

SUBJECT: 20MPH SPEED LIMIT PROVISIONS REVOCATION ORDER

MEETING: INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY

DATE: 17/04/24

DIVISION/WARDS AFFECTED: COUNTY WIDE

1. PURPOSE:

- 1.1 This report seeks Cabinet Member approval to proceed with the revocation of previously enacted 20mph speed limit orders on restricted roads in various communities throughout Monmouthshire.
- 1.1.1 This affects the communities of: Portskewett, Magor with Undy, Abergavenny, Caldicot, Caerwent, Rogiet, Devauden, Chepstow, Monmouth, Raglan, Wye Valley, Usk and Llanbadoc.
- 1.2 The proposed order will result in no material effect on the speed limits currently in place, these roads will remain subject to a 20mph speed limit.
- 1.3 The proposed Orders were advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.4 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. It is recommended that all 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 revocation of previously enacted 20mph speed limit orders on restricted roads in various communities throughout Monmouthshire.

3. KEY ISSUES

- 3.1 Following the coming in to force of The Restricted Road (20 mph Speed Limit) (Wales) Order 2022, Welsh Government guidance has directed Highways Authorities to revoke any existing 20 mph speed limits or zones made by order on restricted roads as those roads are now subject to the default 20mph speed limit from 17th September 2023.
- 3.2 This order will revoke such previous orders and provisions of the Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 as necessary. The speed limit provisions that are proposed to be revoked can be found in the proposed order.

- 3.3 There will be no change to existing speed limits on the road as a result of this order and as such there will be no effect to the highway user or the movement of traffic.
- 3.4 It should be noted that some of the plans also show proposed 40mph speed limits. These are to be disregarded as only the 20mph speed limits are proposed to be revoked.
- 3.5 The revocation of the 20 mph provisions introduced in the plans referenced below and included in the appendix of this report. Numbers reference the plans in the Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 and following amendment orders.
- 3.5.1 Amendment Order 1 (2022) Portskewett & Sudbrook (1916), Magor & Undy (1914), Abergavenny & Llanfoist (1911), Caldicot (1912), Caerwent (1913), Rogiet (1915);
- 3.5.2 Amendment Order 2 (2022): Devauden (1926), Chepstow (1927), Bulwark/Thornwell (1848), Monmouth (1925);
- 3.5.3 Amendment Order 7 (2022): Raglan (1920), Tintern (1966), Usk & Llanbadoc (1964);
- 3.5.4 Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019: Bridge Street, Castle Parade and Monmouth Road (1658-5).
- 3.6 A summary of responses to the statutory consultation can be found in Appendices 1 and 2 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 orders.

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

- 4.1 Given that this proposal primarily constitutes a legal procedure without significant alteration to existing speed limits, its impact on Equality and Future Generations is minimal. However, ensuring compliance of current traffic regulations with legal directives established by the Welsh Government will serve to mitigate potential legal challenges pertaining to the enforcement of 20mph speed limits on restricted roads. The proposal therefore aims to support the national policy for reducing speed and improving road safety by creating a safer, more welcoming highway environment for all highway users and lessening the frequency and severity of road traffic collisions through unimpeded enforcement.

5. OPTIONS APPRAISAL

- 5.1 The table below provides an options appraisal of the proposal:

Options	Benefits	Risks	Comments/Mitigation
No action	<ul style="list-style-type: none"> Less demand on officer time and resource/budget 	<ul style="list-style-type: none"> The extant Traffic Orders will not be compliant with the directives outlined by the Welsh Government. 	The revocation of previously enacted 20mph speed restrictions on restricted roads has been directed by the Welsh Government.

Adopt the proposals	<ul style="list-style-type: none"> The extant Traffic Orders will be compliant with the directives outlined by the Welsh Government. 	<ul style="list-style-type: none"> None. 	This is the preferred option.
---------------------	---	---	-------------------------------

6. CONCLUSION AND REASONS:

- 6.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the revocation of previously enacted 20mph speed limit orders on restricted roads in various communities throughout Monmouthshire
- 6.2 The proposal will result in the extant Traffic Orders being compliant with the directives outlined by the Welsh Government.

7. RESOURCE IMPLICATIONS:

- 7.1 The proposal will have minimal impact on resources, with costs primarily attributable to officer time and notice advertisement. Accordingly, funding for these expenditures will be allocated from Monmouthshire County Council's Traffic and Road Safety Budget.

8. CONSULTEES:

- Cabinet Member for Climate Change and the Environment
- The Traffic Orders were publicised in accordance with the statutory process including notification of Emergency Services, County Councillors for the affected wards and the relevant Town/Community Councils.

9. BACKGROUND PAPERS:

- Appendix 1: Summary of all consultation responses
- Appendix 2: Schedule of consultation responses
- Appendix 3: Notice of Intention
- Appendix 4: Statement of Reasons
- Appendix 5: Drawings 1916, 1914, 1911, 1912, 1913, 1915, 1926, 1927, 1848, 1925, 1920, 1966, 1964, 1658-5.
- Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment

10. AUTHORS:

Graham Kinsella, Traffic and Road Safety Manager
 Gareth Freeman, Assistant Engineer (Traffic)

11. CONTACT DETAILS:

E-mail: grahamkinsella@monmouthshire.gov.uk
 E-mail: garethfreeman@monmouthshire.gov.uk

Appendix 1: Summary of All Consultation Responses

Agree/Disagree	Number of Responses
Agree	0
Somewhat Agree	0
Disagree	10

Appendix 2: Schedule of Consultation Responses

Reference Details	Representations	Officer's Response
262 (Disagree)	<p>All main roads should revert back to 30mph to enable the constant flow of traffic with a reasonable distance between each vehicle. 20mph is more dangerous for the bunching of traffic, more emissions and brake dust. There are obviously certain areas at certain times that do need to be 20mph. These could be targeted sensibly with common sense. If any roads need to have the speed altered it should be on B roads where you are allowed to achieve 60mph. With the amount of walkers and cyclists that use these roads, 50mph would be a more sensible speed, plus the wild life would stand a better chance.</p>	<p>The Senedd passed The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 legislation in 2022. This means speed limits on most restricted roads reduced from 30mph to 20mph in September 2023. Whilst the authority appreciates your concerns regarding the speed limit in certain areas, this proposal will not have any material effect on the speed limits currently in place throughout the county.</p>
263 (Disagree)	<p>As a general comment, I am extremely disappointed with the way MCC have handled exemptions to the default 20mph limit. The Deputy Climate Change Minister has indicated that 20mph limits need to pass the "sniff test" and that consideration can now be given to making an exemption if a road is on a major bus route. As such, this indicates that most, if not all, stretches of the strategic highway network, namely A-roads and B-roads, should be exempted to 30mph wherever possible. I am extremely disappointed to see that, given the strength of public opinion regarding this matter, you do not seem to have made any attempt to meaningfully engage with your residents and visitors over the issue in order to identify sensible exemptions. Instead, you appear to be "doubling-down" on inconsistent and incongruent application of 30mph exemptions by painting speed limits on the road surface itself, at the very time you are making deep cuts to services and raising council tax. If your justification for spending such funds is because compliance with the limit is poor, then there are two issues at play: the Department of Transport's own figures indicate that compliance with 20mph is generally very poor indeed, upwards of 80%+. In addition, has it occurred to you that perhaps you have set the speed for the road too low, and that you may solve your own self-imposed problems by raising</p>	<p>The Senedd passed The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 legislation in 2022. This means speed limits on most restricted roads reduced from 30mph to 20mph in September 2023. Whilst the authority appreciates your concerns regarding the speed limit in certain areas, this proposal will not have any material effect on the speed limits currently in place throughout the county. The authorities' position is that all 20mph Speed Limits throughout the county are in-line with guidance provided by the Welsh Government and are appropriate for each location.</p>

the limit back to 30mph by making a proportionate and sensible exemption? Is it not enough of a "win" that all housing estates etc. are now 20mph? Do you really still need to slow traffic so considerably on major arterial routes throughout the county? I believe the only way forward is to generally exempt all A- and B-roads due to their strategic function. This is a sensible compromise between speed and safety and would make the whole default 20mph policy much more palatable to the public, who you need to have on your side. In addition, the use of "buffer zones" on the approach to 20mph limits is also questionable. There is no good evidence that they work and in many cases, the buffer zones you have created are far too short and do not adhere to official guidance in terms of length, making their purpose and intent practically meaningless and further bringing the speed limits on roads into disrepute. The current policy is not working and I'm not sure you appreciate the damage that poorly implemented speed limit policies are having. You are bringing the whole concept of speed limits into disrepute for a significant number of road users, who are rapidly coming to ignore the speed limit signs entirely and drive to the road conditions alone. Speed limits were never designed to be used in the way that they have been - setting a speed limit that is too slow for the road can actually result in increased speeds. This situation needs to be resolved urgently. You are likely to find much higher levels of compliance if you set suitable speed limits for major routes and accept that significant gains have already been made by virtue of the vast majority of unclassified restricted roads now being 20mph. I've given a specific example below. Unfortunately, I've had to submit each example separately due to the specified character limits of this text box. Usk: I accept that the A-road that runs through the core of the town is quite narrow in places. If you're going to put 20mph here at all, then it should be for the shortest distance possible. The 20mph limit starts far outside the core of the town on the eastern approach and continues for too long on the other side of the bridge as you approach/leave from the west. To be frank, your original 20mph limit was bordering on acceptability. You've only

