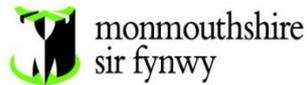


Public Document Pack



County Hall
Rhadyr
Usk
NP15 1GA

Wednesday, 2 November 2022

Notice of Reports Received following Publication of Agenda.

Place Scrutiny Committee

Thursday, 10th November, 2022 at 10.00 am,
Council Chamber, County Hall, The Rhadyr USK and remote attendance

Attached are reports that the committee will consider as part of the original agenda but were submitted to democratic services following publication of the agenda.

Item No	Item	Pages
8.	Speed limit of 20mph on the B4245 To conduct pre-decision scrutiny on the report and consider the community responses received.	1 - 44

Paul Matthews
Chief Executive

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SUBJECT: PROPOSED CHANGES TO THE SEVERNSIDE 20MPH PILOT AREA
MEETING: PLACE SCRUTINY COMMITTEE
DATE: 10 November 2022
DIVISION/WARDS AFFECTED: Severnside Wards

1. PURPOSE:

- 1.1 The purpose of this report is to facilitate pre-decision scrutiny on proposed changes to the Severnside 20mph pilot area prior to individual Cabinet Member decision on 30th November.
- 1.2 The proposed changes are:
 - 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; and
 - to revert to 30mph the section of Caldicot Road between the Castlegate roundabout and the bridge over the former railway line bounding Portskewett.

2. RECOMMENDATIONS:

- 2.1 To scrutinise the proposed changes to the Severnside 20mph pilot area prior to the changes being reported to the Cabinet Member for Climate Change and the Environment for approval on 30th November 2022.

3. KEY ISSUES:

Background

- 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 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.
- 3.4 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.
- 3.5 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.
- 3.6 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.

Severnside

- 3.7 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.
- 3.8 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

3.9 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, 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;

3.10 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 change.

3.11 The Deputy Minister for Climate Change, Lee Waters MS, met with pupils, parents and teachers from Durand Primary School recently to understand what impact the 20mph has had in their community: <https://media.service.gov.wales/news/we-now-feel-safer-to-walk-to-school-caldicot-school-pupils-tell-deputy-minister>

3.12 A recent social media post gave the following comment:



Reviewing the changes

- 3.13 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.

Criteria for A and B roads

- 3.14 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...”

- 3.15 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

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**)

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'**

Key:
New criteria
Can be adjusted

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

- 3.16 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?

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

Casualty data

3.18 One of the overriding reasons for the Welsh Government seeking to change the urban speed limit throughout Wales to 20mph is the evidence that both accident numbers and the severity of injuries arising from an accident are significantly reduced at 20mph compared to 30mph.

3.19 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.

	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

3.20 The data from April to August 2022 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.

3.21 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

3.22 No air quality data is available at this time.

The proposed changes

- 3.23 The plans at Appendix 3 show the place criteria mapped onto each part of the B4245. 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 (see below), 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 below (Figure 1).
- 3.24 These proposed changes were consulted on in August 2022. The responses are provided in Appendix 4. It is now proposed to seek the Cabinet Member's approval of these changes on 30th November 2022.
- 3.25 The assessment of the B4245 against the Place Criteria showed that the section from Arlington Close to Pankhurst Drive in Undy could be argued either way. Although along this section, homes back or side onto the B4245, the Severnside members agreed with the officer recommendation that the location of bus stops used by school buses, the long-standing desire to improve walking and cycling opportunities between Magor Undy and Rogiet, the urban feel of the street and the undesirability of frequent speed limit changes means this stretch should remain at 20mph and be monitored. The remainder of the B4245 continues to fall within the 'place criteria' for becoming 20mph and no changes are proposed.
- 3.26 Elected members 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 that 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.

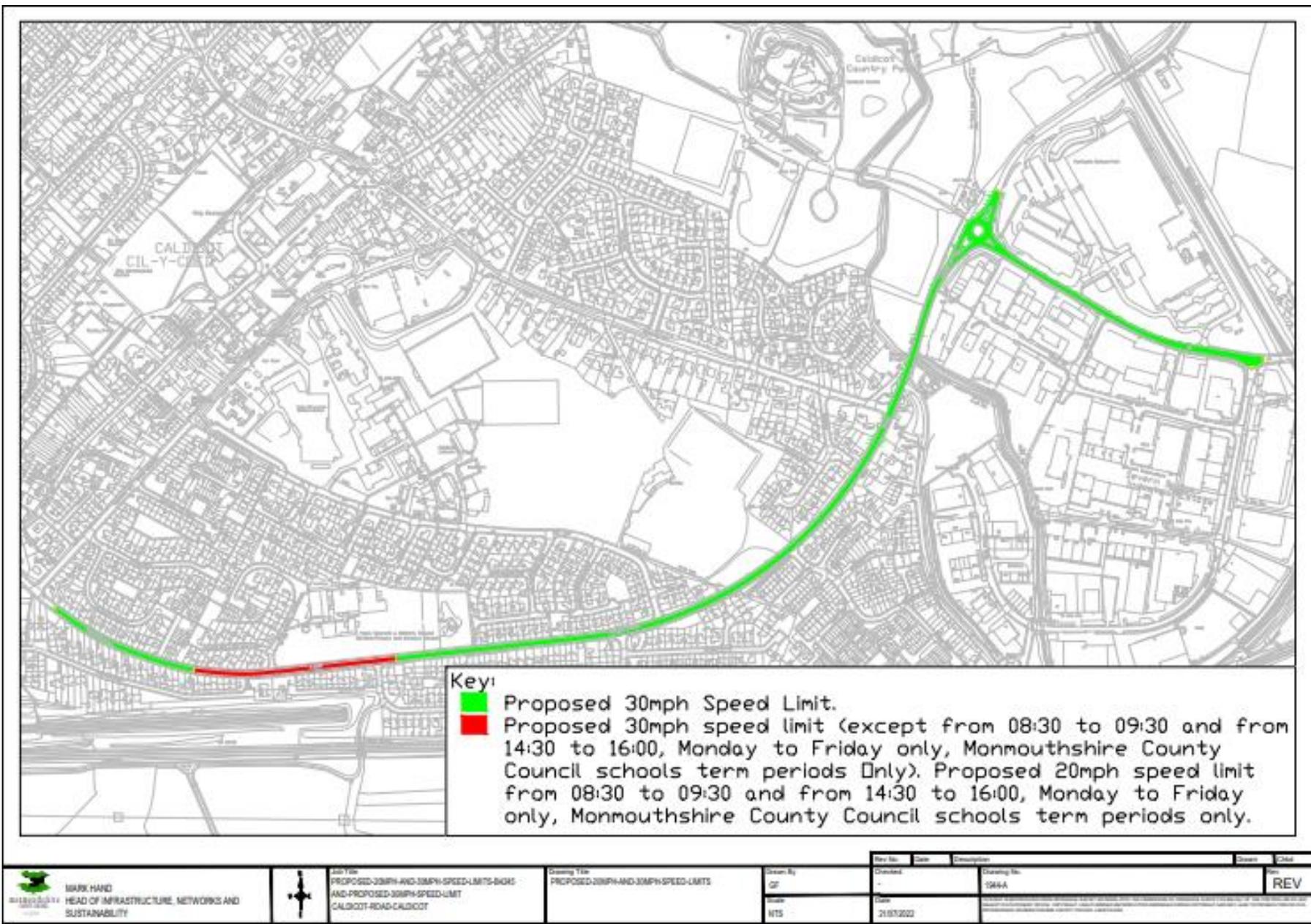


Figure 1: the proposed speed limit changes

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

- 4.1 An Equality and Future Generations Evaluation (including equalities and sustainability impact assessment) was attached to the 9th February 2022 Cabinet Member report and can be viewed via the link above. It is not considered that the proposed change of two sections of the B4245 to revert to 30mph, one with a part-time 20mph during school start and finish times, and in accordance with the WG place criteria, materially affects the conclusions reached at that time.

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 This report seeks pre-decision scrutiny, so the options available are simply that the Scrutiny Committee provides pre-decision Scrutiny or chooses not to.

6. RESOURCE IMPLICATIONS

- 6.1 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.

