

Agenda



Delegated Decisions - Cabinet Member for Infrastructure and Assets

Date: Thursday, 8 June 2023

To: Councillors L Lacey

Item	Wards Affected
1	<u>A467 Reduction in Speed Limit FP</u> (Pages 3 - 74)
2	<u>A468 Proposed 50mph Speed Limit</u> (Pages 75 - 108)
3	<u>Prohibition of Driving Various Roads City Centre Newport</u> (Pages 109 - 148)

Contact: Anne Jenkins (Governance Team Leader)
Tel: 01633 656656
E-mail: Democratic.Services@newport.gov.uk
Date of Issue: 8 June 2023

This page is intentionally left blank

Report

Cabinet Member for Infrastructure and Assets

Part 1

Date: 15 June 2023

Subject **A467 Proposed 50mph Speed Limit**

Purpose The purpose of this report is to advise on the outcome of the formal advertisement regarding proposals to implement a 50mph speed limit traffic order between Forge Road roundabout (Pye Corner) and the city boundary with Caerphilly County Borough Council (CCBC).

The report asks the Cabinet Member for Infrastructure and Assets, within her Delegated Powers, to note the formal objections received during consultation, and decide whether or not to proceed with the proposed traffic order.

Author Head of Infrastructure

Ward Graig/Rogerstone East and West

Summary The council has carried out the full statutory consultation process including advertisement of the proposal to introduce a 50mph speed limit traffic order between Forge Road roundabout (Pye Corner) and the city boundary with Caerphilly County Borough Council (CCBC).

The “Notice of Intent” (NI) is shown in **Appendix A**.

In response to the consultation, the council received twenty-six objections, one email of support and one neutral response/enquiry regarding the proposed 50mph speed limit.

In line with delegated powers, the Cabinet Member is required to consider all comments, including objections and decide upon a resolution which is likely to include instructing Officers to proceed with making the Traffic Regulation Order (TRO) as consulted on, modify to make a less onerous and/or less extensive Order or abandon the Order.

Proposal That the Cabinet Member for Infrastructure and Assets duly considers the recommendations and authorises officers to proceed with Option 1, which will introduce a new lower 50mph speed limit order on the A467 dual carriageway between Forge Road roundabout (Pye Corner) and the city boundary with Caerphilly County Borough Council (CCBC).

Action by Head of Infrastructure

Timetable Immediate

This report was prepared after formal consultation and engagement with the following interested parties:

Council Officials & Departments

- Head of Infrastructure
- Road Safety and Customer Services Team, Infrastructure Services
- Highways & Engineering Services Manager
- Senior Strategy Manager
- Ward Members

Organisations

- Police Chief Officer
- GoSafe
- Ambulance Service
- Fire Service
- Haulage Companies
- Transportation / Bus Companies
- Disability Groups
- Caerphilly County Borough Council (CCBC)

Signed

Background

Following a number of accidents on the A467 in the last five years, Officers concluded the frequency and severity of the problem warranted the introduction of a lower speed limit; which would see a reduction from 70mph to 50mph on the Newport section of the A467 dual carriageway.

Between 1st January 2017 and 31st December 2021, accidents include five serious and ten slight and 85 percent of all incidents involved the driver and rider casualties.

Therefore, the proposals are intended to provide mitigation of danger to persons or other traffic using the road, as the safety gains from driving slower are indisputable.

GoSafe were formally consulted on the proposals in order to establish the level of support from a policing and enforcement aspect and to provide an opportunity to put forward any alternative suggestions or objections, in addition to local ward Members. The following extract from the response from Go Safe below shows their support:-

“A reduction in the speed limit would be welcomed and we support this,..... If the local authority feel it is appropriate then we will support this”

The proposals are shown in the attached documents - **Appendix C**;

- Drawing No.12758-02, A467 Newport

The formal consultation commenced on the 5th October 2022 allowing consultees to submit their observations and / or objections by Wednesday 2nd November.

Individuals had the opportunity to send feedback via royal mail, emailing Newport City Council Traffic Mailbox or engagement via Infrastructure Services.