	<p>caused problems by extending this further to the east and west. In addition, some of the 30mph "buffer zones" around the town are implausibly short and do not adhere to official guidance.</p>	
<p>264 (Disagree)</p>	<p>Tintern: The "buffer zones" on the A466 on the northern and southern approaches to the 20mph limit area are far too short and the length of the 20mph limit onerous due to the layout of the village - sections do not pass the "sniff test". Given the circumstances, a better solution would have been to provide more alternative facilities for pedestrians/cyclists rather than reducing the entire length of the main road through this elongated settlement to 20mph. The number of flashing speed displays in the village shows just how poorly observed the limit currently is. A balance has to be struck. There's a good argument for exempting most if not all of the A-road and retaining most of the rest of the 20mph limits as they currently are.</p>	<p>The Senedd passed The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 legislation in 2022. This means speed limits on most restricted roads reduced from 30mph to 20mph in September 2023. Whilst the authority appreciates your concerns regarding the speed limit in certain areas, this proposal will not have any material effect on the speed limits currently in place throughout the county. The authorities' position is that all 20mph Speed Limits throughout the county are in-line with guidance provided by the Welsh Government and are appropriate for each location.</p>
<p>265 (Disagree)</p>	<p>Raglan: A good proportion of Monmouth Road does not pass the "sniff test". You've painted 20mph roundels on the road to try to enforce this, but does it not occur to you that this road is likely set far too low, especially given that sections of this road were 30/40mph until recent times? Compare with Station Road - single track, no footway and a school. You can make an argument for 20mph there. Another short "buffer limit" of 30mph on Chepstow Road, with village sign giving totally the wrong impression of speed throughout village. Poorly executed and thought out, and gives a poor impression to all, reducing confidence in speed limits overall.</p>	<p>The Senedd passed The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 legislation in 2022. This means speed limits on most restricted roads reduced from 30mph to 20mph in September 2023. Whilst the authority appreciates your concerns regarding the speed limit in certain areas, this proposal will not have any material effect on the speed limits currently in place throughout the county. The authorities' position is that all 20mph Speed Limits throughout the county are in-line with guidance provided by the Welsh Government and are appropriate for each location.</p>
<p>266 (Disagree)</p>	<p>Monmouth: Numerous roads in the town do not pass the "sniff test". You need to give serious consideration to exempting these roads, and those that form part of the strategic highway network.</p>	<p>The Senedd passed The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 legislation in 2022. This means speed limits on most restricted roads reduced from 30mph to 20mph in September 2023. Whilst the authority appreciates your concerns regarding the speed limit in certain areas, this proposal will not have any material effect on the speed limits currently in place throughout the county. The authorities' position is that all 20mph Speed Limits throughout the county are in-line with guidance provided by the</p>

		Welsh Government and are appropriate for each location.
267 (Disagree)	<p>Caldicot: This is yet another example of where appropriate and sensible exemption to 30mph on the B-road whilst setting unclassified surrounding roads to 20mph would have had a much greater positive effect and resulted in higher levels of support and adherence than the current situation. This is the approach taken in villages around Bristol and should have been done here too. A balance needs to be struck or you risk losing possible benefits altogether, where road users start to disrespect all limits in their entirety. People can accept 20mph limits on quiet residential roads, but they're much harder to accept and justify on main routes and thoroughfares. 30mph offers a sensible and proportionate balance.</p>	<p>The Senedd passed The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 legislation in 2022. This means speed limits on most restricted roads reduced from 30mph to 20mph in September 2023. Whilst the authority appreciates your concerns regarding the speed limit in certain areas, this proposal will not have any material effect on the speed limits currently in place throughout the county. The authorities' position is that all 20mph Speed Limits throughout the county are in-line with guidance provided by the Welsh Government and are appropriate for each location.</p>
268 (Disagree)	<p>Abergavenny: The A- and B-roads throughout the town should be exempted to 30mph. The A40 is a trunk road and as such is especially unsuited to being set at 20mph. Is it not enough of a "win" that significant portions of the rest of the town will be set at 20mph? If you make no distinction between the strategic highway network and unclassified roads, you're encouraging drivers to use quieter unclassified roads at 30mph to avoid the main roads slowed to 20mph by other traffic, which negates the possible safety benefits of 20mph where they're most needed. The current approach to speed limits is bringing the entire concept into disrepute. A different approach is required as soon as possible before further damage is done.</p>	<p>The Senedd passed The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 legislation in 2022. This means speed limits on most restricted roads reduced from 30mph to 20mph in September 2023. Whilst the authority appreciates your concerns regarding the speed limit in certain areas, this proposal will not have any material effect on the speed limits currently in place throughout the county. The authorities' position is that all 20mph Speed Limits throughout the county are in-line with guidance provided by the Welsh Government and are appropriate for each location. Additionally, the A40 through Abergavenny is managed by SWTRA and not within the jurisdiction of Monmouthshire County Council.</p>
269 (Disagree)	<p>Chepstow: You've exempted the A466 in the town, which is wise. However, why did you not exempt the entirety of the A48 through the town? The section you've set to 20mph does not objectively pass the "sniff test" and it is part of the strategic highway network! Compare this stretch to the character of the town centre and the 20mph roads there: there is a good case for justifying 20mph in the centre of the town, but not on a short stretch of A48 which then soon returns back to 30mph! The same goes for most of the B4293, though you</p>	<p>The Senedd passed The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 legislation in 2022. This means speed limits on most restricted roads reduced from 30mph to 20mph in September 2023. Whilst the authority appreciates your concerns regarding the speed limit in certain areas, this proposal will not have any material effect on the speed limits currently in place throughout the county. The authorities' position is that all 20mph Speed Limits throughout the county</p>

	<p>might justify 20mph as it hits the core of the town centre. "Doubling down" by painting the speed on the road on the inappropriate 20mph stretch of the A48 is not the answer, and a waste of scarce resources.</p>	<p>are in-line with guidance provided by the Welsh Government and are appropriate for each location. Additionally, the A48 through Chepstow is managed by SWTRA and not within the jurisdiction of Monmouthshire County Council.</p>
<p>270 (Disagree)</p>	<p>Devauden: The "buffer zones" around the village are incredibly short and inconsistent - most are 30mph but one is 40mph. The incredibly short 30mph buffer on Devauden Road in particular is aesthetically derisory and serves little to no practical purpose. It actually gives the impression that speed limits in the village are ill-thought-out. Did I mention the lone 20mph sign at the end of Coal Road? There is a good case for exempting the B-road that runs through the village, particularly as it is on a bus route. The application of speed limits in the village is frankly a mess and gives a very poor impression of the highway authority. If 20mph on the B-road is kept, why not resume 30mph straight after the bus stops as you leave northbound?</p>	<p>The Senedd passed The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 legislation in 2022. This means speed limits on most restricted roads reduced from 30mph to 20mph in September 2023. Whilst the authority appreciates your concerns regarding the speed limit in certain areas, this proposal will not have any material effect on the speed limits currently in place throughout the county. The authorities' position is that all 20mph Speed Limits throughout the county are in-line with guidance provided by the Welsh Government and are appropriate for each location.</p>

Appendix 3: Notice of Intention

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 (20 MPH PROVISIONS REVOCATION ORDER) 2024

PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC ORDERS WITHIN VARIOUS COMMUNITIES IN MONMOUTHSHIRE

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:

There will be no material effect on the speed limits currently in place, these roads will remain subject to a 20 mph speed limit.

The proposed order will revoke previously enacted 20 mph speed limit orders on restricted roads in various communities in the county of Monmouthshire. These speed limit orders are now redundant as they have been superseded by the coming into force of The Restricted Road (20 mph Speed Limit) (Wales) Order 2022.

This affects the communities of: Portskewett, Magor with Undy, Abergavenny, Caldicot, Caerwent, Rogiet, Devauden, Chepstow, Monmouth, Raglan, Wye Valley, Usk and Llanbadoc.