7. CONSULTEES

- Cabinet Member for Environment and Climate Change
- Severnside Ward Members
- Welsh Government 20mph project officers

- Public consultation on the original Traffic Order (December 2021 and January 2022) and on Amendment Order 5 (3rd August to 31st August 2022)
- Communities and Place DMT

8. 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

9. AUTHOR:

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APPENDICES:

APPENDIX 1: B4245 casualty data 2017-2021

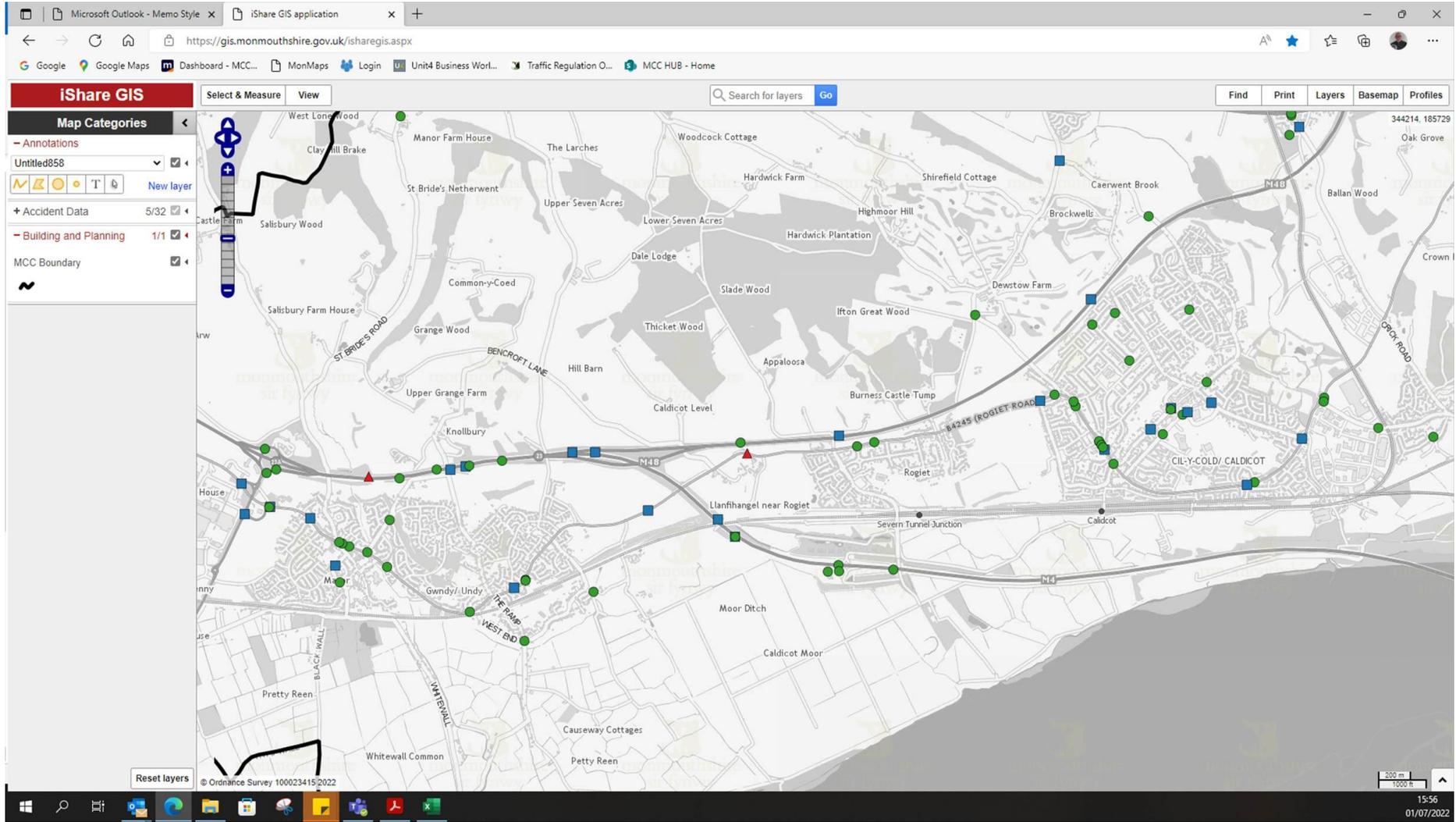
APPENDIX 2: B4245 speed data

APPENDIX 3: WG Place criteria mapped onto the B4245

APPENDIX 4: Consultation responses to the proposed changes under Amendment Order 5

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



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

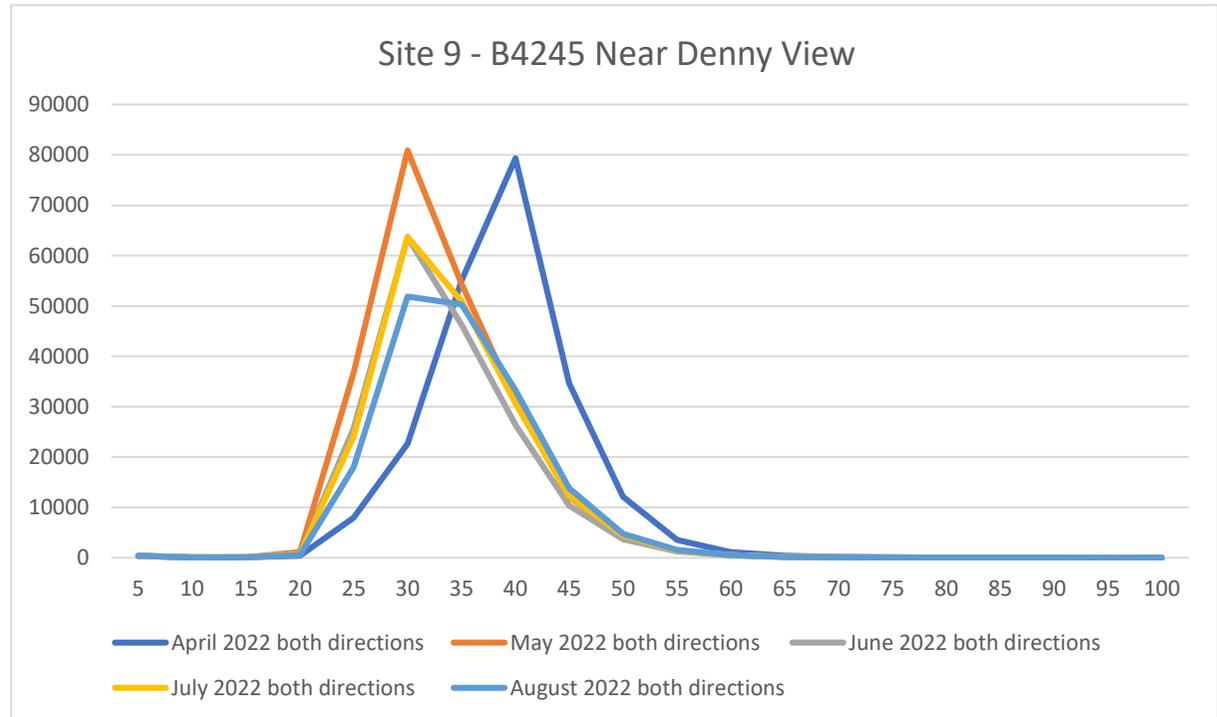
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Appendix 2 speed data - Place Scrutiny Committee 10th November 2022

