

SUBJECT: PROPOSED CHANGES TO SPEED LIMITS ON THE B4245 AND CALDICOT ROAD, CALDICOT AND ON THE B4293 AT DEVAUDEN

MEETING: INDIVIDUAL CABINET MEMBER DECISION – CATRIN MABY

DATE: 30 November 2022

DIVISION/WARDS AFFECTED: Severn, West End, Caldicot Cross and Devauden

1. PURPOSE:

- 1.1 This report seeks Cabinet Member approval to proceed with Traffic Orders to make the following changes:
- to revert to 30mph the section of the B4245 between Woodstock Way and the Castlegate roundabout, with a part-time 20mph limit alongside Durand Primary School at school start and finish times;
 - to revert to 30mph the section of Caldicot Road between the Castlegate roundabout and the bridge over the former railway line bounding Portskewett;
 - to extend the 30mph buffer on the B4293 in Devauden to include a bus stop used by the school bus.
- 1.2 The proposed Orders were advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.3 If significant unresolved objections arise from the consultation, a public inquiry can be held to reach a decision. However, in this instance, it is considered that a public inquiry is not required and it is recommended that all of the proposals proceed with the Traffic Orders made, as set out below.

2. RECOMMENDATIONS:

- 2.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed Orders:
- 2.1.1 to revert to 30mph the section of the B4245 between Woodstock Way and the Castlegate roundabout, with a part-time 20mph limit alongside Durand Primary School at school start and finish times;
- 2.1.2 to revert to 30mph the section of Caldicot Road between the Castlegate roundabout and the bridge over the former railway line bounding Portskewett;
- 2.1.3 to extend the 30mph buffer on the B4293 in Devauden to include a bus stop used by the school bus.

3. KEY ISSUES:

B4245 and Caldicot Road speed limit changes

3.1 In 2021, MCC secured Welsh Government (WG) funding to implement two settlement-wide 20mph pilot areas: one in Abergavenny and one in Severnside. The pilots are to test implementation of the legislative change that will see the 30mph speed limit on all 'restricted roads' in Wales become 20mph. The legislation to make this change was laid on 21st June 2022, debated in the Senedd on 12th July 2022 and is expected to come into force on 17th September 2023. A total of eight pilot areas have been implemented around Wales.

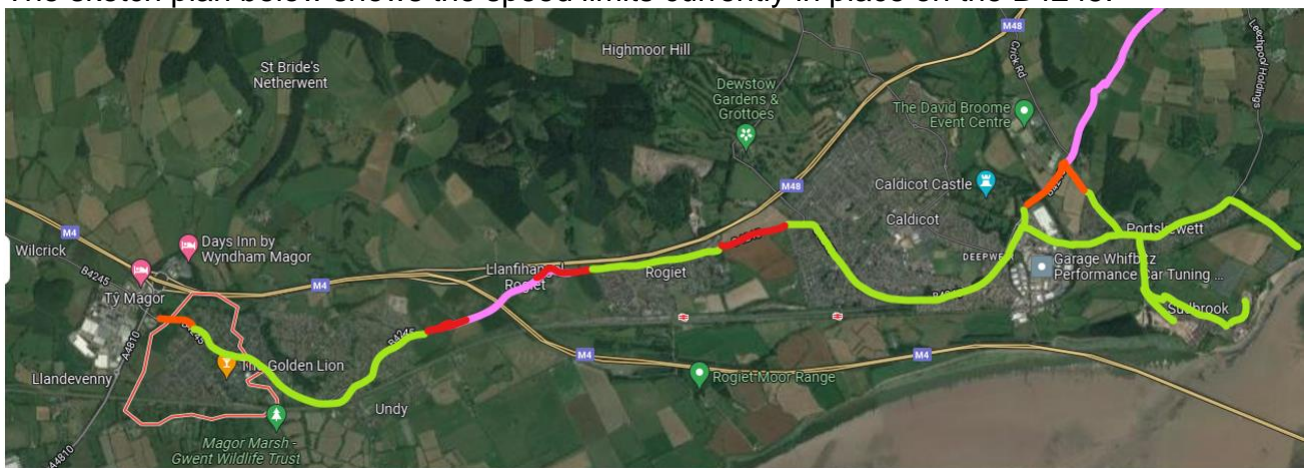
3.2 The overriding reason for the change is to make our roads safer, make places feel more pleasant and less car-dominated, and to encourage walking and cycling. On 21st June 2022, the WG Economic Infrastructure Directorate issued an explanatory memorandum to explain the proposed legislation to Members of the Senedd. It states:

“4.3 The legislation seeks to address the issues of road safety and the effects from vehicles and roads on the environment and communities. It seeks to improve road safety, encourage a shift to more active forms of travel and improve the local economy and environment in Welsh communities.

4.4 The legislation will also support the objectives of many Welsh Government strategies including Llwybr Newydd: the Wales Transport Strategy 2021 and the goals set out in other legislation such as the Active Travel (Wales) Act 2013 and the Well-being of Future Generations (Wales) Act 2015.”

3.3 The Traffic Order to introduce the 20mph zone in Severnside was approved by the then Cabinet Member for Infrastructure on 9th February 2022, following public consultation in December 2021 and January 2022. The report, including a summary of consultation responses, can be viewed [here](#) (agenda item 2). Implementation started in late March 2022 but took several weeks for signing and lining to be completed and signage corrected. It was completed on 18th May 2022.

3.4 The sketch plan below shows the speed limits currently in place on the B4245.



Key: 20mph – green
30mph buffer – orange
40mph buffer – red
60mph – pink

3.5 Implementation was undertaken during April and May 2022. The timing meant that elected members (both new and returning) received considerable feedback on the changes while canvassing for the May elections. The Highways Department has also received feedback outside of the statutory Traffic Order process, although as is

expected, those who comment are often those objecting to changes. The main issues raised are summarised below:

- Drivers focusing on their speedometers and not on the road ahead;
- Road rage and aggressive overtaking;
- Cars are not efficient at 20mph/sits uncomfortably between 2nd and 3rd gear;
- Traffic bunches up making it harder to leave side streets leading to increased congestion;
- Delays to school and public buses (with data suggesting a 6 minute delay to the eastbound X74 Newport to Chepstow bus and a 10 minute delay to the westbound X74 Chepstow to Newport bus);
- Bus passenger comfort, driver fatigue and fuel efficiency with vehicles not sitting comfortably in one gear (NB it has since been confirmed that all buses have automatic gearboxes: roll-out of electric buses will take a few years);
- Difficulty overtaking cyclists going at 18mph/19mph;
- Support for the 20mph speed limit on residential side roads and near schools but not on the B4245;

3.6 A smaller number of positive responses have been received:

- It feels safer for pedestrians and cyclists;
- MCC has responded at last to longstanding concerns about traffic speeds on the B4245;
- Issues of congestion are not new and are not caused by the new speed limit;
- People will get used to the change with time;
- The Magor Residents Against Speed group supports the 20mph speed limit.

