roads and on housing estates only as it is a good idea and safer in those locations.	Support noted for the changes to Caldicot bypass and for 20mph on side streets. The 20mph speed limit currently in effect is part of the phase 1 rollout of the national reduction for restricted roads in Wales to reduce to 20mph. From September 2023, all restricted roads in Wales will come down to 20mph. However, exceptions can be applied to retain sections of A and B roads at 30mph where they do not meet the Welsh Government’s ‘place criteria’. Unlike the two sections where 30mph limits are now proposed, the remainder of the B4245 does meet the place criteria for 20mph. Therefore, the request to increase the whole of the B4245 to 30mph through Caldicot and through Rogiet is not supported.
Resident 9 (Objection via e-mail)	The 20 mph speed limit on the B4245 and Caldicot Road should be retained and it should be enforced. However, objector notes that cyclists are not adhering to the 20 mph speed limit.	In proposing the two 30mph speed limits on parts of the B4245, the Council is trying to strike an appropriate balance between implementing the Welsh Government’s

		<p>Wales-wide policy ambition, responding to objections raised by some members of the local community and road users via Ward Members, safety and consistency for road users. The WG 'place criteria' set out when A and B roads should be 20mph vs 30mph. The B4245 from Woodstock Way to the Castlegate roundabout does not meet the 'place criteria' for a 20mph limit. Similarly, the Caldicot Road through the Castlegate Business Park is considered to be suitable for a 30mph limit. There are several controlled puffin crossings for pedestrians to use to cross the B4245 over the extent of the proposals which provide safe crossing locations for pedestrians. Speed data, casualty data, the WG 'place criteria' and local opinion raised via this consultation and via elected members for Severnside have all been carefully considered. The proposed changes, including a part-time 20mph limit at school start and end times near Durand Primary School, are considered to be safe</p>
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		and appropriate speed limits.
Resident 10 (support via e-mail)	The 20 mph speed limit on the main road (B4245) is “ridiculous” and has caused many problems with vehicles being overtaken and tailgating. It has also caused an increase in pollution (especially hgvs) and an increase in fuel costs. The extents under consideration have very limited direct frontal development and the highway is wide with footways provided. The side roads only should be subject to the 20 mph speed limit.	<p>Support noted. From September 2023, all restricted roads in Wales will come down to 20mph. However, exceptions can be applied to retain sections of A and B roads at 30mph where they do not meet the Welsh Government’s ‘place criteria’. Unlike the two sections where 30mph limits are now proposed, the remainder of the B4245 does meet the place criteria for 20mph. Therefore, the request to increase the whole of the B4245 to 30mph (i.e. all roads other than side roads) is not supported.</p> <p>Driver behaviour is an enforcement issue which needs to be directed towards Gwent Police as enforcement authority for this function. There is no evidence to suggest that the reduction of speed limits to 20mph has any significant impact on pollution levels, however, air quality is currently being monitored at Magor and Abergavenny.</p>
Resident 11 (Objection via e-mail)	The 20 mph speed limit on the B4245 through Caldicot should remain. There are footways here which are used by pedestrians	In proposing the two 30mph speed limits on parts of the B4245, the Council is trying to strike

	<p>including school children attending the nearby school.</p>	<p>an appropriate balance between implementing the Welsh Government's Wales-wide policy ambition, responding to objections raised by some members of the local community and road users via Ward Members, safety and consistency for road users. The WG 'place criteria' set out when A and B roads should be 20mph vs 30mph. The B4245 from Woodstock Way to the Castlegate roundabout does not meet the 'place criteria' for a 20mph limit. Similarly, the Caldicot Road through the Castlegate Business Park is considered to be suitable for a 30mph limit. There are several controlled puffin crossings for pedestrians to use to cross the B4245 over the extent of the proposals which provide safe crossing locations for pedestrians.</p> <p>The proposed changes, including a part-time 20mph limit at school start and end times.</p>
<p>Resident 12 (Observation and other request made via e-mail)</p>	<p>In addition to the proposals for Caldicot the resident has made the comment that a controlled pedestrian crossing facility should be provided in Portskewett on the main road east of the</p>	<p>Noted. There are current proposals for a controlled crossing point at this location, this scheme is being progressed by</p>

	railway bridge in Portskewett.	colleagues in the Active Travel team.
Resident 13 (Support via e-mail)	Supports the proposals and believes the whole “20 experiment” has “been a costly farce”. It has increased tailgating, driver frustration and dangerous overtaking on the highway.	<p>Noted. The 20mph speed limit currently in effect is part of the phase 1 rollout of the national reduction for restricted roads in Wales to reduce to 20mph. From September 2023, All restricted roads in Wales will come down to 20mph. However, exemptions can be applied to sections of A & B roads which do not meet the criteria. The remainder of the B4245 does meet the place criteria for speed limits in urban areas to reduce to 20mph, therefore, at this time we are unable to support the increase to 30mph through the other settlements along the B4245 corridor.</p> <p>Inappropriate and dangerous driver behaviour is an enforcement issue and can only be addressed by Heddlu Gwent Police.</p>
Resident 14 (Support via e-mail)	Supports the proposals. States that a 20 mph is too low a speed limit for a main road. Supports a 20 mph speed limit outside schools and on residential roads.	Support noted. The 20mph speed limit currently in effect is part of the phase 1 rollout of the national reduction for restricted roads in Wales to reduce to 20mph. From September 2023, all restricted roads in Wales