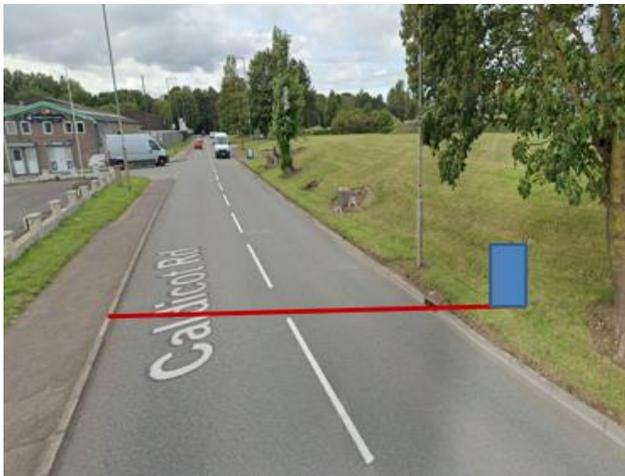
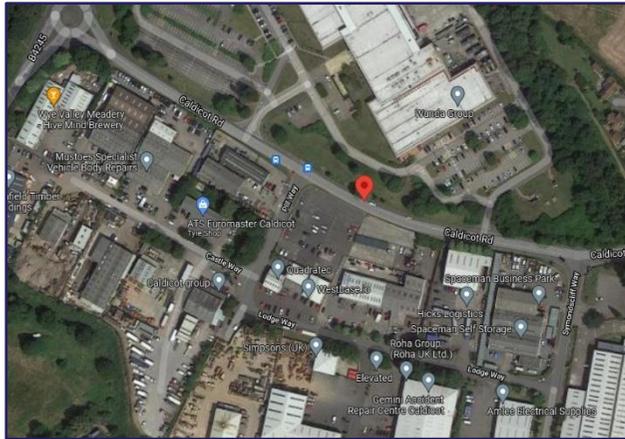
Sevenside Speed Data – Site 9 - B4245 Near Denny View



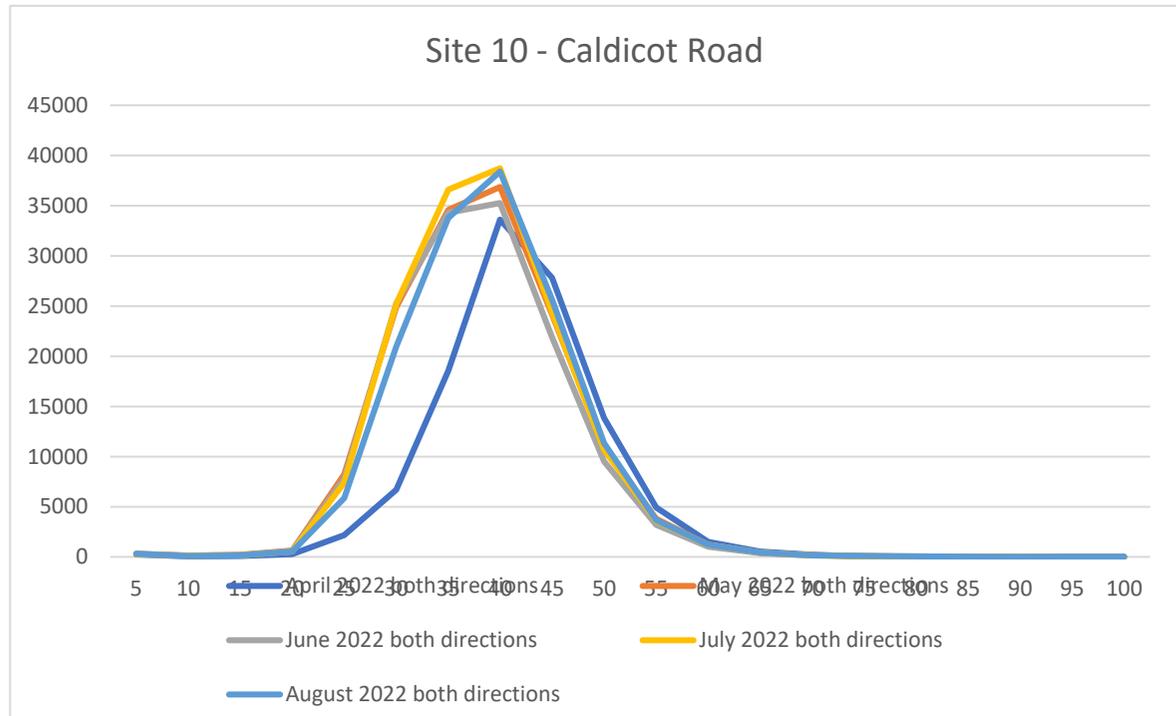
Date	Total number of vehicles	Mean vehicle speed	Median vehicle speed	Maximum vehicle speed	% vehicles exceeding 20mph	% vehicles Exceeding 30mph	85% percentile speed (mph)
Apr-22	217948	36.3	36.2	118.7	99.6	85.6	42.2
May-22	223580	30.7	29.4	126.5	99.2	46.6	37.1
Jun-22	179227	31	30.0	101.0	99.33	49.5	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



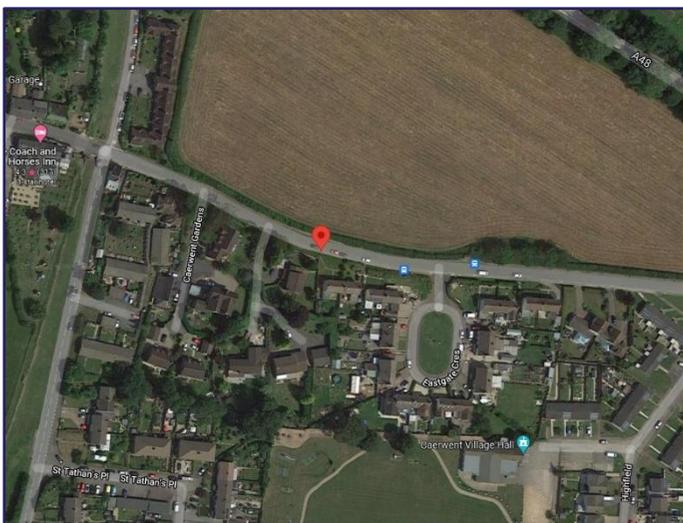
Sevenside Speed Data – Site 10 – Caldicot Road