3.7 Officers and the Cabinet Member for Climate Change and the Environment met with the elected members for Severnside on 18th May 2022 to discuss the project and feedback received, and again on 4th July 2022 to discuss concerns further and to examine the evidence to date and to review the B4245 and Caldicot Road in the light of the clarified WG guidance on where exceptions to the 20mph limit might be appropriate for A and B roads. The Welsh Government has now (November 2022) published this guidance. The changes proposed under Amendment Order 5 have been reviewed against this newly published guidance and the officer recommendation remains to proceed with the changes proposed here.

Criteria for A and B roads

3.8 As part of the Welsh Government Economic Infrastructure Directorate's June 2022 explanatory memorandum, reference is made to exceptions. At page 15 it states:

“Exceptions: It would not be appropriate to place a speed limit of 20mph on all existing 30mph roads. On well-engineered routes that are principal corridors for movement, where there is little frontage development or community activity and where pedestrians and cyclists do not need to mix with motor vehicles it will often be appropriate to retain a 30mph speed limit. An exceptions process forms part of the 20mph policy, through which local authorities (as the highways authority in their area) can determine the routes that need to be made exceptions to the default limit of 20mph. In such cases a speed limit order will be required. As with all speed limits, 30mph exceptions could be part time if the local authority considers this to be appropriate. The exceptions process will be conducted before the proposed introduction of the 20mph policy in 2023...”

3.9 In preparation for the Wales-wide legislative change, and as part of the pilots, WG and Transport for Wales (TfW) developed criteria setting out how existing 30mph A and B roads such as the B4245 should be dealt with. A series of 'place criteria' was provided

to identify when A and B roads can be excluded from 20mph zones and when those exceptions should not be applied. The aim is to have a consistent approach across Wales to provide certainty to drivers as part of the Wales-wide legislative change in September 2023.

Place Criteria

Key:
New criteria
Can be adjusted

Remember – all 30mph unclassified roads are currently assumed to default automatically to 20mph. **Place criteria only applied to A/B 30mph roads.**


Exceptions not allowed for A/B 30mph roads:

1. Within **100 metres** walk of any educational setting (e.g. primary, secondary, FE & HE)
2. Within **100 metres** walk of any community centre
3. Within **100 metres** walk of any **hospital**
4. Where number of residential and/or retail premises fronting a road exceeds a defined density (**20 properties per km equivalent**)

E.g. 250-metre link with > 5 residential properties

Automatic adjustments applied:

- Fill 20mph gaps < 300 metres between sections meeting the above 'place criteria'
- Fill 20mph gaps < 100 metres between roads automatically becoming 20mph and sections meeting 'place criteria'
- Over-riding exception to 30mph A/B roads defined as 'dual-carriageways'



3.10 These criteria were applied to the B4245 and discussed at the 4th July 2022 meeting, including the following clarification from WG officers:

- Criteria 1 refers to 100m walk from the school gate or any used school site access point (formal or informal);
- Criteria 4 does not apply where homes back onto the road with no access or only a rear gate access.

What does the data say?

3.11 Data is being collected on vehicle speed, traffic volumes and (once installed by WG) air quality. Casualty data continues to be recorded.

Casualty data

3.12 Casualty data is summarised in the table below and plotted on the map in Appendix 1. There have been 35 recorded road traffic incidents on the B4245 up to and including the J23A roundabout since the start of 2017 to mid 2021 involving 51 people. There was one fatality and ten seriously injured casualties. It is important to consider causation before drawing significant conclusions from this data. No data is available yet for the period following implementation of the new 20mph speed limit.

	Fatal Incidents	Serious Incidents	Slight Incidents	Total	Fatalities	Serious Casualties	Slight/No Injuries	Total Casualties
2017	0	0	7	7	0	0	13	13
2018	0	3	2	5	0	3	2	5
2019	0	1	9	10	0	1	11	12
2020	1	5	6	12	1	6	13	20
2021	0	0	1	1	0	0	1	1
2022								
	1	9	25	35	1	10	40	51

Speed

3.13 The data from April to August 2022 for the relevant part of the B4245 and for Caldicot Road is summarised in Appendix 2. Implementation began at the end of March and

was completed on 18th May 2022. It is worth bearing in mind that the emerging data may be affected by other factors:

- Easter school holidays 8th April to 25th April;
- Road closure at Church Road/Sandy Lane/Chepstow Road junction 11th April to 11th May;
- Summer half term holiday 30th May to 3rd June and Summer holidays;
- Queen's Jubilee bank holidays 2nd and 3rd June with road closures for street parties;
- Wales and West Utility gas works from 20th June for six months with traffic lights on Newport Road.

- 3.14 The data shows a significant and sustained reduction in mean, median and 85% percentile speeds at each of the monitoring locations. A significant increase in traffic volumes between April 2022 and May 2022 in most locations is most likely due to the start of the school term, which combined with completion of the 20mph zone could account for reports of initial congestion while the scheme was new.

Air quality

- 3.15 No air quality data is available at this time.

The proposed changes in Caldicot

- 3.16 At the meeting on 4th July 2022, officers and elected members agreed that the above clarification on place criteria does change the position for the very eastern end of the B4245 from Woodstock Way to the Castlegate roundabout. Having considered the guidance and the casualty and speed data, it was concluded that this section should revert to 30mph but with a part time 20mph alongside Durand Primary School at school start and finish times. In addition, the section of Caldicot Road from the Castlegate roundabout to the bridge over the former railway line passes through a business park without any residential properties fronting the road and with very little interaction between pedestrians and motorists. It is therefore proposed that this section reverts to 30mph. These changes are shown in the plan at Appendix 6.
- 3.17 These proposed changes were consulted on in August 2022. The responses are provided in Appendix 3 together with an officer reply to any issues raised.
- 3.18 A 20mph speed limit has been introduced in Devauden in 2022 in response to community concerns and associated evidence. The entrances to the 20mph speed limit area have 30mph buffers.
- 3.19 Under Amendment Order 5 it is proposed to extend the 30mph buffer on the B4293 heading north out of the village/south into the village, to incorporate a bus stop used by the school bus. This is something the former Ward Member, the late Councillor Bob Greenland, was campaigning for and he was aware that it was proposed for inclusion under this Amendment Order. Councillor Rachel Buckler has been briefed on the proposal, having been elected since the consultation in August.
- 3.20 No objections or comments were received in response to this proposal. A plan showing the extended 30mph buffer is provided at Appendix 6.

Conclusion

- 3.21 A summary of consultation responses can be found in Appendix 3 together with Officer responses. There are no issues or comments raised that cannot be overcome or that change the Officer recommendation to proceed with introducing the proposed speed limit changes.