The plans 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 by phoning 01633 644644 or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic> or the via the below QR code

Any legal 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 the 21st February 2024 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: 31th January 2024

**Mark Hand,
Head of Placemaking, Regeneration, Highways and Flooding, Monmouthshire
County Council**

Appendix 4: STATEMENT OF REASONS

MONMOUTHSHIRE COUNTY COUNCIL

TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019 (20 MPH PROVISIONS REVOCATION ORDER) 2024

STATEMENT OF REASONS

Following the coming in to force of The Restricted Road (20 mph Speed Limit) (Wales) Order 2022, Welsh Government guidance has directed Highways Authorities to revoke any existing 20 mph speed limits or zones made by order on restricted roads as those roads are now subject to the default 20 mph speed limit from 17th September 2023.

This order will revoke such previous orders and provisions of the Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 as necessary. The speed limit provisions that are proposed to be revoked can be found in the proposed order.

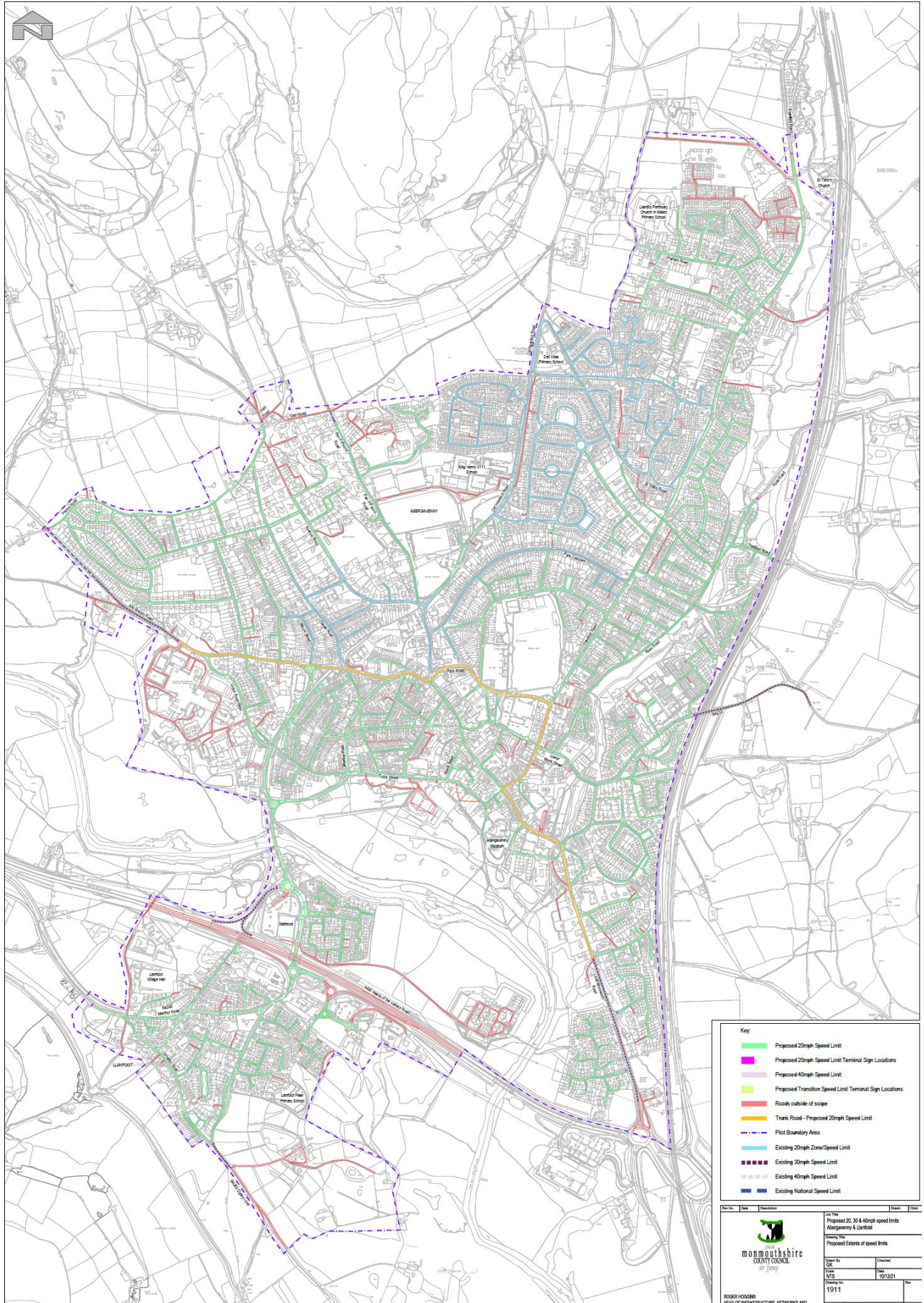
There will be no change to existing speed limits on the road as a result of this order and as such there will be no effect to the highway user or the movement of traffic.