A copy of the Notice of Proposal (see **Appendix A**) was advertised in the Local Newspaper, allowing the opportunity for individuals from the wider area to also consider the proposal . Additionally, Officers engaged with local Members and organisations such as the emergency services and enforcement partners.

In response to the statutory consultation, the Council received twenty-six valid objections (see **Appendix B**) in addition to one email of support and one neutral enquiry.

In summary, objections are made based on the following;

- The A467 benefits from good traffic flow and it does not get congested, aside from where it changes to 50mph
- Reducing the speed limit will not improve traffic flow, it will affect performance, cause further delays/backlogs, slow traffic and increase journey times,
- Queues are caused by new developments without increasing infrasture, the speed limit does not need changing
- Reduced speed does not always reduce accidents and pollution
- Motorists' will drive even slower and encourage other to overtake at speed
- The A467 does not form part of an Air Quality Management Assessment (AQMA)
- Motorists' ignore the speed limit
- Disagree with a blanket 50mph, slowing speed northbound will increase traffic,
- The A4674 is a dual carriageway, in good condition and few hazards
- Speed limits should be based on 85th percentile
- Revenue generating proposal
- The evidence supplied is not enough to warrant a reduction in speed, The Council is making it difficult for people to use cars, favouring public transport

- Caerphilly County Borough Council (CCBC) are not proposing to reduce their stretch of the A467 which could lead to confusion, it will exacerbate speeding. It will hinder transportation of goods.

With regards to the what is deemed to be a neutral enquiry from one individual, a summary is provided below;

- A Traffic Regulation Order (TRO) request for information on the A467 northbound between Pye Coerner and the Morrisons roundabout
- Would like to know who is responsible for erecting and removing temporary speed limit signs

The consultation generated one email of support for the 50mph speed limit in the A467; a summary is provided below;

- Delighted the speed limit on the A467 is being surveyed

In response to the above objections, the primary objective of this proposal is to keep individuals safe on our roads and an on-going commitment to reduce the number and severity of accidents occurring on the road network each year, rather than specifically trying improve the flow of traffic and/or ease congestion.

This proposal is in response to levels and severity of traffic incidents in the last five years. Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer confidence in the latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved driver and rider casualties.

From a road safety perspective, the safety gains from driving slower are indisputable. Although the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents occurring and severity on this stretch of road. In order to achieve this, a lower speed limit in both directions is necessary.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable driving distance. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe.

Due to the relatively short section of the A467 affected by this proposal, the effect on journey times will be minimal

The proposal is not associated with any Air Quality Management project. However, lower speeds can positively influence air quality by reducing emissions and harmful pollutants.

In "Making" a Traffic Regulation Order, the Police have the powers to enforce the speed limit and we would always actively support GoSafe and our Policing partners with any enforcement activity. Additionally, we have actively engaged with GoSafe and Gwent Police in advance of formally advertising the proposals. Their support is based on the reported accident statistics, understanding that we anticipate a reduction in both number and severity as a direct result of this proposal.

With regards to basing speed limits on the 85th percentile. The "Mean" speed is often used as the basis for determining local speed limits, including reviews. For the majority of roads, there is a consistent relationship between "Mean" speed and "85th percentile", which is the speed at which 85% of traffic will be travelling at, or below. Where this is not the case, it usually indicates that drivers have difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required. In these instances, it may be necessary to reduce the larger than normal difference between the mean and 85th percentile speed. The aim for setting and reviewing limits is to align the speed limit to the condition of the road and road environment.

Additional factors that are considered when setting speed limits include the following:-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)).

With regards to our neighbouring borough; Caerphilly County Borough Council (CCBC). Newport City Council is not best placed to comment on roads under the jurisdiction of a neighbouring authority. The proposals are based Newports section of the A467, its accident data and the councils commitment to lowering the number and severity each year.

However, it is considered appropriate to highlight that the Council engaged with CCBC and provided copies of the proposals for their review. Aside from an initial enquiry which was answered in the Statement of Reasons (SoR), no further comments have been received.

The neutral enquiry is noted and a full response has been issued; including copies of the TRO as requested.