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

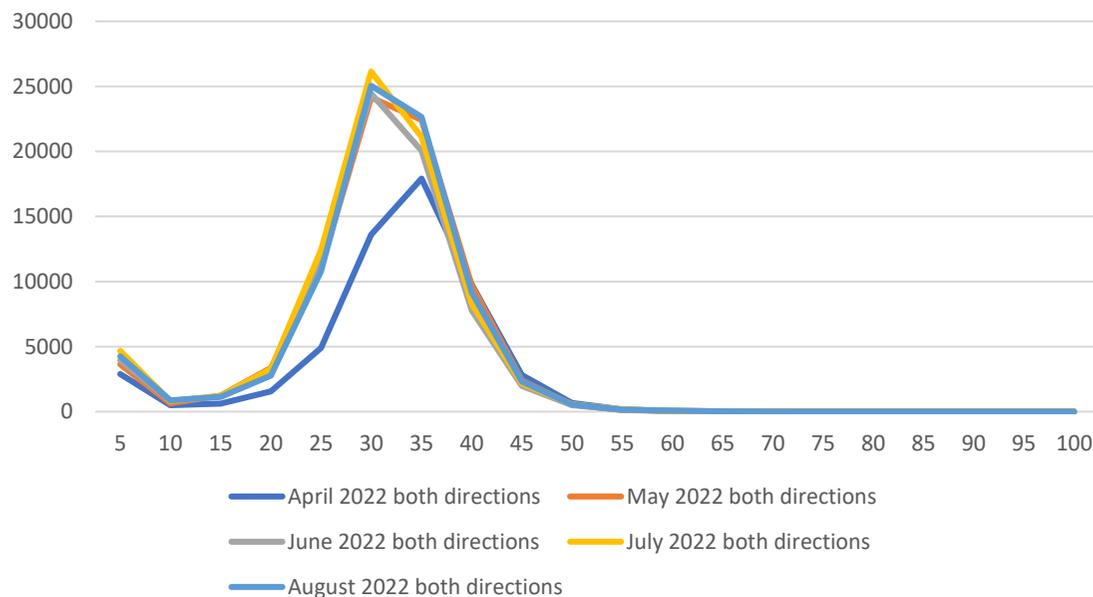


Sevenside Speed Data – Site 11 – Outside No1 Eastgate Crescent

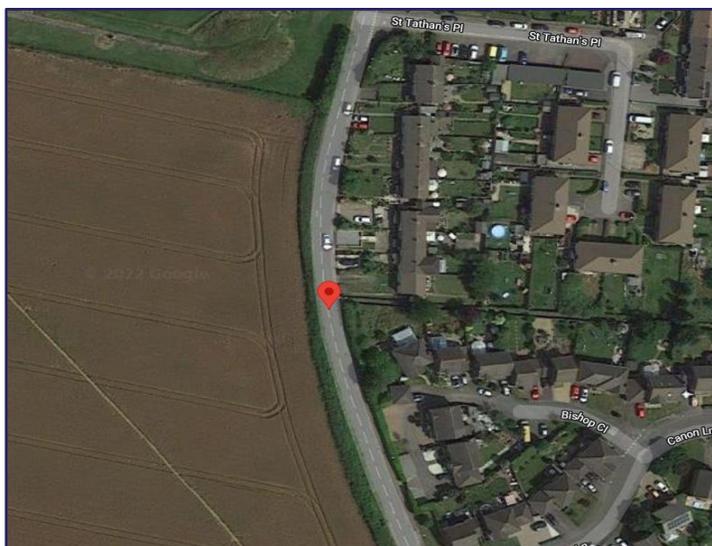


Date	Total number of vehicles	Mean vehicle speed	Median vehicle speed	Maximum vehicle speed	% vehicles exceeding 20mph	% vehicles exceeding 30mph	85% percentile speed (mph)
Apr-22	55525	29.6	31.0	122.3	90.0	56.7	37
May-22	79486	28.1	29.2	129.2	88.8	44.4	35.3
Jun-22	75778	27.4	28.6	126.1	88.0	40.3	34.7
Jul-22	80978	27.3	28.5	125.6	87.7	40.1	34.7
Aug-22	79823	27.9	29.1	121.3	88.7	43.8	35.1

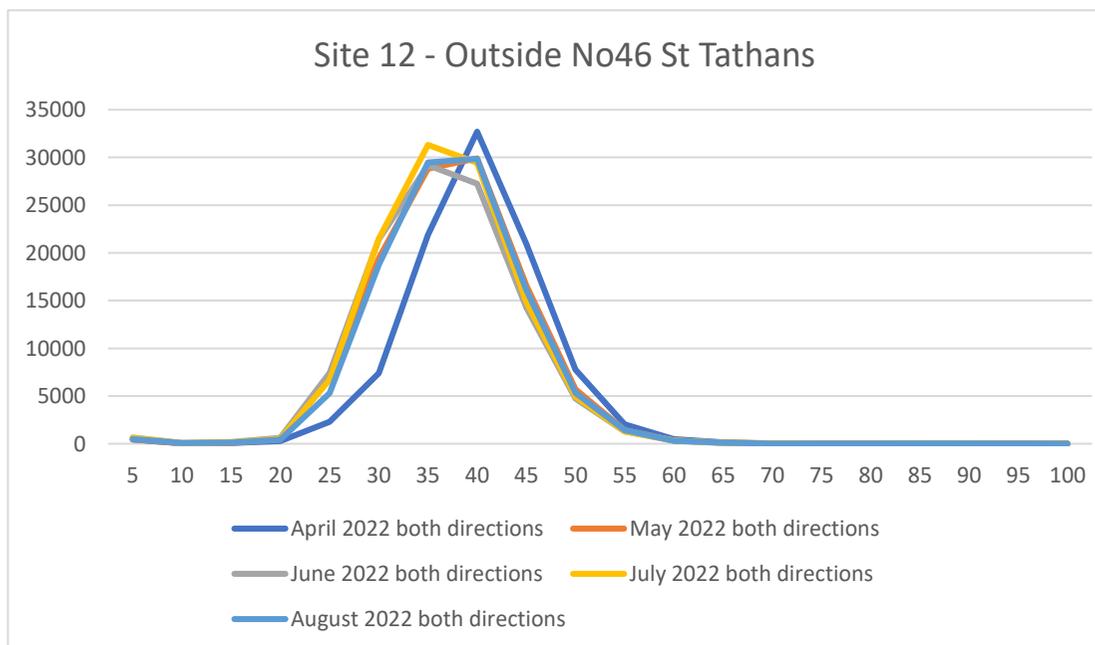
Site 11 - Outside No1 Eastgate Crescent



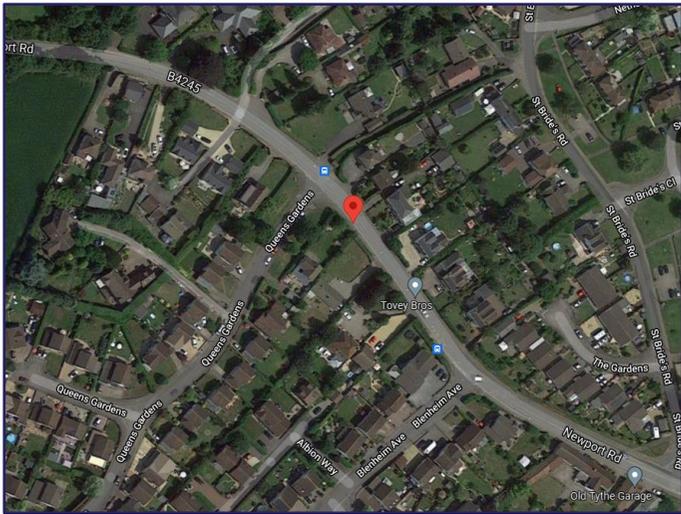
Sevenside Speed Data – Site 12 – Outside No46 St Tathans



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	96554	37.3	37.4	103.7	99.1	89.1	43.6
May-22	110296	34.8	34.9	127.1	99.1	75.2	41.8
Jun-22	107520	34.1	34.1	96.8	98.6	71.8	41.2
Jul-22	111897	34.3	34.2	91.6	98.8	73.6	41.2
Aug-22	107864	34.9	34.9	93.0	99.0	76.7	41.7

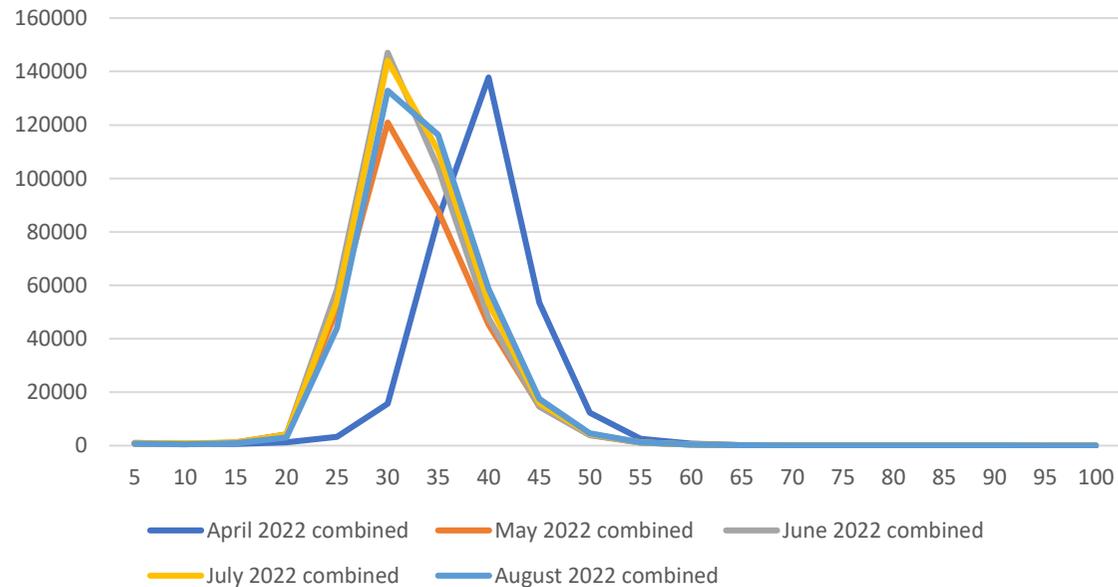


Sevenside Speed Data – Site 13 - B4245 Outside Fairfield House



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	314382	36.6	36.6	122.8	98.9	92.9	41.4
May-22	331871	30.2	29.4	91.4	98.1	46.3	36.2
Jun-22	383676	30.0	29.3	90.8	98.3	44.8	35.7
Jul-22	391200	30.3	29.6	100.7	98.2	47.5	36.1