Monmouthshire County Council

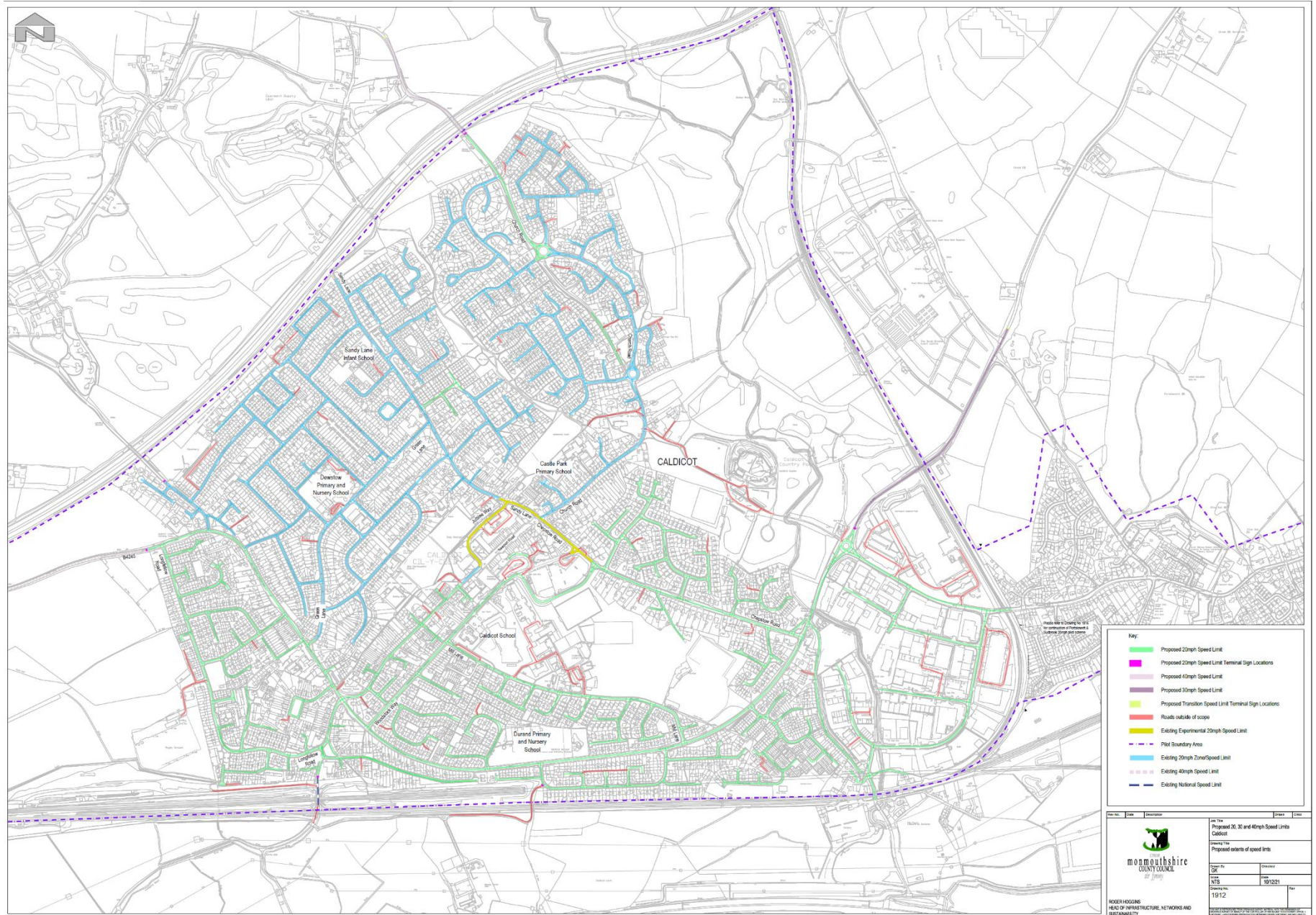
January 2024

Appendix 5: Drawings

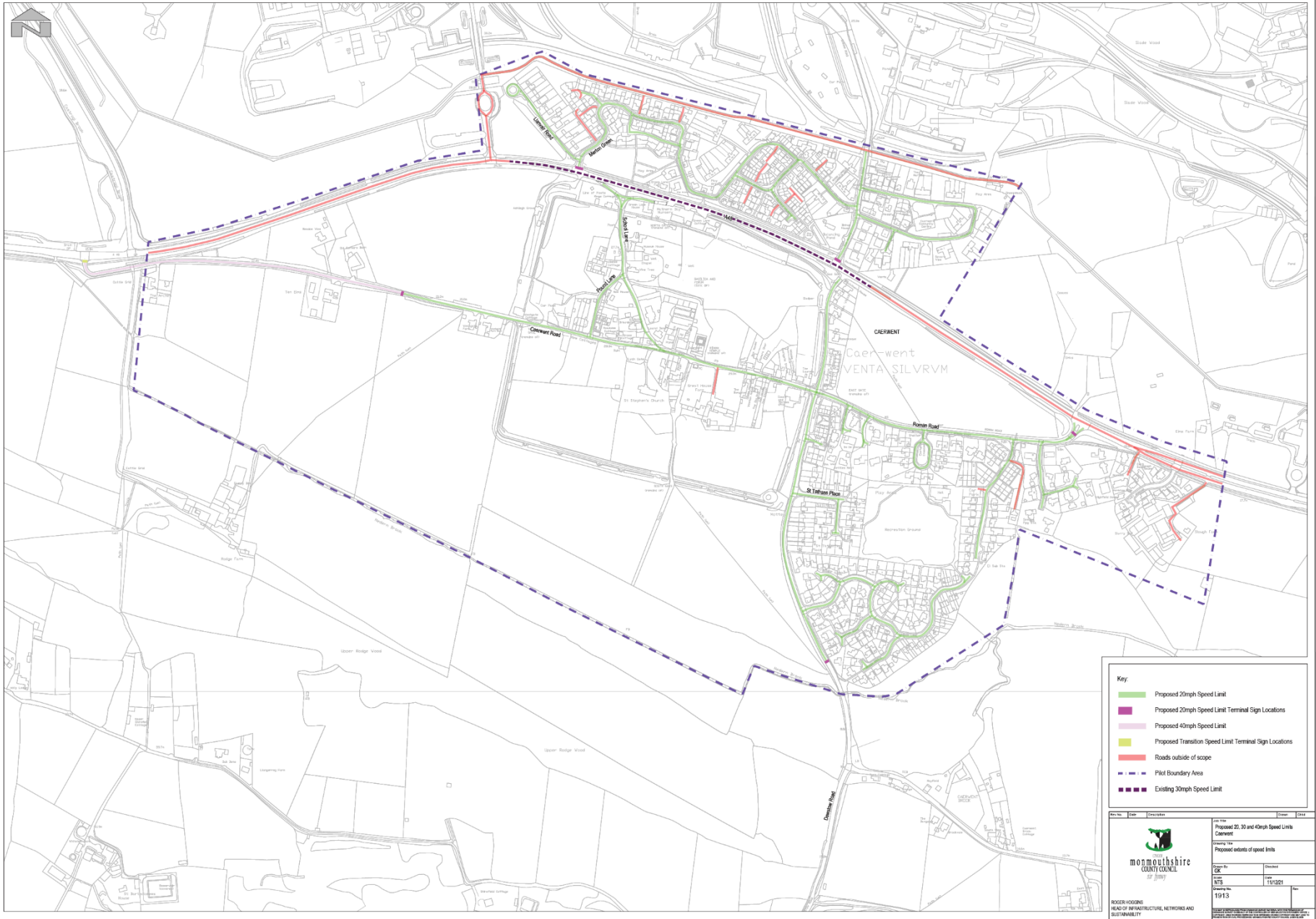
1911 – Abergavenny and Llanfoist



1912 - Caldicot

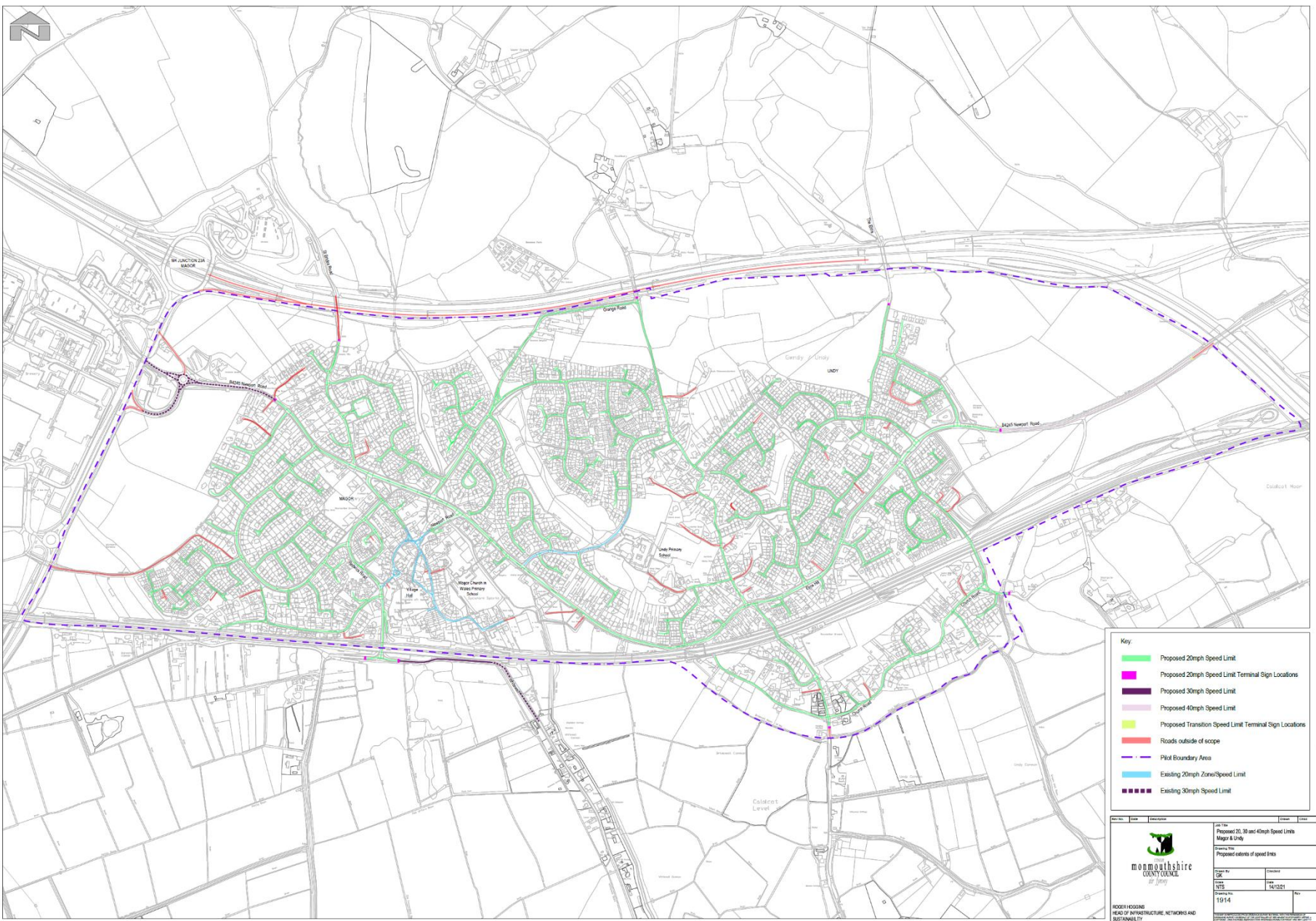


1913 - Caerwent



<p>Key:</p> <ul style="list-style-type: none"> Proposed 20mph Speed Limit Proposed 40mph Speed Limit Terminal Sign Locations Proposed 40mph Speed Limit Proposed Transition Speed Limit Terminal Sign Locations Roads outside of scope Pilot Boundary Area Existing 30mph Speed Limit 	
<p>monmouthshire COUNTY COUNCIL of Gwent</p> <p>ROOSEN HODGKIN HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY</p>	<p>1913</p> <p>Proposed 20, 30 and 40mph Speed Limits Caerwent</p> <p>Showing the Proposed extents of speed limits</p> <p>Drawn by GK</p> <p>Checked by HTS</p> <p>Date 15/12/21</p> <p>Scale</p>