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

- 4.1 The proposals aim to support the safety of all highway users by implementing appropriate speed limits. In the case of the proposed changes in Caldicot, these reflect the clarified WG exception criteria and respond to the evidence and community feedback.

Safeguarding and Corporate Parenting

- 4.2 There are no safeguarding or corporate parenting implications arising directly from this report.

Socio-economic Duty

- 4.3 The Welsh Government undertook a regulatory impact assessment of the proposed Wales-wide default speed limit change to 20mph which identified a theoretical economic cost arising from journeys taking slightly longer. Conversely, the reduced speeds result in safety benefits result in savings to the NHS due to fewer road traffic collisions and, where collisions do occur, reduced risk of death or serious injury; improved health and wellbeing by making streets more conducive to people walking and cycling; and improved quality of life in terms of the environment people live in.
- 4.4 This proposal would see two short sections of the B4245 reverting to 30mph, with the rest of the 20mph limit remaining unchanged. It is not considered that this small change would have a detrimental effect on road safety or quality of life given the specifics of the sections of road in question, which have been reviewed against the clarified WG criteria. A part-time 20mph limit is proposed alongside Durand Primary School to operate during school start and finish times.

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 officer time and resource/budget	<ul style="list-style-type: none">Retaining the 20mph limit in the areas where change is proposed could mean compliance with the wider speed limit is undermined.Not introducing the 30mph extended buffer in Devauden could present a risk to people using the bus stops including school children.	The benefits of taking action outweigh the resource implications.
Adopt the proposals	<ul style="list-style-type: none">Ensures appropriate speed limits are in place that safeguard the safety of highway users	<ul style="list-style-type: none">None	This is the preferred option.

6. REASONS:

- 6.1 The proposals aim to support the safety of all highway users by implementing appropriate speed limits. In the case of the proposed changes in Caldicot, these reflect the clarified WG exception criteria and respond to the evidence and community feedback.

7. RESOURCE IMPLICATIONS

- 7.1 The Severnside pilot cost £243,790 to date which was fully funded by Welsh Government grant explicitly for this purpose. MCC contributed officer time. There will be an additional costs arising from the proposed changes that are expected to be in the region of £10,000 and would be funded from the existing Highways budget.

8. RESOURCE IMPLICATIONS:

- 8.1 The proposals will be funded from the Council's Road Safety and Traffic Management budget.

9. CONSULTEES:

- Cabinet Member for Environment and Climate Change
- Severnside Ward Members for the Severnside pilot review: Elected members support the proposed changes but also expressed concerns about the short length of national speed limit on the section of the B4245 between Magor with Undy and the Llanvihangel bends and suggested it be reduced to 40mph to match the surrounding sections. This will be progressed via Amendment Order 7 which will be consulted upon later this month and, subject to the responses received, reported to Cabinet Member for approval on 11th January 2023.
- Welsh Government 20mph project officers: comfortable with the proposed Caldicot changes as a local decision based on the exception criteria.
- Public consultation on the original Severnside pilot Traffic Order (December 2021 and January 2022)
- Place Scrutiny Committee: considered and confirmed its support for the Caldicot proposals at its meeting on 10th November 2022
- Communities and Place DMT
- SLT including Monitoring Officer and S151 Finance Officer
- The Traffic Orders were publicised in accordance with the statutory process including notification of County Councillors for the affected wards and the relevant Town/Community Council (3rd August to 31st August 2022)
- Head Teacher of Durand Primary to agree the times for the part-time 20mph limit adjacent to Durand Primary School.

10. BACKGROUND PAPERS:

- Welsh Government and Welsh Local Government Association joint Task Force on speed limit change <https://gov.wales/sites/default/files/publications/2020-07/20mph-task-force-group-report.pdf>
- Welsh Government Exceptions Guidance October 2022

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12. APPENDICES:

APPENDIX 1: Location of reported casualties in Severnside 2017-2021

APPENDIX 2: Speed data for the B4245 near Denny View and for Caldicot Road

APPENDIX 3: Schedule of consultation responses

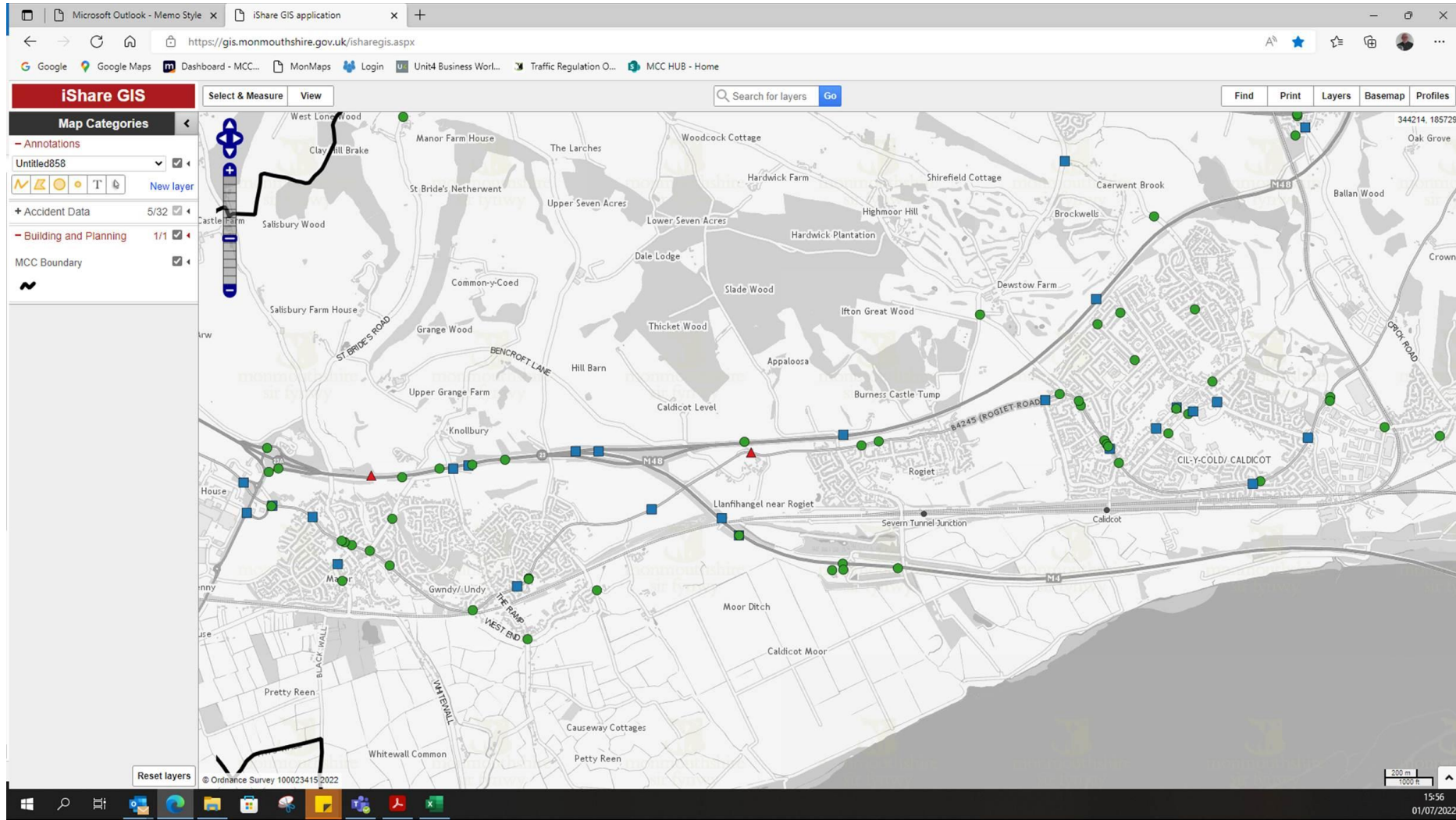
APPENDIX 4: Notice of Intention

APPENDIX 5: Statement of Reasons

APPENDIX 6: Plan showing the parts of the B4245 proposed to revert to 30mph (with a part-time 20mph adjacent to Durand Primary School) and B4293 Devauden 30mph buffer

APPENDIX 7: Wellbeing of Future Generations Equalities Impact Assessment

APPENDIX 1: Location of reported casualties in Severnside 2017-2021



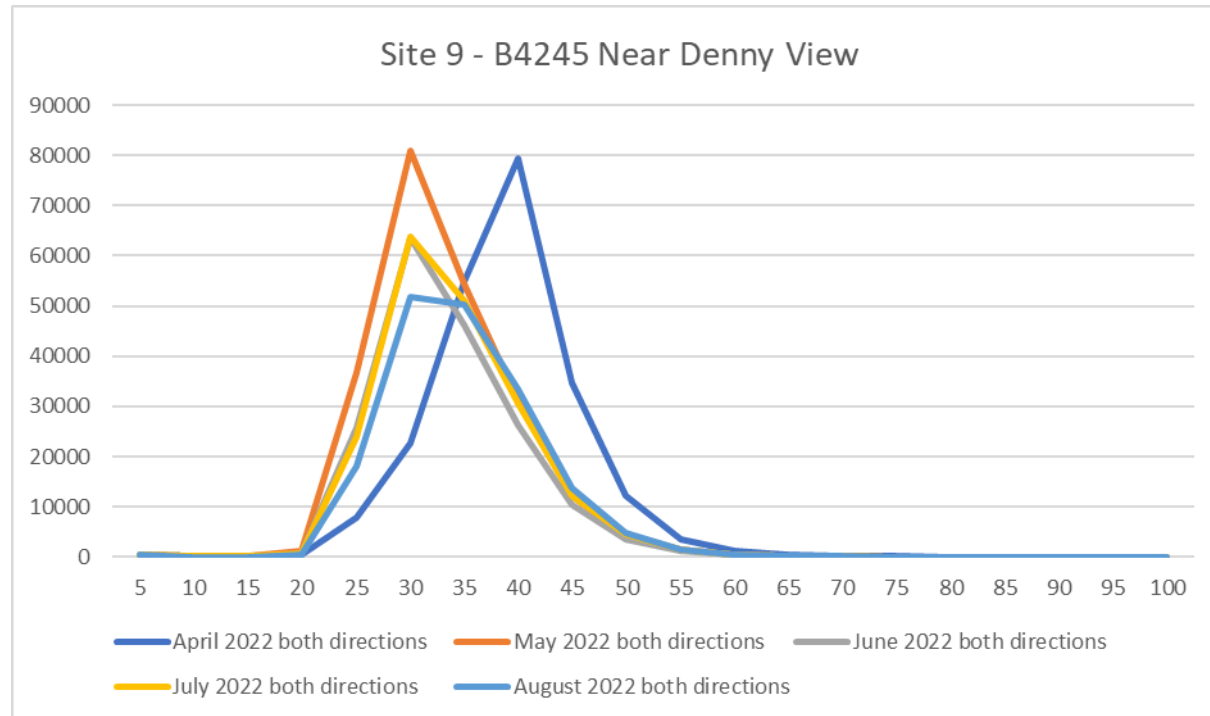
Key: green circle = slight injury, blue square = serious injury, red triangle = fatality

APPENDIX 2: Speed data for the B4245 near Denny View and for Caldicot Road

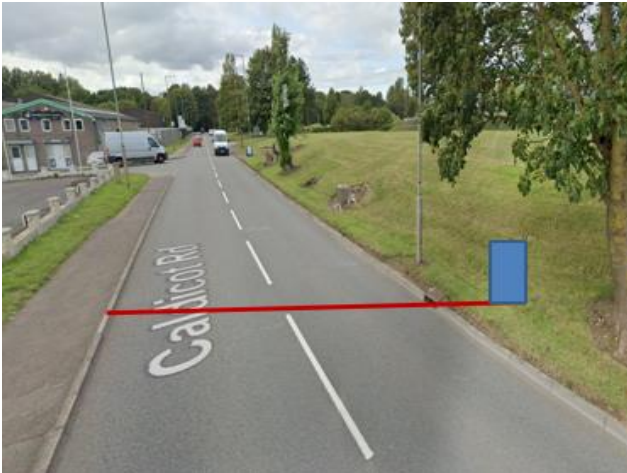
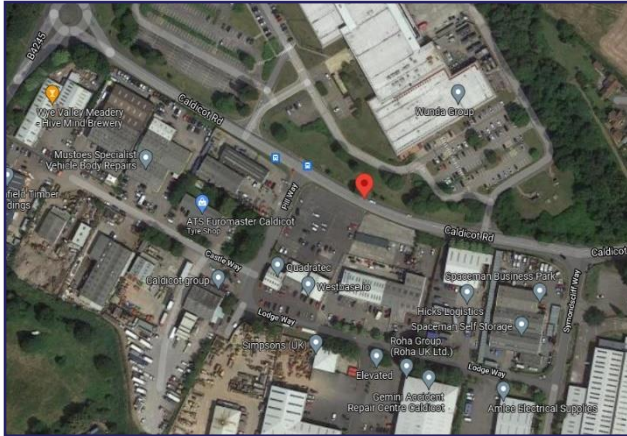
Sevenside Speed Data – Site 9 - B4245 Near Denny View