Site 13 - B4245 Outside Fairfield House

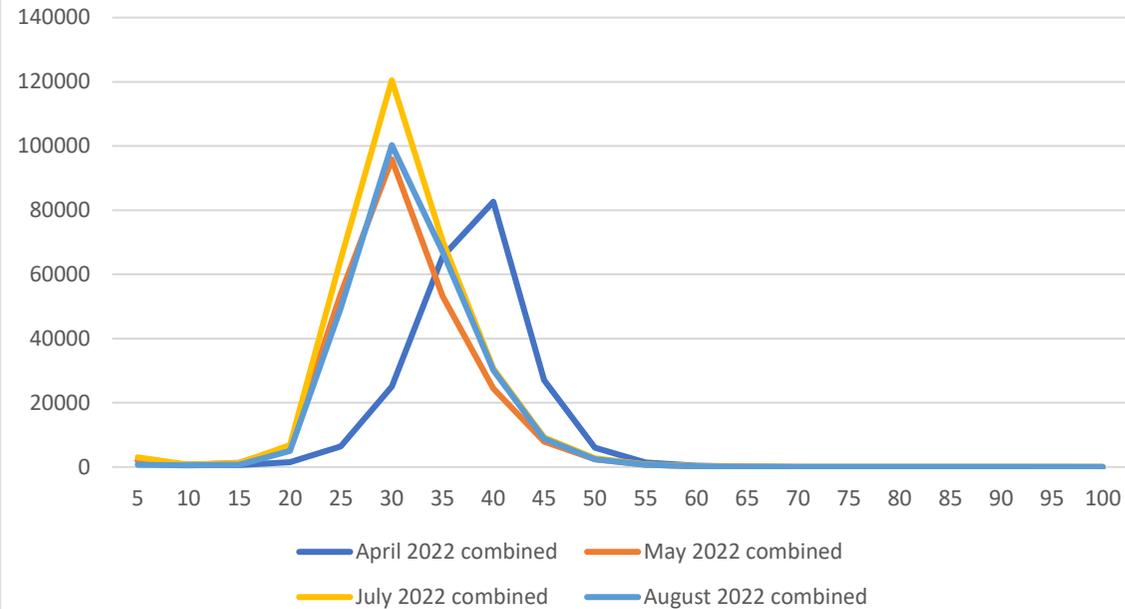


Sevenside Speed Data – Site 14 - B4245 Outside Juniper House



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	219270	34.8	35.3	126.3	97.9	83.5	40.3
May-22	249285	28.7	28.0	118.3	95.8	35.7	34.8
Jun-22	No Data	No Data	No Data	No Data	No Data	No Data	No Data
Jul-22	311338	28.7	28.1	124.3	96.2	36.8	34.8
Aug-22	266220	29.4	28.7	127.0	97.4	41.1	35.2

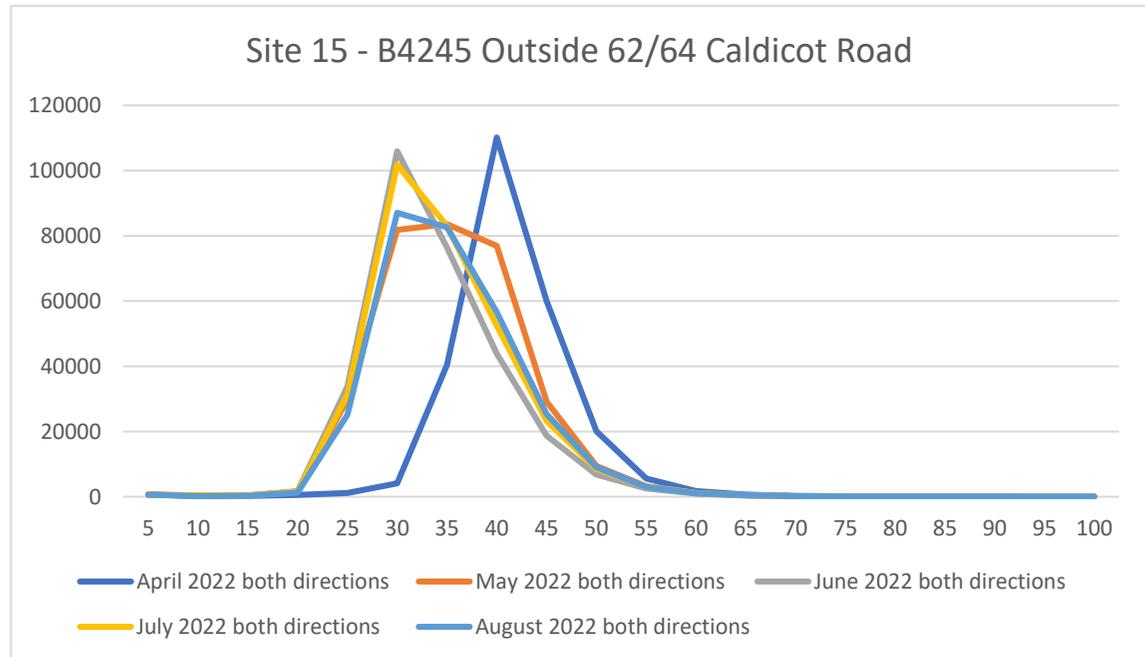
Site 14 - B4245 Outside Juniper House



Sevenside Speed Data – Site 15 - B4245 Outside 62/64 Caldicot Road



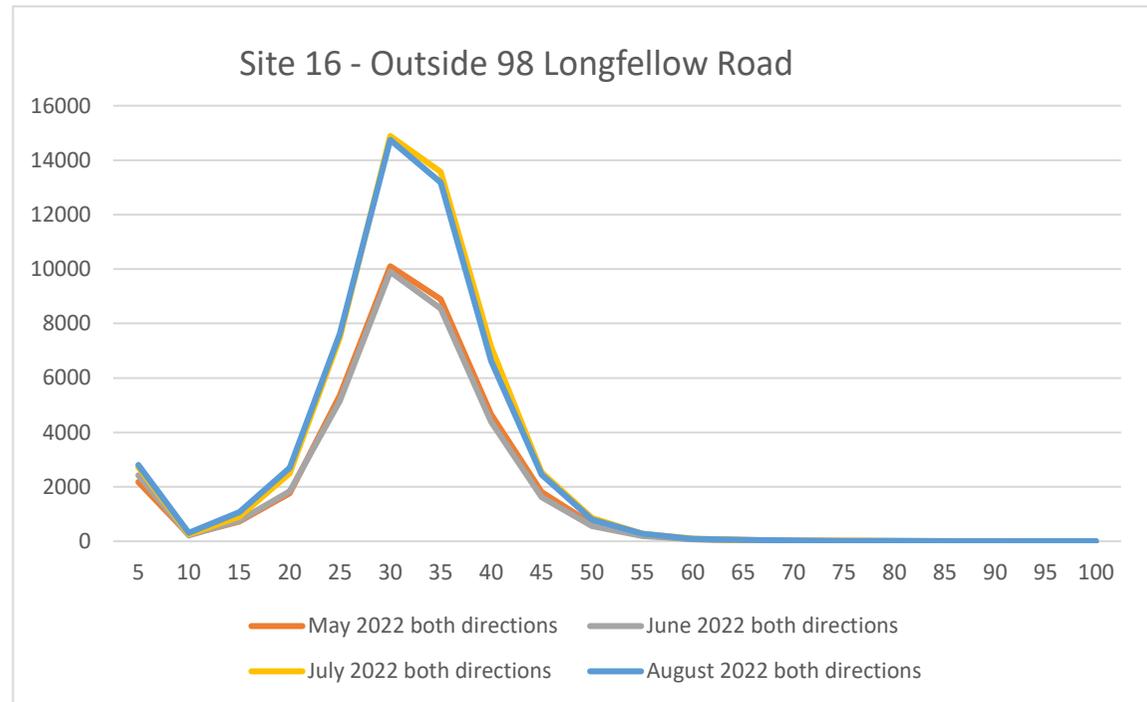
Date	Total number of vehicles	Mean vehicle speed	Median vehicle speed	Maximum vehicle speed	% vehicles exceeding 20mph	% vehicles exceeding 30mph	85% percentile speed (mph)
Apr-22	246220	38.9	38.3	119.5	99.3	97.1	44.0
May-22	319064	33.0	32.8	112.8	99.1	64.0	39.6
Jun-22	292522	31.4	30.2	123.6	99.0	51.2	37.9
Jul-22	308366	32.0	31.0	125.0	99.0	55.8	38.8
Aug-22	292894	32.7	31.8	129.3	99.2	60.9	39.4