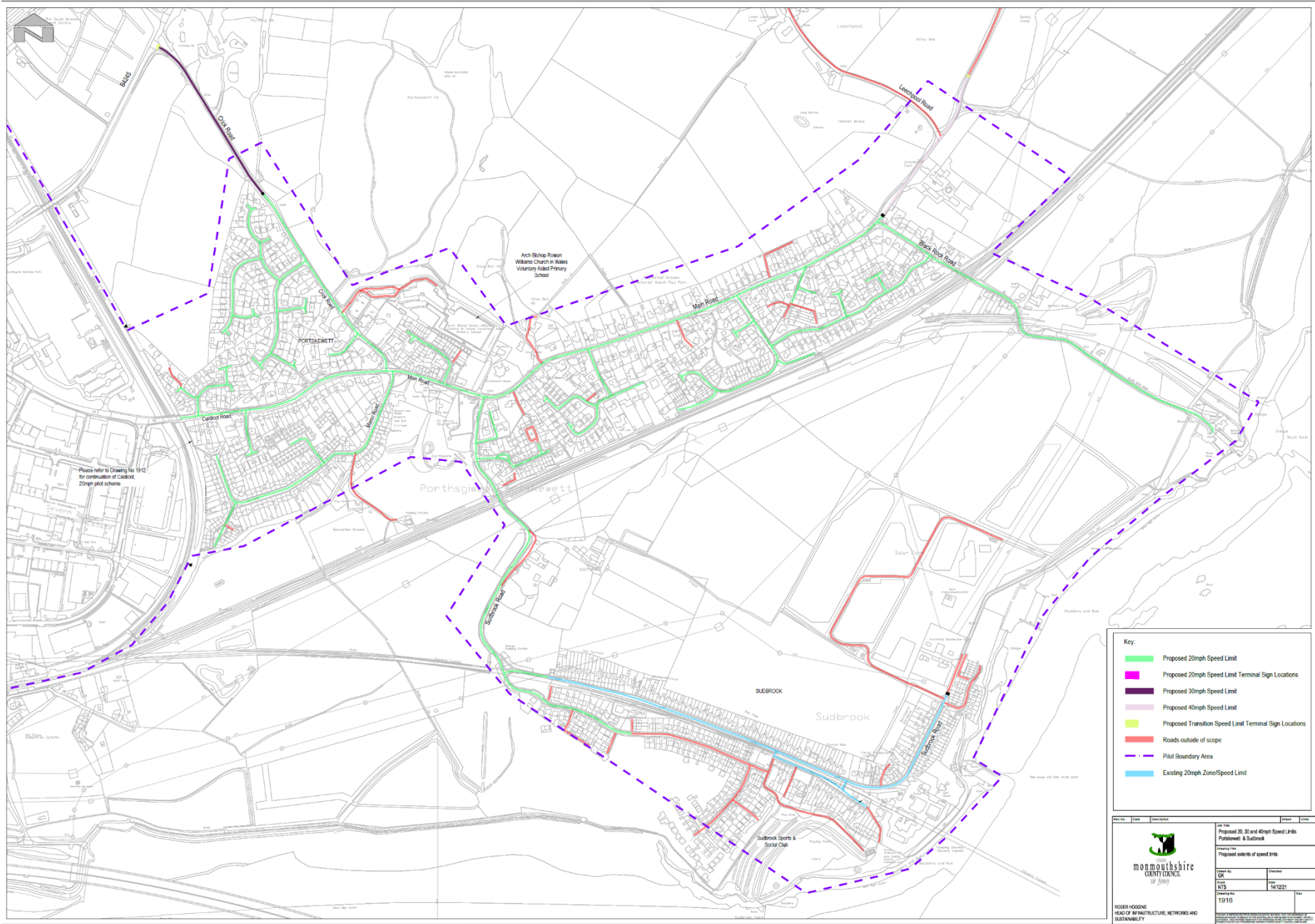
1914 – Magor and Undy



1915 – Rogiet



1916 – Portskewett and Sudbrook



1926 – Devauden



Key:

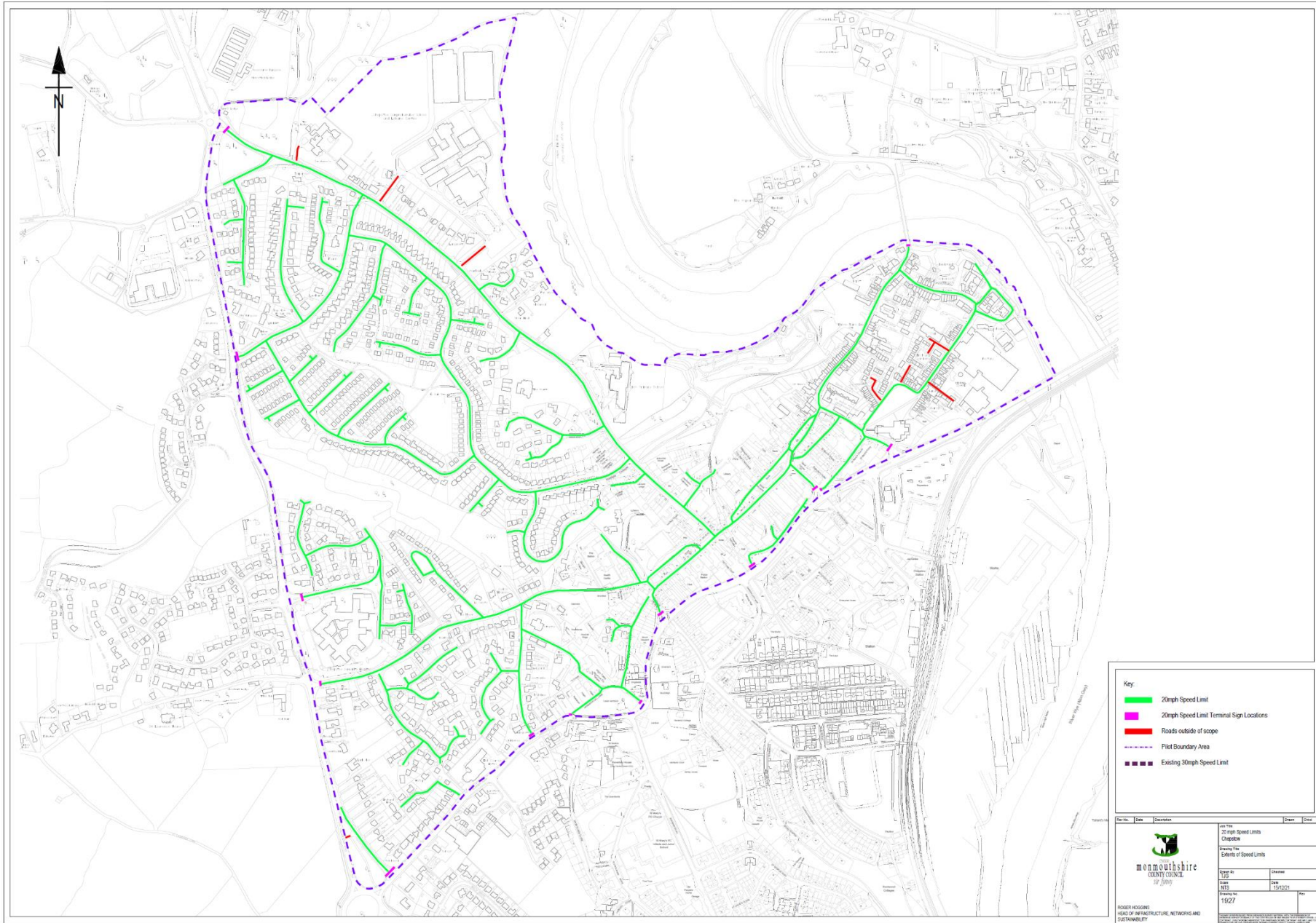
- 20mph Speed Limit
- 20mph Speed Limit Terminal Sign Locations
- 30mph Speed Limit
- 40mph Speed Limit
- Transition Speed Limit Terminal Sign Locations
- Roads outside of scope
- - - Pilot Boundary Area

Date	Issue	Description	Drawn	Checked
		Set the 20, 30 and 40mph Speed Limits		
		Change the Extent of Speed Limits		
Issue No	133	Issue		
Date	1926	Date	11/12/21	Drawn
Author	1926	Drawn		