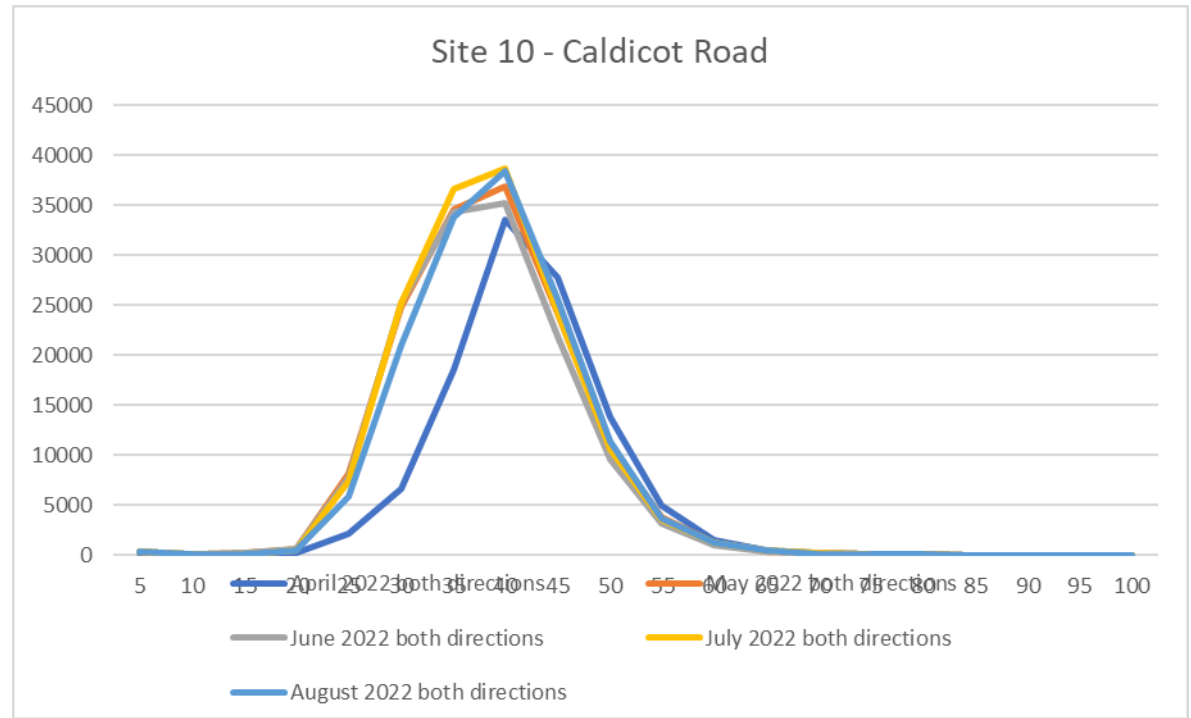
Date	Total number of vehicles	Mean vehicle speed	Median vehicle speed	Maximum vehicle speed	% vehicles exceeding 20mph	% vehicles Exceeding 30mph	85% percentile speed (mph)
Apr-22	217948	36.3	36.2	118.7	99.6	85.6	42.2
May-22	223580	30.7	29.4	126.5	99.2	46.6	37.1
Jun-22	179227	31	30.0	101.0	99.33	49.5	37.5
Jul-22	189660	31.5	30.5	118.8	99.37	53.1	38
Aug-22	175541	32.3	31.5	103.5	99.4	59.6	38.9



Sevenside Speed Data – Site 10 – Caldicot Road



Date	Total number of vehicles	Mean vehicle speed	Median vehicle speed	Maximum vehicle speed	% vehicles exceeding 20mph	% vehicles exceeding 30mph	85% percentile speed (mph)
Apr-22	110666	39.3	39.0	108.5	99.4	91.4	46.2
May-22	146742	35.8	35.6	116.8	99.1	76.6	43.6
Jun-22	140141	35.5	35.2	96.7	99.1	75.5	43.1
Jul-22	149585	35.9	35.6	97.1	99.3	77.5	43.4
Aug-22	142642	36.4	36.2	98.3	99.2	80.5	43.8



APPENDIX 3A: 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 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

		<p>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)	<p>The reduction to 20 mph speed limit in Caldicot has improved the level of pedestrian and cyclist 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>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, 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>
Resident 4 (Somewhat supports via e-mail)	<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</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</p>

	<p>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>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 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 not meet the Welsh Government's 'place</p>

		<p>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 6 (Somewhat Supports via e-mail)</p>	<p>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.</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 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>Councillor Peter Strong</p>	<p>I support the changes but think that the B4245 through Rogiet should also revert to 30mph. This is an arterial rather than 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>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</p>

		request to increase the B4245 through Rogiet to 30mph is not supported.
Resident 7 (Somewhat support via e-mail)	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.	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 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 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 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	Support noted. From September 2023, all restricted roads in Wales will

	<p>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>	<p>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>
<p>Resident 11 (Objection via e-mail)</p>	<p>The 20 mph speed limit on the B4245 through Caldicot should remain. There are footways here which are used by pedestrians including school children attending the nearby school.</p>	<p>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 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</p>

		<p>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>
Resident 12 (Observation and other request made via e-mail)	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 railway bridge in Portskewett.	Noted. There are current proposals for a controlled crossing point at this location, this scheme is being progressed by 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 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 15 (Somewhat supports via e-mail)	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.	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 16 (Objection via e-mail)	Objection. 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.	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

		<p>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 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. 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>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</p>

		<p>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 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>

APPENDIX 3A: Summary of Consultation Responses relating to proposed 30mph buffer extension in Devauden.

Name/Details	Representations	Officer's Response
None.	None.	n/a

APPENDIX 4: Notice of Intention

. 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 5) 2022**

**PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC
ORDERS AT VARIOUS LOCATIONS WITHIN CALDICOT COMMUNITY AND
DEVAUDEN COMMUNITY 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 various 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>. To introduce a 30 mph speed limit on the B4293 within Devauden Community and to introduce a 20 mph and a 30 mph speed limit on the B4245 within Caldicot Community and to introduce a 30 mph speed limit on Caldicot Road within Caldicot Community.

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 by phoning 01633 644644 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 5 pm on Wednesday 31st of August 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: 3rd August 2022

**Mark Hand,
Head of Placemaking, Regeneration, Highways and Flooding,
Monmouthshire County Council,
County Hall,
The Rhadyr,
Usk,
Monmouthshire.
NP15 1GA**