We note the positive comment regarding the undertaking of surveys on the A467.

In addition to the above we also requested observations from the councils Senior Scientific Officer regarding air quality control

Observations in respect of the potential impact of reducing speeds upon air quality are as follows:

- Our experience with the M4 based AQMAs we have and pollution levels observed since a 50mph speed limit was put in place, suggests that a combination of slower vehicles, coupled with gradual fleet transformation and greater working from home may have contributed to what appears to be the beginnings of sustainable compliance with air quality objectives that have historically been breached.
- A study on the state of evidence on 20mph speed limits with regards to road safety, active travel and air pollution impacts (Davis 2018) suggests there can be some air quality benefit depending on the driving styles of drivers within these reduced speed settings.

The councils adopted 2019 Sustainable Travel Strategy is focussed on air quality, noise and sustainability; and through things like the gradual fleet transformation from internal combustion to electric and other zero emission vehicles there could be a change in soundscape as a result of reduced engine noise. The noise a vehicle makes at 50 mph or 70mph should be related to whatever gear the driver has

chosen to run the vehicle in or the car if automatic; an optimum gear should be as selectable for 50mph as it is at 70mph.

Financial Summary

- The cost of making & implementing the Traffic Regulation Order (TRO), including associated signs and posts will be met in full via existing council funding.

	Year 1 (Current) £	Year 2 £	Year 3 £	Ongoing £	Notes including budgets heads affected
Income					Costs for TRO and Implementation of signs and lines for each location.
Net Costs (Savings)	3,000				
Net Impact on Budget	3,000				

Risk Table (if applicable)

Risk	Impact of Risk if it occurs* (H/M/L)	Probability of risk occurring (H/M/L)	What is the Council doing or what has it done to avoid the risk or reduce its effect	Who is responsible for dealing with the risk?
Non-compliance of legislation	Medium	Low	Adhere to Guidance and Regulations such as The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 and The Road Traffic Regulation Act 1984. As per the above adequate consultation in the local press and engagement with stakeholders, including the emergency services and policing/enforcement partners.	Head of Infrastructure

Links to Council Policies and Priorities

One Newport Public Services Board Local Well-being Plan 2018-23

The Local Well-being Plan has five cross cutting interventions that support the priorities and well-being objectives of the Public Services Board (PSB). Sustainable Travel is one of the five cross-cutting interventions. The PSBs' sustainable travel vision is:

"Efficient, safe, and healthy travel, accessible to all, with overall low impact on the environment, prioritising walking, cycling and integrated public transport and also considering car sharing and ultra-low emission vehicles".

The intervention sets out 3 steps that the PSB will be working on for the life of the plan.

1. PSB to become champions of sustainable travel, leading by example and reducing the public sector's contribution to air pollution.
2. Create an environment where public transport, walking and cycling is prioritised.
3. Encourage the use of ultra-low emission vehicles.

The preferred option supports these objectives

Corporate Plan 2022 2027

The Corporate Plan runs to 2027. There are four well-being objectives that will prioritise our focus over the next five years and will support our longer-term vision for Newport over the next 20 years:

1. Economy, Education and Skills - Newport is a thriving and growing city that offers excellent education and aspires to provide opportunities for all.
2. Environment and Infrastructure – Newport is a city that seeks to protect and enhance our environment whilst reducing our carbon footprint and preparing for a sustainable and digital future.
3. Quality Social Care and Community Services - Newport is a supportive city where communities and care are at the heart of what we do.
4. An Inclusive, Fair and Sustainable Council - Newport City Council is an inclusive organisation that places social value, fairness and sustainability at its core

The preferred option supports these aims

Sustainable Travel Strategy (Air, Noise & Sustainability Action Plan)

The Council's Sustainable Travel Strategy (Air, Noise & Sustainability Action Plan) was designed to outline the various actions the Council will progress to reduce the level of pollution from road traffic and provide a framework to develop local plans to target known areas of poor air pollution.

The preferred option will support this strategy.