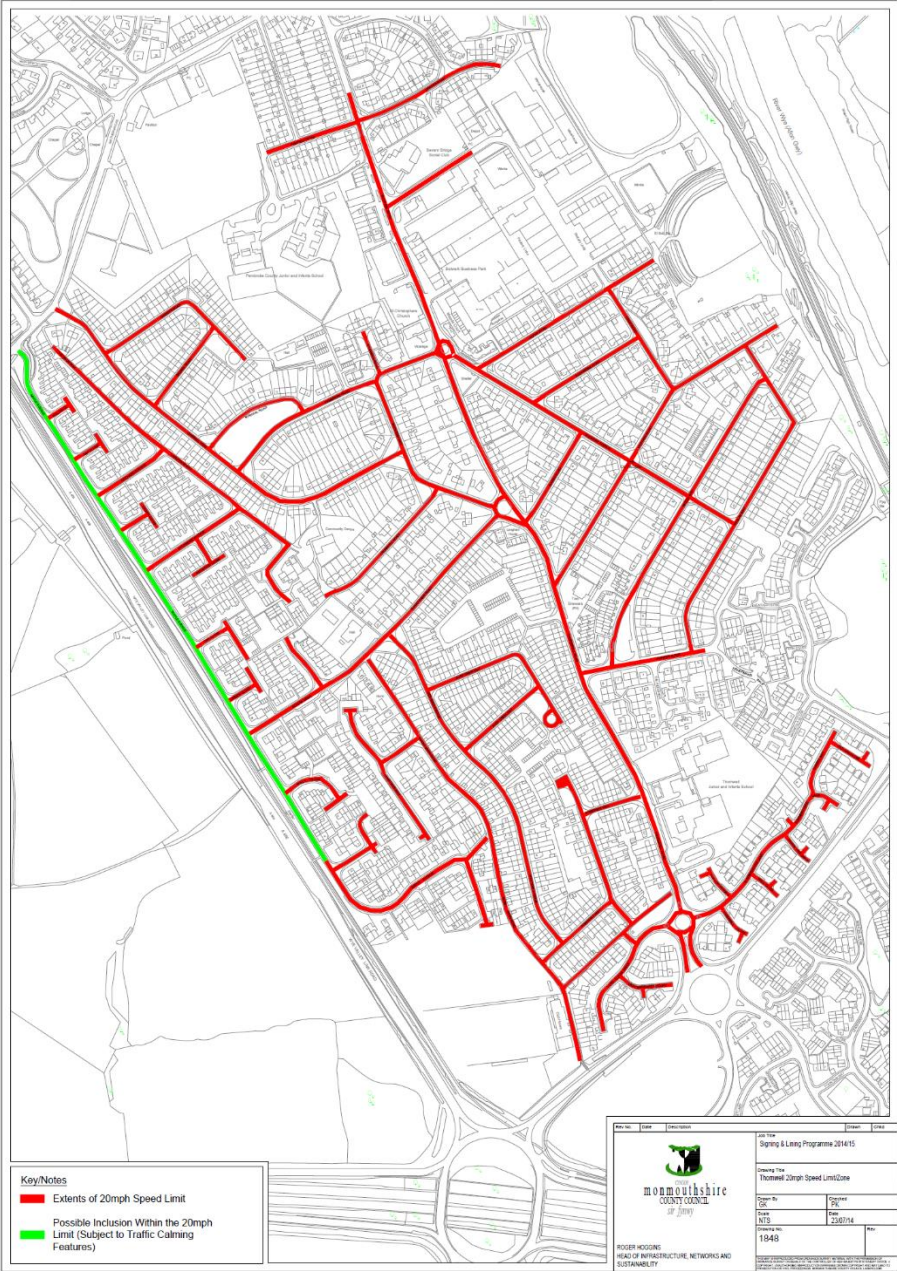
momouthshire
COUNTY COUNCIL
or *County*

ROGER HOODING
HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY

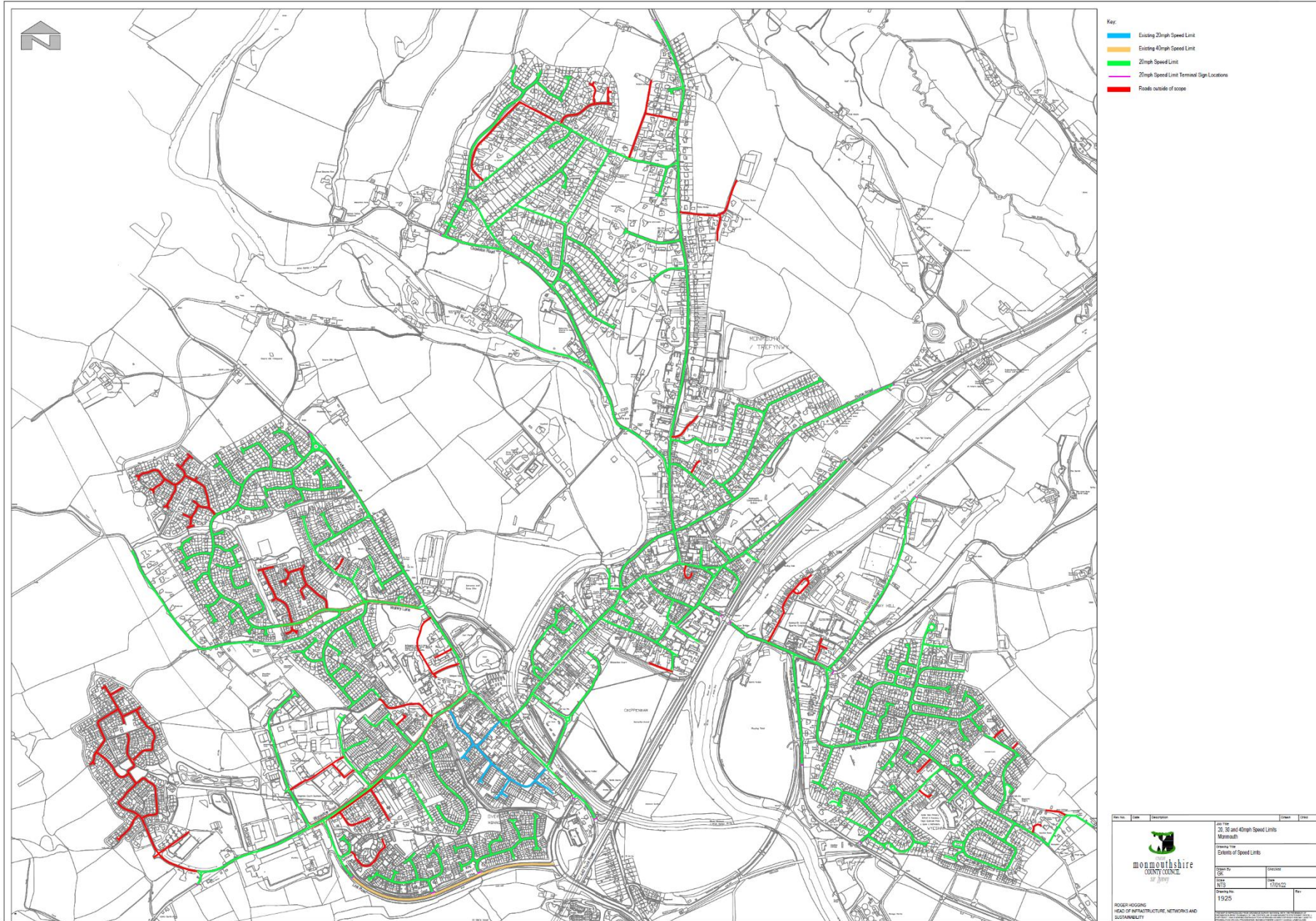
1927 – Chepstow



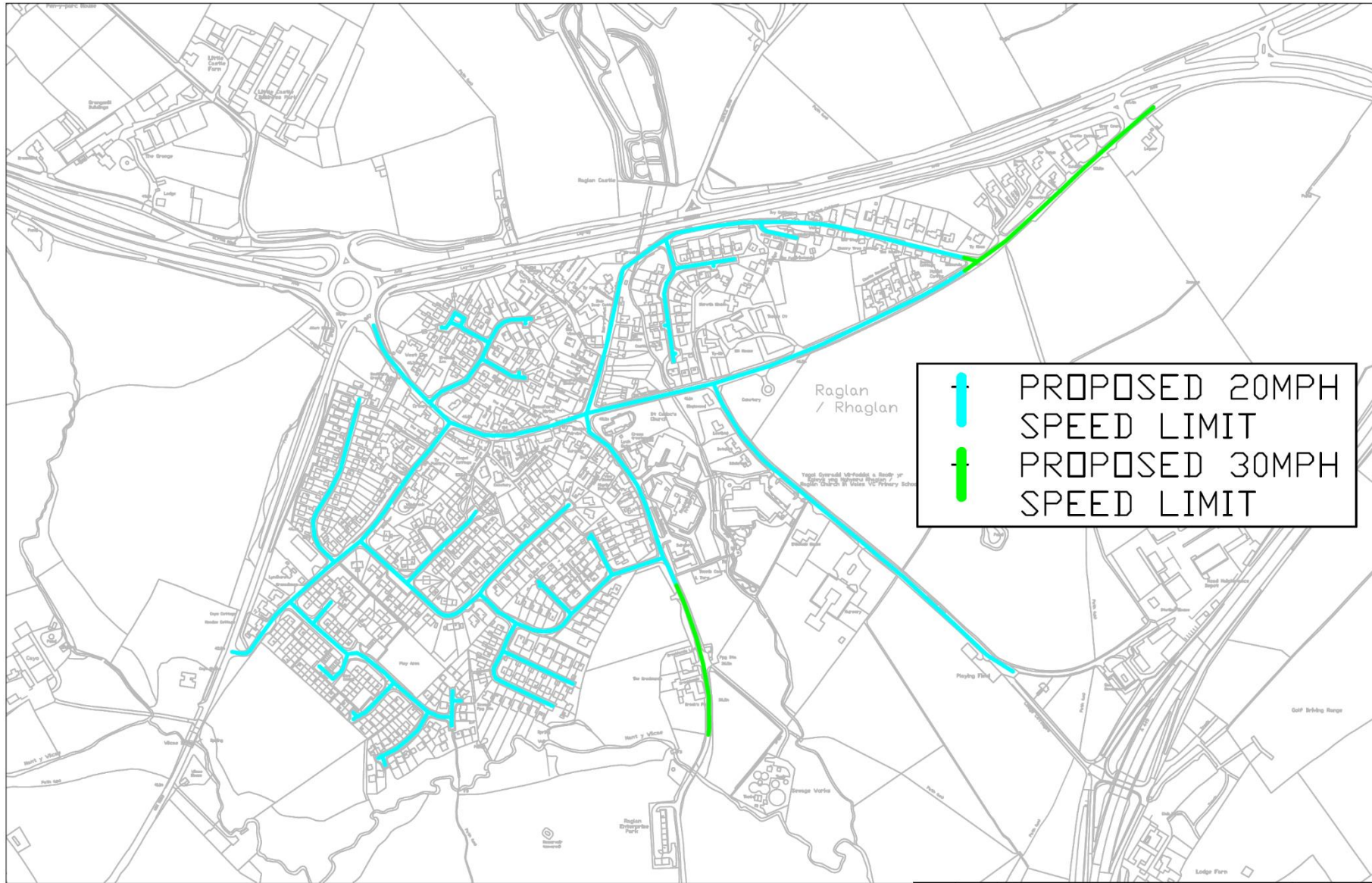
1848 – Bulwark and Thornwell







1925 – Monmouth



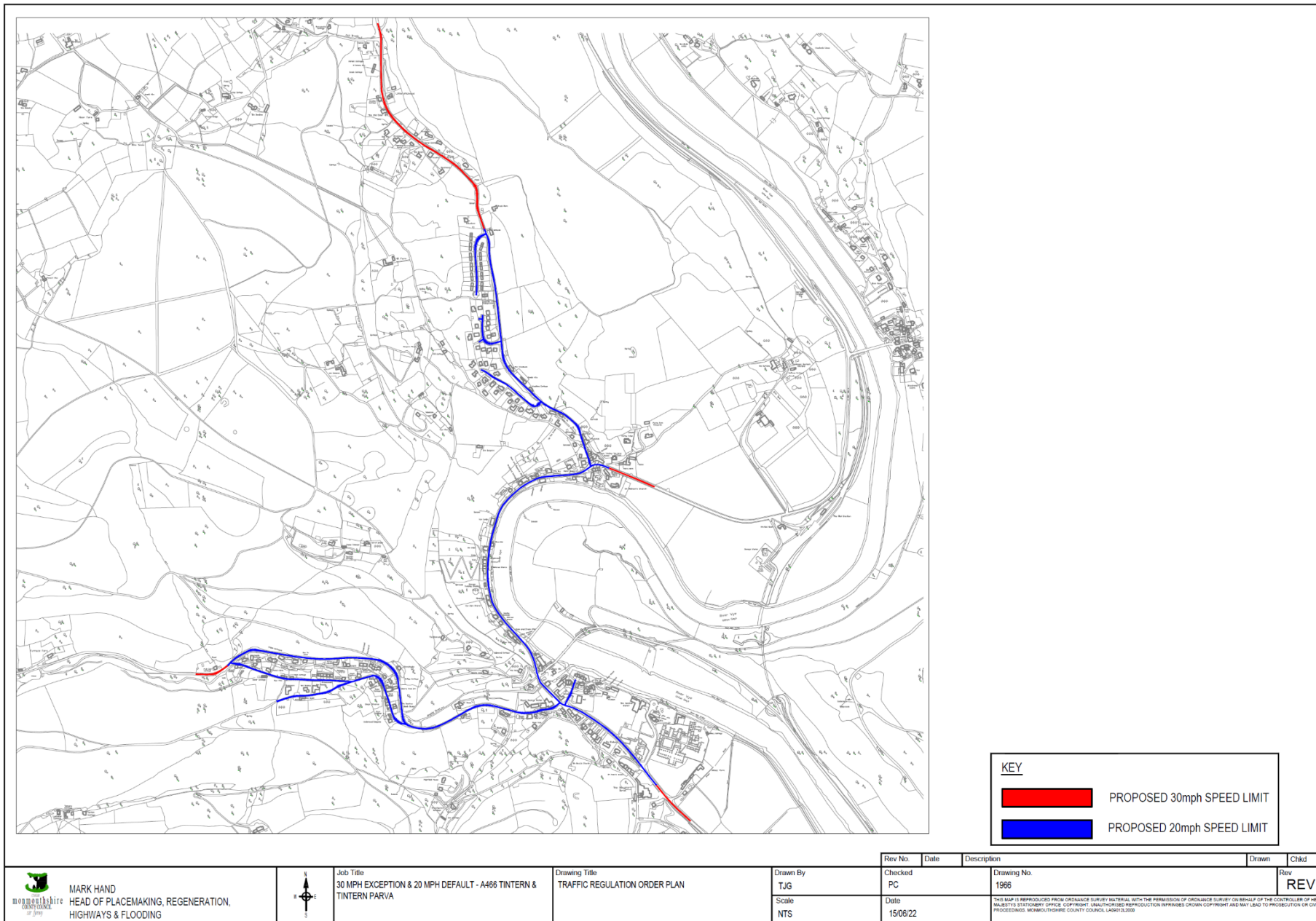
1920 – Raglan



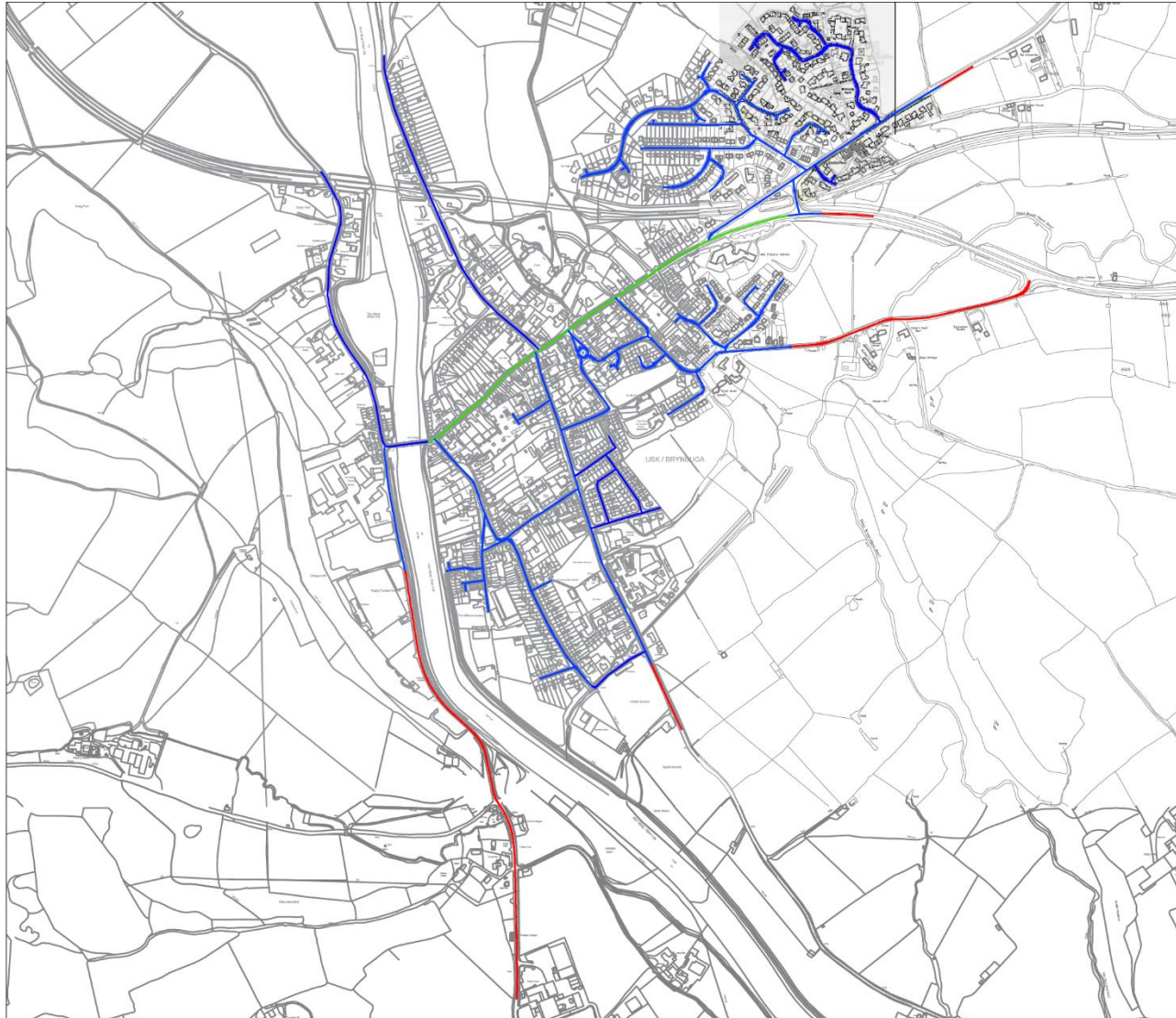
	PROPOSED 20MPH SPEED LIMIT
	PROPOSED 30MPH SPEED LIMIT

 MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title RAGLAN-PROPOSED-SPEED-LIMIT-CHANGES	Drawing Title RAGLAN-PROPOSED-20-30-SPEED-LIMITS	Drawn By GF	Checked -	Drawing No 1920	Rev 1
				Scale NTS	Date 04/01/2022	<small>THIS MAP IS REPRODUCED FROM ORDINANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDINANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. COPYRIGHT UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL, LA8912200.</small>	



1966 – Tintern



1964 – Usk and Llanbadoc



KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT
	EXISTING 20mph SPEED LIMIT

 MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title	Drawing Title	Drawn By	Rev No.	Date	Description	Drawn	Chkd	
		30 MPH EXCEPTION - A472 USK AND 20 MPH DEFAULT	TRAFFIC REGULATION ORDER PLAN	TJG	1964	PC	25/04/2022			REV
<small>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. UNAUTHORISED REPRODUCTION IN WHATEVER FORM OR BY ANY MEANS IS PROHIBITED AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL, LANS12L2000</small>										

1658-5 - Bridge Street, Castle Parade and Monmouth Road





monmouthshire
sir fynwy

Integrated Impact Assessment Including Equality and Future Generations Evaluation

<p>Name of the Officer completing the evaluation</p> <p>Gareth Freeman Phone no: 01633 644012 E-mail: garethfreeman@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>To consider the proposed revocation of previously enacted 20mph speed limit orders on restricted roads in various communities throughout Monmouthshire.</p>
<p>Name of Service area</p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p>March 2024</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	Implementing this proposal will help to decrease the speeds of all vehicles within settlements and along identified routes through unimpeded enforcement. Consequently, this measure will enhance road safety and mitigate the severity of collisions.	None identified at this stage	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?
Disability	These proposals will assist with reducing the travelling speeds of all vehicles through the settlements and along the routes identified through unimpeded enforcement. Which in turn will contribute to making the streets safer and reduce the severity of collisions. All highway users should feel safer negotiating the highway, due to the reduction in travelling speeds. Particularly those vulnerable members of society, such as people with disabilities.	None identified at this stage	N/A
Gender reassignment	None identified at this stage.	None identified at this stage	N/A
Marriage or civil partnership	None identified at this stage.	None identified at this stage	N/A