APPENDIX 5: Statement of Reasons

1. B4293, Devauden Community

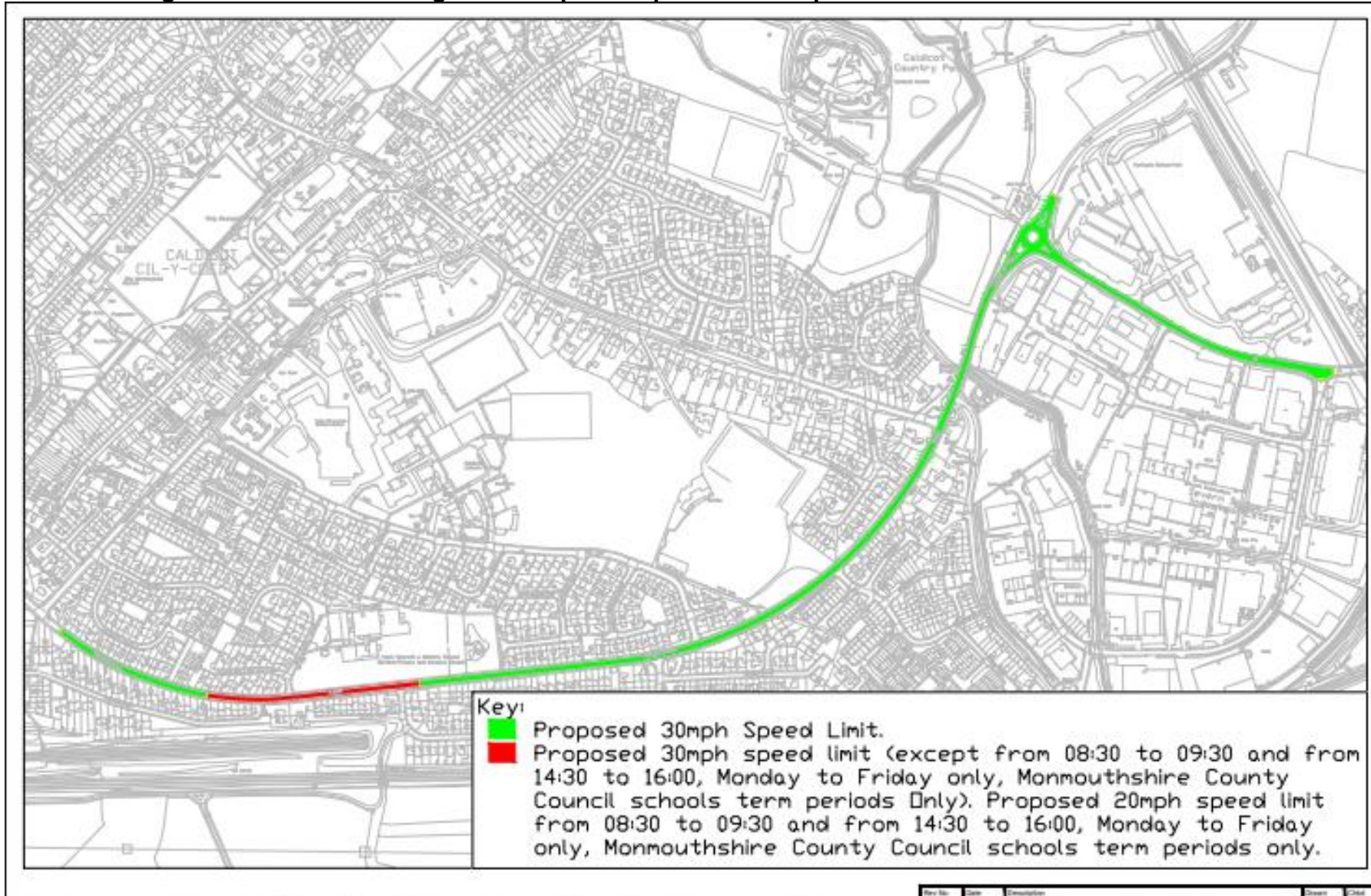
Monmouthshire County Council has received concerns from local residents and representations from local elected Council member regarding the level of road safety for users of the bus stop (including school children who access and exit the school bus at this location) which is currently situated within the national speed limit extents. In order to raise the level of road safety for vulnerable highway users including the users of the bus stop it is proposed to reduce the current national speed limit to a 30 mph limit. The extent of the proposed 30 mph limit also includes vehicular driveways from residential dwellings.

2. B4245 and Caldicot Road, Caldicot Community

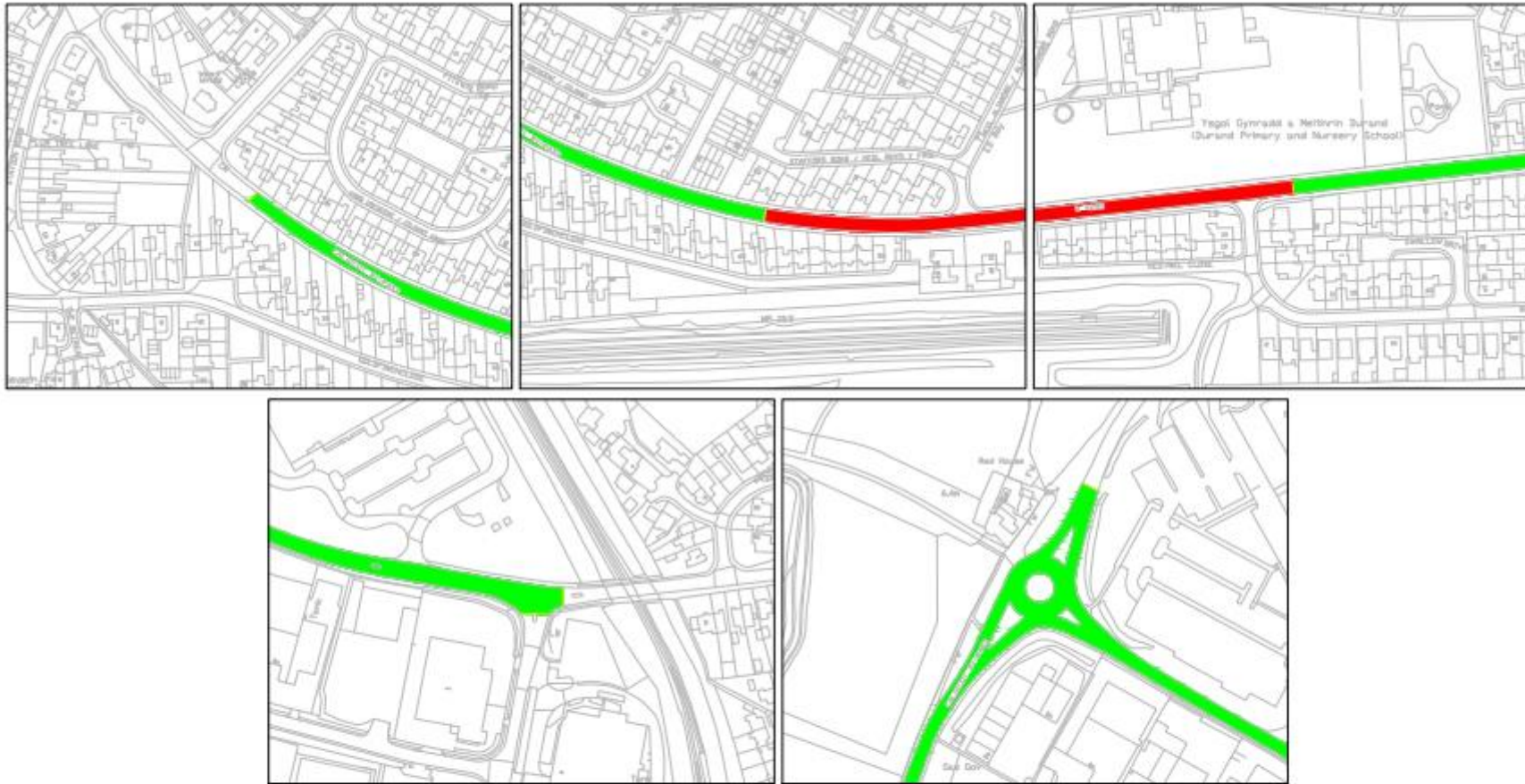
Monmouthshire County Council has previously made an Order to implement a 20 mph speed limit on the B4245 and on Caldicot Road as part of Amendment Order Number 1 (2022). This 20 mph speed limit was one of the Welsh Government's Severnside pilot area. The Council has received representations from local elected Council members regarding this 20 mph speed limit which was implemented in Amendment Order Number 1 (2022). Following a review of the application of the Welsh Government's 'place criteria' to the B4245 by officers and elected Members for Severnside, it is proposed to (a) implement a 30 mph speed limit on part of the B4245 between Woodstock Way and the Castlegate Business Park roundabout where residential properties back onto the B4245 and there is no direct residential frontage development; and (b) implement a 30mph speed limit on Caldicot Road from the Castlegate Business Park roundabout to the bridge over the former railway line; and (c) in the interests of road safety for the vulnerable highway users including the school children who attend Durand School, implement a 20 mph speed limit at specified times and periods only on the part of the B4245 within the vicinity of Durand School.