Options Available and considered

Option 1 – Proceed to implementation as per the original Advertisement

That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed to implementation, which will introduce a 50mph speed limit Traffic Order in the A467 between Forge Road roundabout (Pye Corner) and the city boundary with Caerphilly County Borough Council (CCBC).

Option 2 - Abandon the 50mph speed limit Traffic Order

Preferred Option and Why

Option 1 – Proceed to implementation as per the original Advertisement

That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed to implementation, which will introduce a 50mph speed limit Traffic Order in the A467 between Forge Road roundabout (Pye Corner) and the city boundary with Caerphilly County Borough Council (CCBC).

This option is recommended as it will help to reduce traffic speeds, improve road safety and lower the number and severity of accidents occurring along this key route. The Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Comments of Chief Financial Officer

As outlined in the report, the proposal is to be met from within existing budgets and is therefore affordable. Any ongoing costs will also be met from within the service's revenue budget.

Comments of Monitoring Officer

The proposed Traffic Regulation Order is in accordance with the Council's statutory powers that allow it to temporarily or permanently restrict or prohibit the use of the highway network in line with the Road Traffic Regulation Act 1984. In accordance with the regulations, the intention to make the "50mph speed limit" Traffic Order has been formally advertised and 26 valid objections have been received during the public consultation period. Therefore, the Cabinet Member is now required to have regard to the objections and consider whether, in the light of the representations made, the TRO should be confirmed.

The Order has been proposed following a number of reported incidents on the A467 over a five year period, including 5 serious and 10 slight. 85% of incidents reported involved driver and rider casualties. Officers have followed guidance and working practices associated with setting and reviewing speed limits and factors such as history of collisions; including frequency, severity, types and causes; road geometry and engineering, road function, composition of road users and road environment in order to assess the severity of the problem and to develop the most suitable method for resolving the issues.

A full consultation process has been undertaken including public advertisement of the Notice of Intent (NI) in line with statutory procedures; stakeholders including internal interested parties, the emergency services, GoSafe and local Members.

Comments of Head of People, Policy and Transformation

There are no staffing implications associated with this decision. An FEIA has been completed which has not identified any significant impacts on people with protected characteristics. The proposal also supports the 5 Ways of Working identified in the Well-being of Future Generations Act, particularly with respect to Prevention and Involvement. A consultation was conducted with both members of the public and selected external stakeholders and the results are included in this report.

Local issues

Processes include consultation and engagement with Members. Feedback suggests mixed views with two representation in total. One of which is in support; the second is an objection based on not believing the evidence provided (accident data) warrants a reduction in the speed limit.

Scrutiny Committees

N/A

Fairness and Equality Impact Assessment:

- **Wellbeing of Future Generation (Wales) Act**
- **Equality Act 2010**
- **Socio-economic Duty**
- **Welsh Language (Wales) Measure 2011**

The council has a number of legislative responsibilities to assess the impact of any strategic decision, proposal or policy on people that may experience disadvantage or inequality.

The proposals have been subject to a Fairness and Equality Impact Assessment (FEIA) which allow us to consider all relevant impacts.

The Fairness and Equality Impact Assessment is attached to this report - **Appendix D**.

Children and Families (Wales) Measure

N/A

Wellbeing of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act is about improving the social, economic, environmental and cultural well-being of Wales.

The below is an overview of how the Council has considered the five ways of working in developing the 50MPH speed limit proposals parking proposals in this report and meeting our long term objectives.

Looking to the long Term

This preferred option addresses the short and long term concerns regarding road safety and to secure the expeditious, convenient and safe movement of vehicular and other traffic. It also seeks to support the strategic aims around promotion of active travel and reduced carbon emissions and harmful pollutants by maintaining traffic flow; whilst helping to translate vehicle spacing into road capacity if motorists' maintain a reasonable driving space. This can then result in more people being able to travel and still be safe.

Prevention

This preferred option will seek to address current and future road safety concerns on a busy strategic route which will have the capacity to improve the social and environmental wellbeing of residents now and in the future

Collaboration/involvement

Statutory consultation on the preferred option has ensured full consultation and collaboration with communities, elected members and statutory bodies in considering this proposed traffic order amendment.