Pregnancy or maternity	This proposal will reduce the travelling speeds of all vehicles through the settlements and along the routes identified through unimpeded enforcement. Which in turn will contribute to making the streets safer and reduce the severity of collisions. All highway users should feel safer negotiating the highway, due to the reduction in travelling speeds. Particularly those vulnerable members of society, such as pregnant women or new parents and their infants.	None identified at this stage	N/A
Race	None identified at this stage.	None identified at this stage	N/A
Religion or Belief	None identified at this stage.	None identified at this stage	N/A
Sex	None identified at this stage.	None identified at this stage	N/A
Sexual Orientation	None identified at this stage.	None identified at this stage	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	Reduced traffic speeds which are facilitated by unimpeded enforcement create safer environments for active travel, which benefits those who cannot afford to run a car.	None identified at this stage	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>Consultation has been bilingual.</p>	<p>None identified at this stage</p>	<p>N/A</p>
<p>Operational</p> <p>Recruitment & Training of workforce</p>	<p>There are no recruitment implications from this proposal.</p>	<p>None identified at this stage</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>All notices and advertisements will be bilingual as per current guidance.</p>	<p>None identified at this stage</p>	<p>N/A</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?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>Positive: Welsh Government evidence for the speed limit legislative change shows that the number and severity of road traffic collisions is significantly reduced at 20mph, resulting in significant reductions in service demand and costs to the NHS. The unimpeded enforcement of lower travelling speeds will ultimately support this.</p>	<p>N/A</p>
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g., climate change)</p>	<p>Positive: Unimpeded enforcement of 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.</p>	<p>N/A</p>
<p>A Healthier Wales People's physical and mental wellbeing is maximized, and health impacts are understood</p>	<p>Positive: Unimpeded enforcement of lower travelling speeds will contribute to making the streets safer and more attractive for alternate transport modes such as cycling, walking and scooting which benefits physical and mental wellbeing.</p>	<p>N/A</p>
<p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	<p>Positive: Unimpeded enforcement of lower travelling speeds will contribute to making the streets safer and encourage community cohesion.</p>	<p>N/A</p>
<p>A globally responsible Wales Taking account of impact on global well-being when considering local</p>	<p>Positive: Unimpeded enforcement of lower travelling speeds should contribute to enhancing general wellbeing and decarbonisation by reducing</p>	<p>N/A</p>

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?
social, economic and environmental wellbeing	dependency on motorised vehicles and encourage more sustainable modes of transport such as walking, cycling and scooting.	
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	Through unrestricted enforcement of lowered speed limits, we can diminish the dominance of cars in our towns and villages, potentially rendering them more appealing to visitors and tourists.	N/A