		<p>will come down to 20mph. However, exceptions can be applied to retain sections of A and B roads at 30mph where they do not meet the Welsh Government's 'place criteria'. Unlike the two sections where 30mph limits are now proposed, the remainder of the B4245 does meet the place criteria for 20mph. Therefore, the request to increase the whole of the B4245 to 30mph is not supported.</p>
<p>Resident 15 (Somewhat supports via e-mail)</p>	<p>Somewhat supports the proposals. States that all main roads should revert to 30 mph speed limit. The 20 mph speed limit is causing more congestion and making it more difficult to exit of the resident's driveway. Cyclists are overtaking cars and frustrated drivers are overtaking slower drivers.</p>	<p>Support noted. The 20mph speed limit currently in effect is part of the phase 1 rollout of the national reduction for restricted roads in Wales to reduce to 20mph. From September 2023, all restricted roads in Wales will come down to 20mph. However, exceptions can be applied to retain sections of A and B roads at 30mph where they do not meet the Welsh Government's 'place criteria'. Unlike the two sections where 30mph limits are now proposed, the remainder of the B4245 does meet the place criteria for 20mph. Therefore, the request to increase the whole of the</p>

		B4245 to 30mph is not supported.
Resident 16 (Objection via e-mail)	<p>Objection.</p> <p>States that the 20 mph speed limit should remain and states that injuries are less severe for accidents that occur at 20 mph compared to accidents that occur at 30 mph.</p>	<p>Whilst it is true that the severity of injuries is less if an accident occurs at 20 mph compared to at 30 mph In this instance the “place criteria” for provision of a 20mph has not been met in the two areas where 30mph limits are proposed, therefore, we are unable to retain this section of 20mph speed limit. However, please note that a part time 20 mph speed limit is proposed on the B4245 in the vicinity of Durand school at specific times i.e at school opening and closing times (Monday to Friday, 08:30 - 09:30 & 14:30 – 16:00)</p>
Resident 17 (Objection via e-mail)	<p>Objection. The objector states that the proposals “do not go far enough” and that a 40 mph speed limit should be proposed to be implemented on the B4245 “Caldicot bypass”. The buffer speed limits on the B4245 are in the wrong location and incorrectly positioned.</p>	<p>Noted, however an increase of speed limit on the B4245 to 40mph cannot be supported. It would not comply with the Welsh Government’s policy ambition to promote active travel and healthy, sustainable communities. The buffer speed limits are considered to be acceptable.</p>
Resident 18 (Support and an observation via email)	<p>Supports the proposals. States that a 20 mph is too low a speed limit for the main road (i.e. the B4245) and the 20 mph limit is leading to more pollution as</p>	<p>Support noted. From September 2023, all restricted roads in Wales will come down to 20mph. However, exceptions can</p>

	<p>vehicles are travelling in a lower gear all the time resulting in more air pollution. There are very few properties fronting directly on to the main road (the B4245) here. Supports the 20 mph speed limit on the side road (Alianore Road) in front of the nearby school which is also a residential road.</p> <p>Observation that Newport Road in Caldicot from its junction with the B4245 should remain at its current 20 mph speed limit and that speed bumps are needed on Newport Road as the 20 mph speed limit is being ignored by highway users.</p>	<p>be applied to retain sections of A and B roads at 30mph where they do not meet the Welsh Government's 'place criteria'. Unlike the two sections where 30mph limits are now proposed, the remainder of the B4245 does meet the place criteria for 20mph. Therefore, the request to increase the whole of the B4245 to 30mph (i.e. all roads other than side roads) is not supported.</p> <p>Driver behaviour is an enforcement issue which needs to be directed towards Gwent Police as enforcement authority for this function. There is no evidence to suggest that the reduction of speed limits to 20mph has any significant impact on pollution levels, however, air quality is currently being monitored at Magor and Abergavenny.</p>
<p>Resident 19 (Support via email)</p>	<p>Safer at 30 mph on the main road as drivers will not need to overtake and drivers take more attention whilst driving.</p>	<p>Noted; From September 2023, all restricted roads in Wales will come down to 20mph. However, exceptions can be applied to retain sections of A and B roads at 30mph where they do not meet the Welsh Government's 'place criteria'. Unlike the two sections where 30mph limits are now</p>

		<p>proposed, the remainder of the B4245 does meet the place criteria for 20mph. Therefore, the request to increase the whole of the B4245 to 30mph (i.e. all roads other than side roads) is not supported.</p>
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