Sevenside Speed Data – Site 16 - Outside 98 Longfellow Road



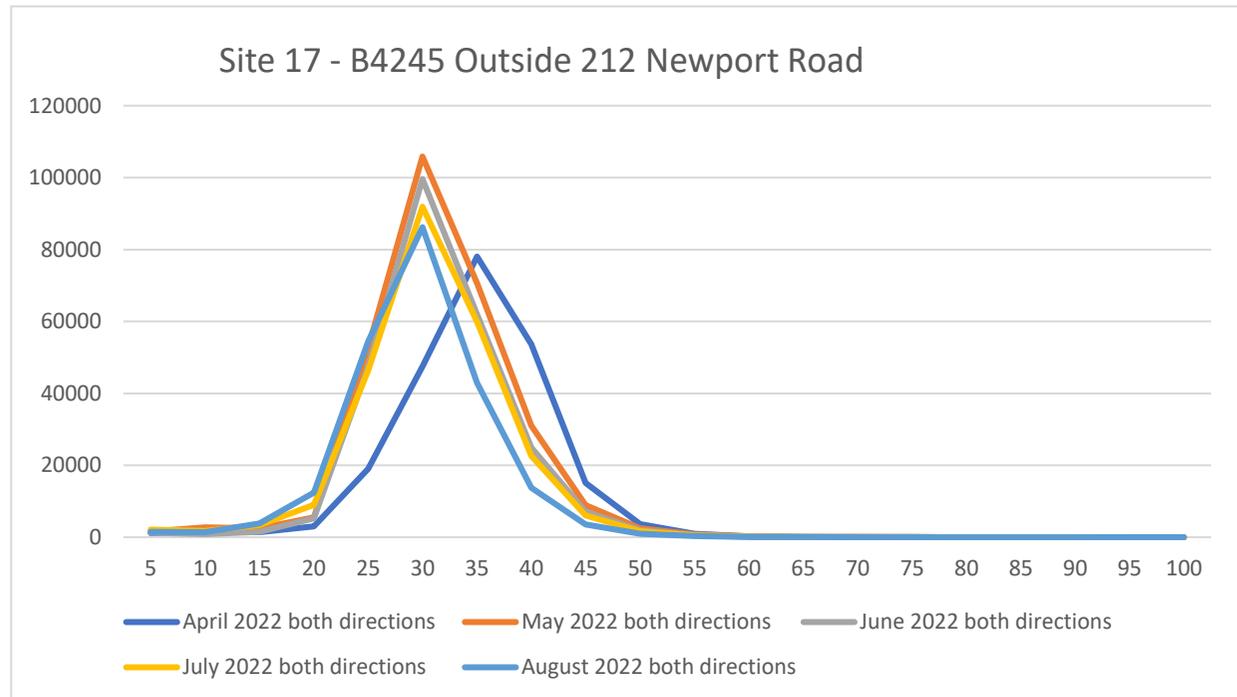
Date	Total number of vehicles	Mean vehicle speed	Median vehicle speed	Maximum vehicle speed	% vehicles exceeding 20mph	% vehicles exceeding 30mph	85% percentile speed (mph)
Apr-22	No Data	No Data	No Data	No Data	No Data	No Data	No Data
May-22	36743	28.1	29.1	124.7	86.7	44.5	36.6
Jun-22	35760	27.7	28.9	129.8	85.4	43.2	36.4
Jul-22	53298	29.3	125.9	88.0	46.0	36.6	
Aug-22	52774	28.2	29.1	114.0	87.0	44.5	36.4



Sevenside Speed Data – Site 17 - B4245 Outside 212 Newport Road

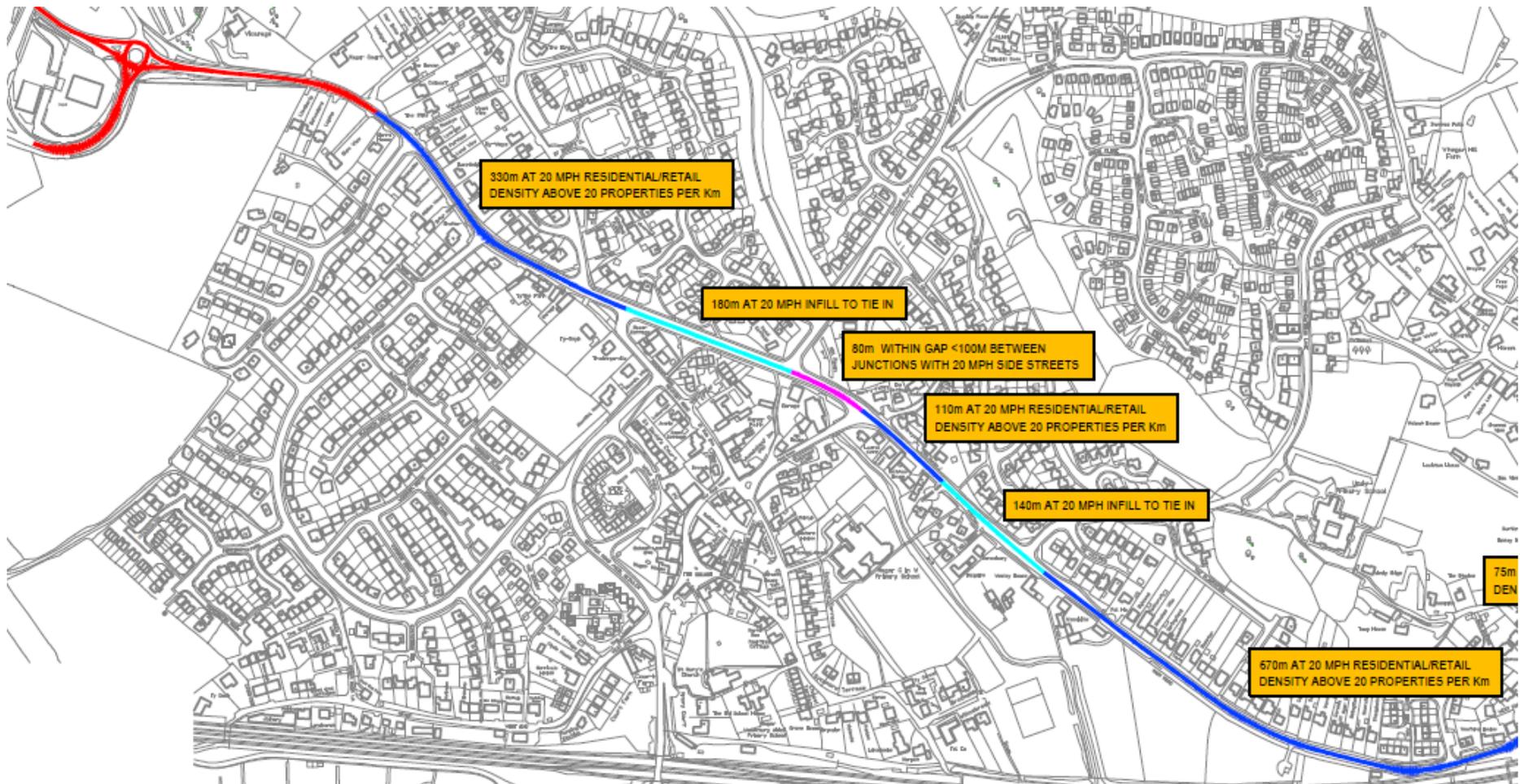


Date	Total number of vehicles	Mean vehicle speed	Median vehicle speed	Maximum vehicle speed	% vehicles exceeding 20mph	% vehicles exceeding 30mph	85% percentile speed (mph)
Apr-22	225339	32.2	32.7	127.1	96.9	67.4	38.1
May-22	285204	29.0	28.5	127.7	95.7	40.1	35.1
Jun-22	252900	29.0	28.4	128.4	96.5	38.3	34.7
Jul-22	245588	28.4	28.2	95.1	93.4	37.1	34.3
Aug-22	221433	27.1	27.0	120.7	91.4	27.9	32.8