Taking an integrated approach

The preferred option will address road safety concerns for all users both now and in the future. Reduced carbon emissions, promotion modal shift to more cycling and walking within communities and reduction in traffic congestion, promotes ecosystems that support social, economic and ecological resilience and the capacity to adapt to change.

Crime and Disorder Act 1998

N/A

Consultation

The formal consultation commenced on the 5th October 2022 allowing consultees to submit their observations and / or objections by Wednesday 2nd November.

Individuals had the opportunity to send feedback via royal mail, emailing Newport City Council Traffic Mailbox or engagement via Infrastructure Services.

A copy of the Notice of Proposal (see **Appendix A**) was advertised in the Local Newspaper, allowing the opportunity for individuals from the wider area to also consider the proposal . Additionally, Officers engaged with local Members and organisations such as the emergency services and enforcement partners.

Background Papers

See Appendix A-D

Dated: 15 June 2023

APPENDIX A

NOTICE ADVERTISED

**NEWPORT CITY COUNCIL
(A467 NEWPORT)
(50MPH SPEED LIMIT) ORDER 2022**

NOTICE is hereby given that Newport City Council (hereinafter referred to as "the Council") in exercise of its powers under the Road Traffic Regulation Act 1984 (as amended) and of all other enabling powers, intends to make the above order the effect of which is set out in the Schedule below.

Full details of these proposals are in the draft order, which together with the plan and a statement of the Council's reasons for proposing to make the order, may be inspected via request to Conveyancing.Team@newport.gov.uk or telephone 01633 656656. If you wish to object to the proposals you should send the grounds for your objection in writing to the undersigned by 02 November 2022.

DATED: 05 October 2022
G D Price, Head of Law and Standards, Civic Centre, Newport, NP20 4UR.

SCHEDULE

The following lengths of the A467 will be subject to a 50mph speed limit:

- (a) Northbound carriageway from a point 35 metres north of its junction with A467 Forge Road roundabout (Pye Corner) to a point 220 metres north west of its junction with Meadowland Drive roundabout, in line with the common boundary with Caerphilly County Borough Council.
- (b) Northbound off-slip from its junction with A467 northbound carriageway to its junction with Tregwilym Road southern roundabout.
- (c) Northbound on-slip from its junction with Tregwilym Road southern roundabout to its junction with A467 northbound carriageway.
- (d) Southbound carriageway from a point 220 metres north west of its junction with Meadowland Drive roundabout, in line with the common boundary with Caerphilly County Borough Council to a point 90 metres north west of its junction with the southbound on-slip from Tregwilym Road northern roundabout.
- (e) Southbound off-slip from its junction with A467 southbound carriageway to its junction with Tregwilym Road northern roundabout.

APPENDIX B

PROPOSED 50MPH SPEED LIMIT, A467 - OBJECTIONS

Objection No.1:

From:

Sent: 07 October 2022 23:32

To: NCC-Conveyancing Team

Subject: Speed Limit Change to 50MPH, A467

I am writing this email as once again Newport city Council are yet again trying to cause problems where there aren't any I have driven this stretch of road many times even during peak times and I have never experienced any poor traffic flow on this stretch between pie corner and Rogerstone rather than trying to slow traffic on roads that have no issues why can't you have another look and think about the bottleneck that is the m4 Brynglas tunnels or better still sort out that poor excuse of traffic calming you have wasted money on on junction 28 as this junction is confusing for many and has caused more issues. Newport City Council pull yourselves together and maybe look at these issues as to why there are build ups of congestion from pie corner down to junction 28 and leave the stretches further up that have no issues alone as you are causing more problems than it's worth.

Thank you for your time in reading this.

Response to Objection No. 1

From: NCC - Traffic

Sent: 07 November 2022 13:36

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

Firstly, it is considered appropriate to share you with you guidance and working practices associated with setting and reviewing speed limits in general.

The Department for Transport (DfT) offers guidance which sets out the framework that traffic authorities should follow when setting and reviewing local speed limits. Guidance states that speed limits should be evidence-led and self-explaining and seek to reinforce peoples assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as a "maximum", rather than a target speed.