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Positive: Unimpeded enforcement of 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>Balancing short term need with long term and planning for the future</p>	Welsh Government reduced the national urban speed limit to 20mph in 2023. This revocation order will align the extant Traffic Orders with the directives outlined by the Welsh Government, allowing for unimpeded enforcement moving forward.	N/A

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="107 427 293 459">Collaboration</p> <p data-bbox="315 209 521 459">Working together with other partners to deliver objectives</p>	<p data-bbox="521 209 1341 459">The revocation of previously enacted 20mph speed restrictions on restricted roads has been directed by the Welsh Government.</p>	<p data-bbox="1341 209 2130 459">N/A</p>
 <p data-bbox="107 678 293 719">Involvement</p> <p data-bbox="315 459 521 719">Involving those with an interest and seeking their views</p>	<p data-bbox="521 459 1341 719">Statutory consultation has been undertaken with all necessary stakeholders including the general public.</p>	<p data-bbox="1341 459 2130 719">N/A</p>
 <p data-bbox="107 954 293 995">Prevention</p> <p data-bbox="315 719 521 1034">Putting resources into preventing problems occurring or getting worse</p>	<p data-bbox="521 719 1341 1034">Welsh Government evidence for the speed limit legislative change shows that the number and severity of road traffic collisions is significantly reduced at 20mph, resulting in significant reductions in service demand and costs to the NHS, order will support this through unimpeded enforcement. Additionally, encouraging the modal shift assist with decarbonisation.</p>	<p data-bbox="1341 719 2130 1034">None identified at this stage</p>
 <p data-bbox="107 1268 293 1310">Integration</p> <p data-bbox="107 1326 293 1377">bodies</p> <p data-bbox="315 1034 521 1377">Considering impact on all wellbeing goals together and on other</p>	<p data-bbox="521 1034 1341 1377">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 by allowing the reduced speed limit to be enforced without being impeded through legal inconsistencies.</p>	<p data-bbox="1341 1034 2130 1377">None identified at this stage</p>

4. Council has agreed the need to consider the impact its decisions have 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	None identified at this stage	None identified at this stage	N/A
Safeguarding	None identified at this stage	None identified at this stage	N/A
Corporate Parenting	None identified at this stage	None identified at this stage	N/A

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

The revocation of previously enacted 20mph speed restrictions on restricted roads has been directed by the Welsh Government.

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: Through the unimpeded enforcement of reduced travelling speeds, this order aims to encourage the use of alternative travel modes and lessen the severity of road traffic collisions, ultimately contributing to making the roads safer for all users.

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 revocation 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	ICMD	17/04/24	
2			
3			