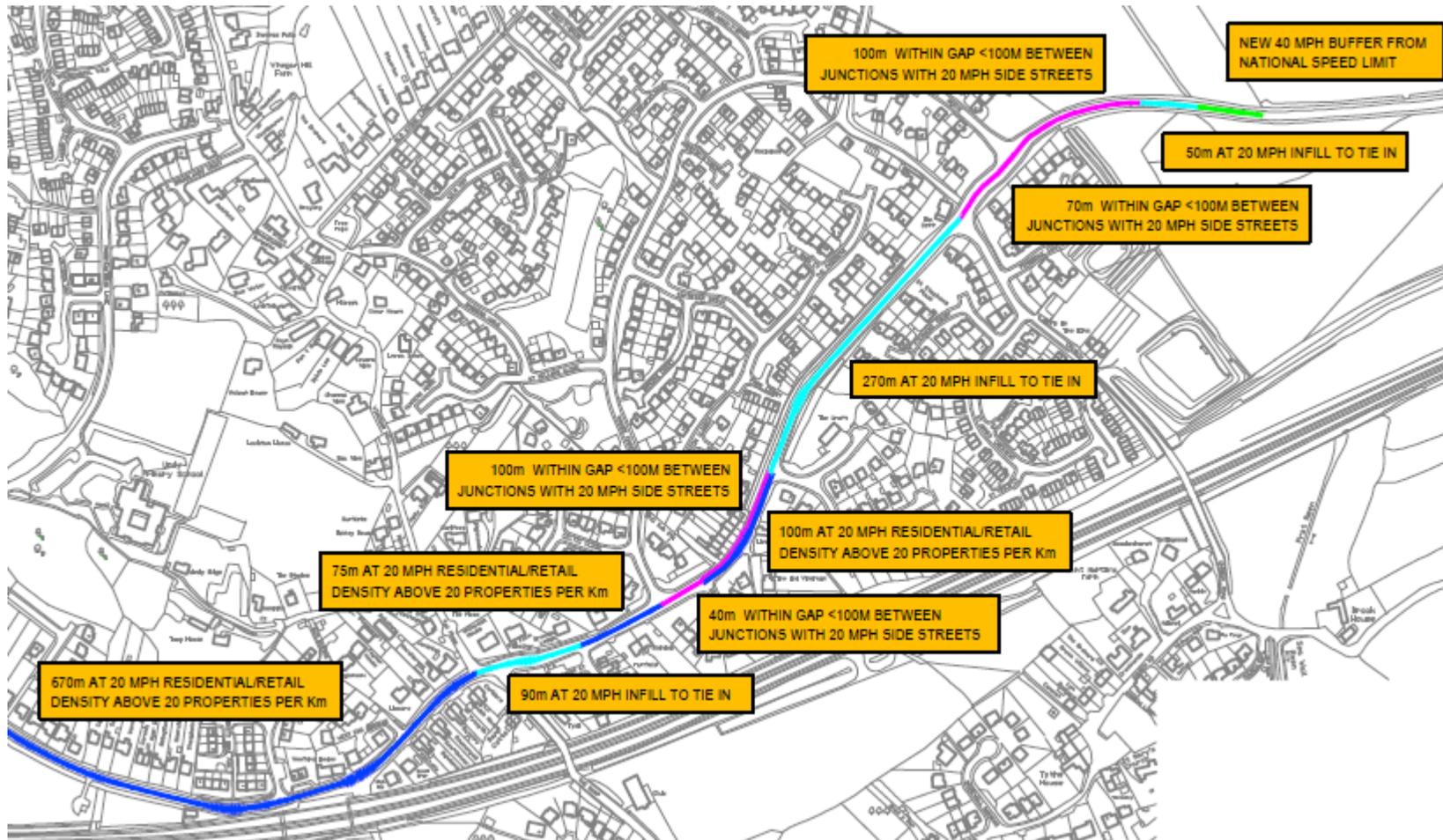


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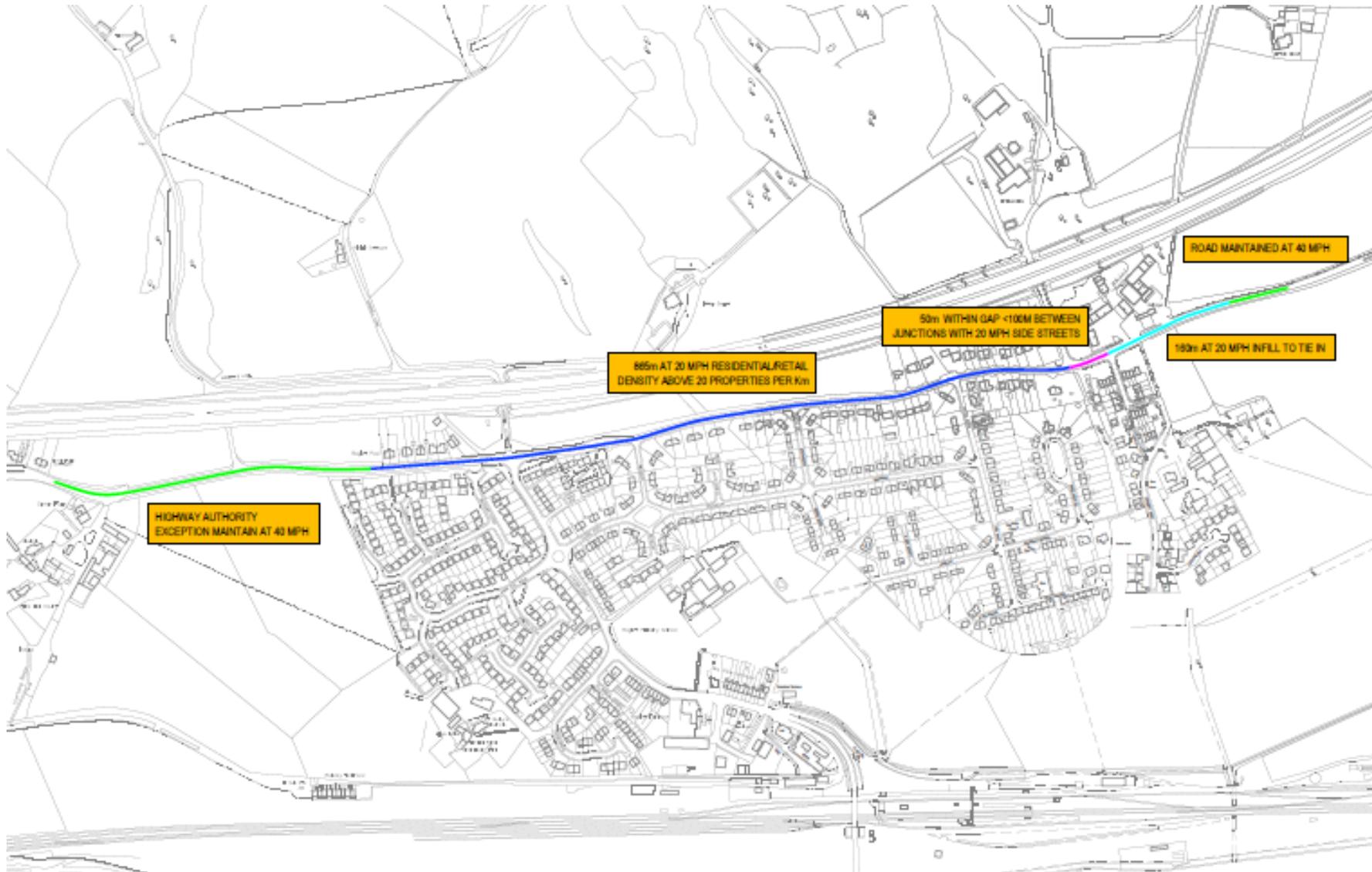
Appendix 1: Plans showing application of the criteria to the B4245 in Magor and Undy part 1