Newport City Council (NCC) is responsible for setting "local" speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. The below is used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. Guidance is also used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in the Councils Local Transport Plans.

We are obliged to keep our speed limits under review with changing circumstances. A current example of this is the Wales wide national default speed limit changes from 30mph to 20mph in urban areas and

built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists (further details below).

Our guidance is used not only for setting local speed limits, but it also designed to help improve the wider understanding of why and how local speed limits are determined. The guidance is not used in isolation, but in conjunction with more comprehensive information specific to each site (further details below).

With regards to our latest proposals in the A467, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

In line with the above, it is good practice to review the wider area to ensure a safe distribution of speed. It is therefore considered appropriate to make the remainder of the A467 50mph. Please kindly note that a reduction in speed is not insulation, but an extension to the Welsh Government improvement works in the area.

Please kindly note that the driving force behind our latest proposals is a result of a high number of accidents on the stretch of road in question. Therefore, we respectfully reject claims of trying to cause problems. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistic, understanding that we would see a reduction as a direct result moving forwards.

Lastly, your comments in relation to the B4 Brynglas tunnels and the traffic calming features at J28 do not form part of the A467 proposals. However, please expect a separate email regarding the concerns raised in due course.

For information, factors that are considered when setting speed limits include the following:-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)).

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

Please expect to receive an update as soon as a decision has been made.

Response to Objection No. 1 (secondary)

From: NCC - Traffic

Sent: 08 November 2022 16:13

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Further to our earlier email (below). Please be advised, the processes and legal procedures following objections can be quite lengthy. We will endeavour to provide further updates on this process via our webpage as a means of updating objectors and the wider community.

Updates will be made available online as soon as a decision has been made.

Objection No.2:

From:

Sent: 07 October 2022 22:16

To: NCC-Conveyancing Team

Subject:

So why are you changing speed limits everywhere is it because you need to catch people who are out there trying to make a living and cant afford to but you want to fine people trying. Bye cutting speed limits in most of wales just so the council can make a killing of it.

Response to Objection No. 2

From: NCC - Traffic

Sent: 07 November 2022 15:02

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467.

Firstly, it is considered appropriate to share you with you guidance and working practices associated with setting and reviewing speed limits in general.

The Department for Transport (DfT) offers guidance which sets out the framework that traffic authorities should follow when setting and reviewing local speed limits. Guidance states that speed limits should be evidence-led and self-explaining and seek to reinforce peoples assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as a “maximum”, rather than a target speed.

Newport City Council (NCC) is responsible for setting “local” speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. The below is used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. Guidance is also used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in the Councils Local Transport Plans.

We are obliged to keep our speed limits under review with changing circumstances. A current example of this is the Wales wide national default speed limit changes from 30mph to 20mph in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists (further details below).

Our guidance is used not only for setting local speed limits, but it also designed to help improve the wider understanding of why and how local speed limits are determined. The guidance is not used in isolation, but in conjunction with more comprehensive information specific to each site (further details below).

With regards to our latest proposals in the A467, reasons for reducing the speed can be reviewed in the “Statement of Reason”. However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year, rather than a money making exercise.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistic, understanding that we would see a reduction as a direct result moving forwards.

For information, factors that are considered when setting speed limits include the following:-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and

appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)).

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

Please expect to receive an update as soon as a decision has been made.

Response to Objection No. 2 (secondary)

From: NCC - Traffic

Sent: 08 November 2022 16:34

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Further to our earlier email (below). Please be advised, the processes and legal procedures following objections can be quite lengthy. We will endeavour to provide further updates on this process via our webpage as a means of updating objectors and the wider community.

Updates will be made available online as soon as a decision has been made.