APPENDIX 6: Plan showing the parts of the B4245 proposed to revert to 30mph (with a part-time 20mph adjacent to Durand Primary School) and B4293 Devauden 30mph buffer

Drawing 1944A: Caldicot changes to 30mph with part time 20mph

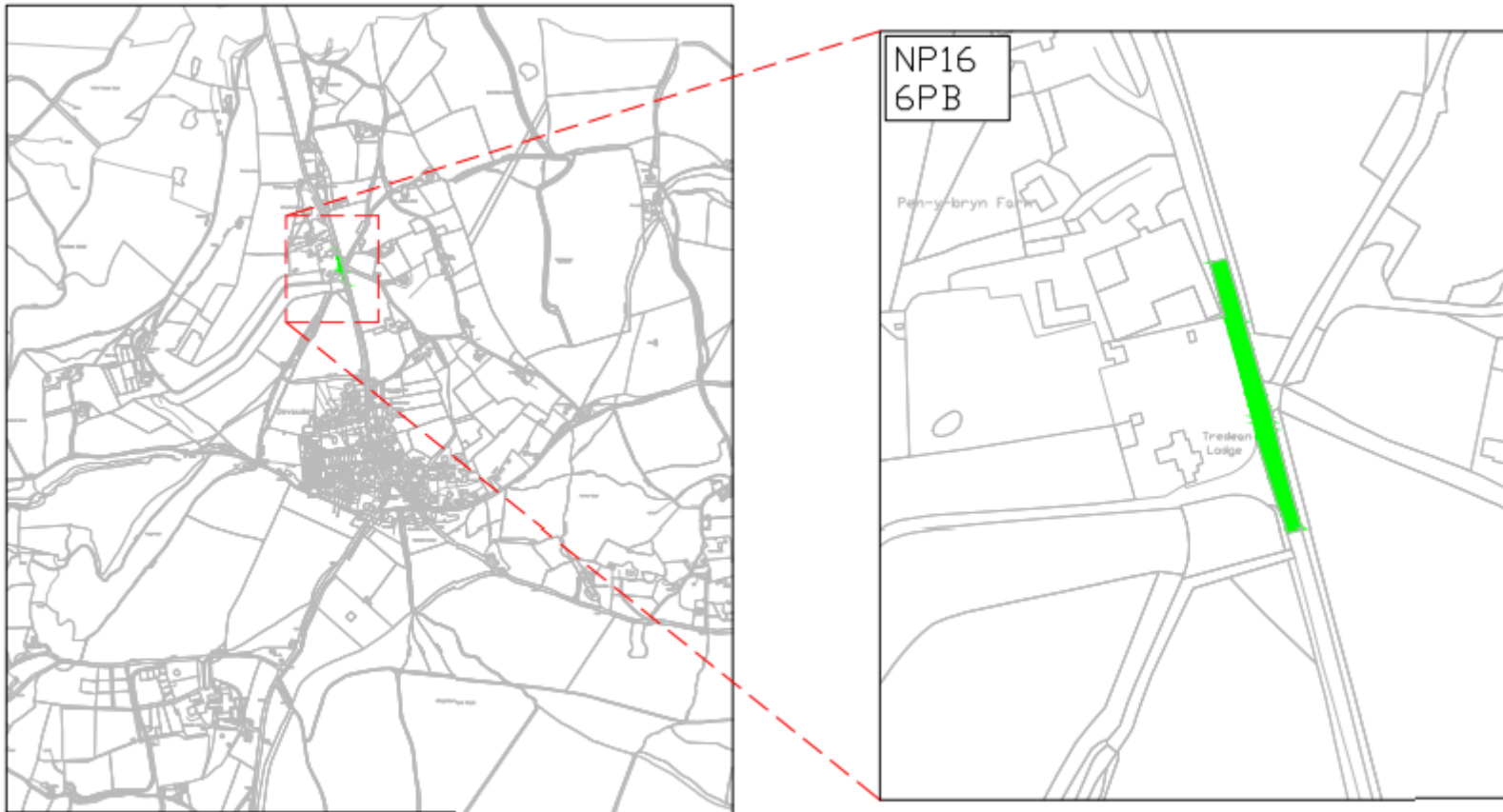


Drawing 1944B: Caldicot changes to 30mph with part time 20mph



Key:
■ Proposed 30mph Speed Limit.
■ Proposed 30mph speed limit (except from 08:30 to 09:30 and from 14:30 to 16:00, Monday to Friday only, Monmouthshire County Council schools term periods Only). Proposed 20mph speed limit from 08:30 to 09:30 and from 14:30 to 16:00, Monday to Friday only, Monmouthshire County Council schools term periods only.