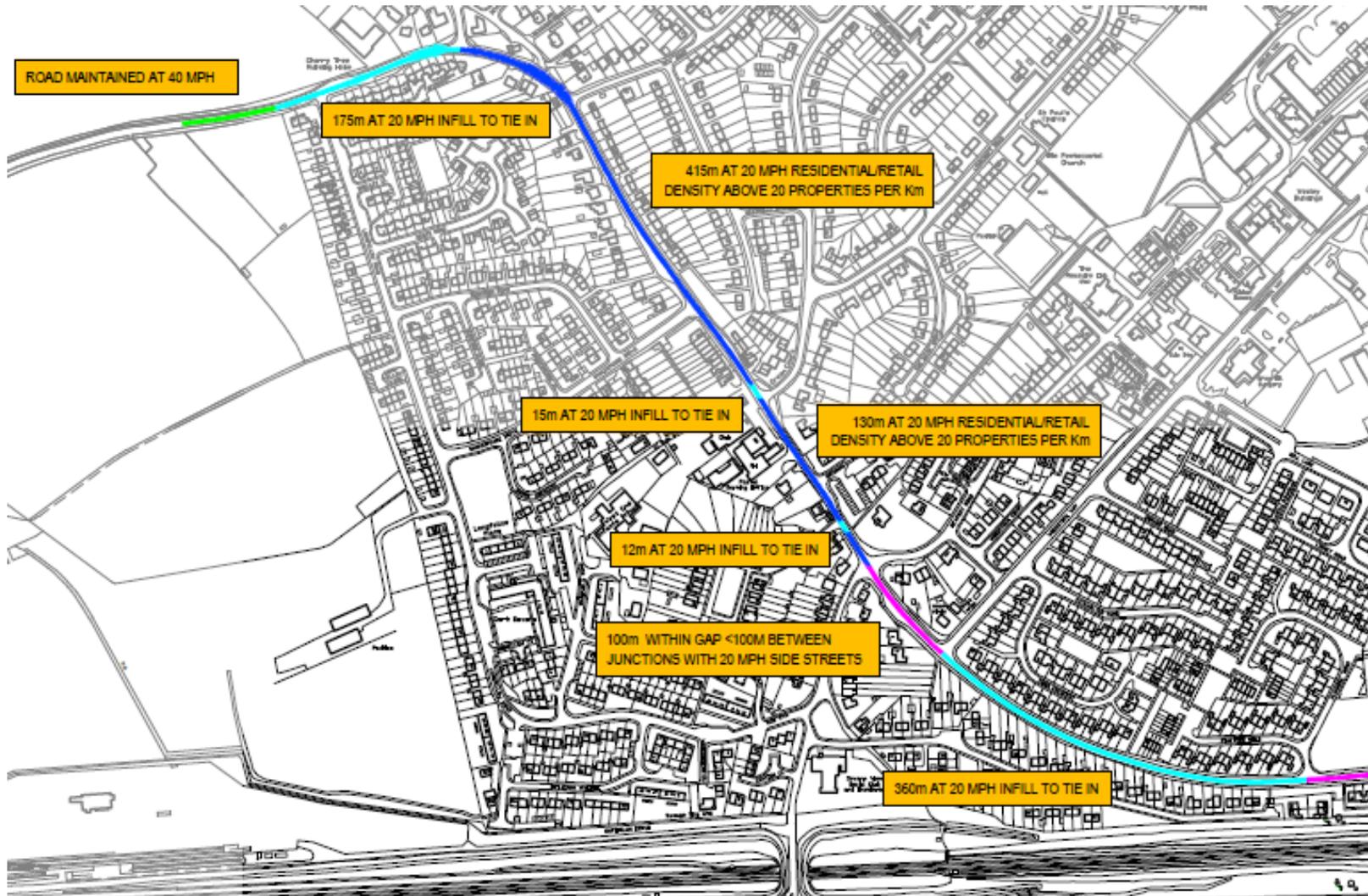
Appendix 1: Plans showing application of the criteria to the B4245 in Magor and Undy part 2



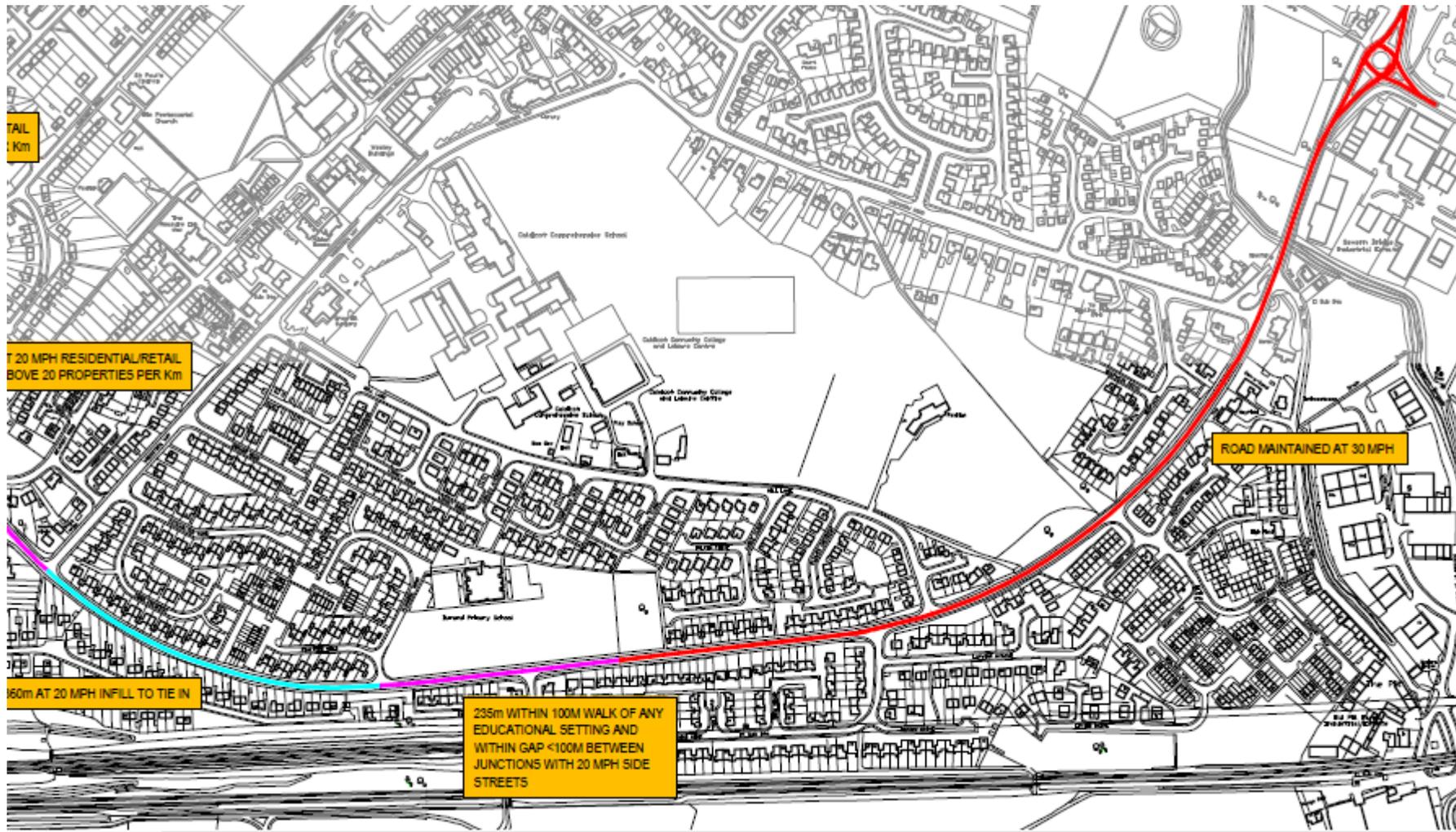
Appendix 1: Plans showing application of the criteria to the B4245 in Rogiet



Appendix 1: Plans showing application of the criteria to the B4245 in Caldicot part 1



Appendix 1: Plans showing application of the criteria to the B4245 in Caldicot part 2



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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