Drawing 1943: Devauden B4293 30mph buffer extension



Key:
■ Proposed 30 Mph Speed Limit

APPENDIX 7: Wellbeing of Future Generations Equalities Impact Assessment



<p>Name of the Officer completing the evaluation</p> <p>Mark Hand Phone no: 07773 478579 E-mail: markhand@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal To consider Traffic Orders to amend speed limits on part of the B4245 and Caldicot Road in Caldicot and part of the B4293 in Devauden.</p>
<p>Name of Service area Placemaking, Highways and Flooding</p>	<p>10th November 2022</p>

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	<p>Appropriate speed limits improve highway safety for all highway users.</p> <p>The proposed 30mph buffer in Devauden reduces the speed limit in an area used by the school bus which will benefit children and their parents/guardians.</p>	<p>Part of the 20mph speed limit in Caldicot will increase to 30mph, however this aligns with WG criteria.</p>	<p>There will be a part time 20mph limit adjacent to Durand Primary School for school start and finish times.</p>

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?
Disability	Appropriate speed limits improve highway safety for all highway users.	Part of the 20mph speed limit in Caldicot will increase to 30mph, however this aligns with WG criteria.	There is a safe pedestrian crossing point across the B4245 near Durant Primary School which provides access from homes to the town centre, leisure centre and amenities.
Gender reassignment	None	None	N/A
Marriage or civil partnership	None	None	N/A
Pregnancy or maternity	Appropriate speed limits improve highway safety for all highway users. The proposed 30mph buffer in Devauden reduces the speed limit in an area used by the school bus which will benefit children and their parents/guardians.	Part of the 20mph speed limit in Caldicot will increase to 30mph, however this aligns with WG criteria.	There will be a part time 20mph limit adjacent to Durand Primary School for school start and finish times.
Race	None	None	N/A
Religion or Belief	None	None	N/A
Sex	None	None	N/A
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.



<p>How does your proposal impact on the following aspects of the Council's Welsh Language Standards:</p>	<p>Describe the positive impacts of this proposal</p>	<p>Describe the negative impacts of this proposal</p>	<p>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts</p>
<p>Policy Making Effects on the use of the Welsh language, Promoting Welsh language Treating the Welsh language no less favourably</p>	<p>All new highway signs and carriageway markings will be bi-lingual with Welsh appearing in front of English as per current guidance</p>	<p>None</p>	<p>N/A</p>
<p>Operational Recruitment & Training of workforce</p>	<p><u>None</u></p>	<p><u>None</u></p>	<p><u>N/A</u></p>
<p>Service delivery Use of Welsh language in service delivery Promoting use of the language</p>	<p>All documents are available to view via pre booked appointment at County Hall, Usk and the plans and orders are published online. All relevant documents are published bilingually as well as signage and road markings.</p>	<p>None</p>	<p><u>N/A</u></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	None	N/A
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Positive: Appropriate speed limits improve highways safety for all highway users which in turn encourages walking, cycling and public transport use (the latter by ensuring parents feel safe about their children using the school bus in Devauden)	N/A
A Healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	Positive: Appropriate speed limits improve highways safety for all highway users which in turn encourages walking, cycling and public transport use (the latter by ensuring parents feel safe about their children using the school bus in Devauden)	N/A
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive: Appropriate speed limits improve highways safety for all highway users which in turn encourages walking, cycling and public transport use (the latter by ensuring parents feel safe about their children using the school bus in Devauden)	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Positive: Appropriate speed limits improve highways safety for all highway users which in turn encourages walking, cycling and public transport use (the latter by ensuring parents feel safe about their children using the school bus in Devauden)	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	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?
recreation		
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Positive: Appropriate speed limits improve highways safety for all highway users which in turn encourages walking, cycling and public transport use, benefitting those who cannot afford to own or use a car.	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?
 Long Term Balancing short term need with long term and planning for the future	The new Severnside speed limits have been controversial but the long terms gains in terms of improved safety and reduced casualties, as well as encouraging and enabling more people to walk or cycle, outweigh the short term challenges. Although the proposals relate to 30mph limits, these form part of ensuring the 20mph areas work effectively.	Embedding the new 20mph speed limits in Severnside and Devauden will require culture change and enforcement.
 Collaboration Working together with other partners to deliver objectives	The proposals have been subject to consultation. The wider speed limit changes have been introduced working in partnership with WG and Heddlu Gwent Police and GoSafe.	Embedding the new 20mph speed limits in Severnside and Devauden will require culture change and enforcement.

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 data-bbox="85 491 248 520">Involvement</p> <p data-bbox="297 272 479 448">Involving those with an interest and seeking their views</p>	<p data-bbox="510 272 1256 341">Statutory consultation has been undertaken with all necessary stakeholders including the general public.</p>	<p data-bbox="1361 272 1420 301">N/A</p>
 <p data-bbox="96 770 248 799">Prevention</p> <p data-bbox="297 536 479 818">Putting resources into preventing problems occurring or getting worse</p>	<p data-bbox="510 536 1330 786">There is clear evidence that the new Severnside and Devauden 20mph speed limits should result in long terms gains in terms of improved safety and reduced casualties, as well as encouraging and enabling more people to walk or cycle. Although the proposals relate to 30mph limits, these form part of ensuring the 20mph areas work effectively.</p>	<p data-bbox="1361 536 2136 639">Embedding the new 20mph speed limits in Severnside and Devauden will require culture change and enforcement.</p>
 <p data-bbox="96 1069 248 1098">Integration</p> <p data-bbox="297 834 479 1082">Considering impact on all wellbeing goals together and on other bodies</p>	<p data-bbox="510 834 1285 938">The proposals consider the impacts on residents, businesses, public transport providers and emergency services.</p>	<p data-bbox="1361 834 1442 863">None</p>

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?

- Officer observations and correspondence from the respective communities and their elected representatives.
- According to the World Health Organisation, the most effective way to improve pedestrian safety is to reduce the speed of vehicles. In 2018, 50% of casualties on our roads happened on 30mph roads. The Royal Society for the Prevention of Accidents states that 45% of pedestrians are killed when struck by a car going at 30mph or less, but 5% when going at 20mph or less.
- In the distance it takes for a car travelling 20mph to stop, a 30mph car is still moving at 24mph. This makes a substantial difference to the ability to avoid collisions. There is evidence from across the world that vehicle speeds are the main reason why people do not walk or cycle or do not allow their children to walk or cycle to school.
- Lower traffic speeds will create more liveable communities and encourage walking and cycling. People will feel more comfortable when walking and cycling, it is safer for children to walk from the moment they are outside their homes, play outside and to walk to school, while older people also feel more able to travel independently and safely.
- Public Health Wales believes that lowering the default speed limit to 20mph could have substantial health benefits. 20mph will reduce the risk and severity of collisions, help people feel safer and benefit people's physical and mental wellbeing. Driving slower produces less noise, reduces fuel consumption, and exhaust and non-exhaust emissions are likely to be reduced at lower speeds, tyres and roads will

not breakdown so much, thereby reducing non-exhaust emissions. There is limited evidence on emissions to date and some of these issues such as tyre wear will be impossible to measure.

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: There is clear evidence that the new Severnside and Devauden 20mph speed limits should result in long terms gains in terms of improved safety and reduced casualties, as well as encouraging and enabling more people to walk or cycle. Although the proposals relate to 30mph limits, these form part of ensuring the 20mph areas work effectively.

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 the various proposals as consulted upon and advertised	Following the making and publication of the traffic regulation orders	Traffic and Road Safety 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	ICMD decision post-consultation	Nov 2022	Review of impacts based on public consultation responses.
2			
3			