Objection No.3

From: Cllr

Sent: 31 October 2022 07:30

To: NCC-Conveyancing Team

Subject: RE: A467 - Consultation Documents

As author of the Consultation document, can you please provide the following:

- 1) Reasons for the drop in speed limit given the road is not considered an AQMA?
- 2) If the speed limit is due to accidents/RTC's, provide the data to show the statistics of recorded incidents over a given time period to justify the drop in speed

Response to Objection No.3

From: NCC – Convenancing Team
Sent: 31 October 2022 07:52
To:
Subject: RE: A467 - Consultation Documents

The reasons for the proposed speed reduction should be set out in the statement of reasons that you were sent, together with the draft Traffic Regulation Order. My understanding is that the speed reduction is intended to improve the flow of traffic.

But the Highway Engineers will need to provide you with any technical assessments or data which support the proposal.

xx...can you please forward xx e-mail to your instructing officers in Infrastructure Services and ask them to respond directly – and in sufficient time to enable him to submit any further comments within the consultation period, as I see that it ends on 2nd November.

Response to Objection No. 3 (secondary)

From: NCC – Member City Services
Sent: 02 November 2022 12:59
To:
Subject: RE: A467 - Consultation Documents

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467. Firstly, it is considered appropriate to share you with you guidance and working practices associated with setting and reviewing speed limits.

The Department for Transport (DfT) offers guidance which sets out the framework that traffic authorities should follow when setting and reviewing local speed limits. Guidance states that speed limits should be evidence-led and self-explaining and seek to reinforce peoples assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as a “maximum”, rather than a target speed.

Newport City Council (NCC) is responsible for setting “local” speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. The below is used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. Guidance is also used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in the Councils Local Transport Plans.

We are obliged to keep our speed limits under review with changing circumstances. A current example of this is the Wales wide national default speed limit changes from 30mph to 20mph in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists (further details below).

Our guidance is used not only for setting local speed limits, but it also designed to help improve the wider understanding of why and how local speed limits are determined. The guidance is not used in isolation, but in conjunction with more comprehensive information specific to each site (further details below).

With regards to our latest proposals in the A467, reasons for reducing the speed can be reviewed in the “Statement of Reason”. However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of

vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

In line with the above, it is good practice to review the wider area to ensure a safe distribution of speed. It is therefore considered appropriate to make the remainder of the A467 50mph. Please kindly note that a reduction in speed is not insulation, but an extension to the Welsh Government improvement works in the area; further meeting the above.

With regards to Air Quality, as you rightfully state; the proposal is not associated with any Air Quality Management project. However, lower speeds can positively influence air quality by reducing emissions and harmful pollutants as well as safety conditions. Please kindly note the number of accidents at this location is the driving force behind our latest proposal

With regards evidencing these accidents, due to the sensitive nature we can only supply limited information, as opposed to a detailed account. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. As we are sure you can appreciate, 15 accidents is far too many. In our opinion, the safety gains from driving slower are indisputable. However, although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, we actively engaged with GoSafe and Gwent Police and received their support in advance of formally advertising the proposals based on the accident statistic, understanding that we would see a reduction as a direct result moving forwards.

For information, factors that are considered when setting speed limits include the following :-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)).

We hope this explains the current situation.

Objection No.4:

From:

Sent: 25 October 2022 14:48

To: NCC-Conveyancing Team

Subject: Objection to reduce to 50mph on A467

I object to the proposal to reduce the section of A467 between Morrisons roundabout and Pye Corner in both directions to 50 mph on a permanent basis. This proposal would unlikely improve the flow of traffic as stated by NCC but instead reduce the flow and cause backlogs further up the dual carriageway and at Pye Corner roundabout due to slower traffic all arriving at the same time and not being as spread out as when national speed limit was in place. It is completely unnecessary and counter intuitive. What is the evidence for this proposal? If this consultation is for users of the road to put forward their views, I hope NCC listen and do not proceed with this proposal.

Response to Objection No. 4

From: NCC - Traffic

Sent: 07 November 2022 15:35

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467. Statutory consultations such as these are designed to elicit feedback.

Lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe.

With regards to our latest proposals in the A467, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted which is based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

Please expect to receive an update as soon as a decision has been made.

Response to Objection No. 4 (secondary)

From: NCC - Traffic
Sent: 08 November 2022 16:35
To:
Subject: Objection to the Proposed 50mph Speed Limit, A467

Further to our earlier email (below). Please be advised, the processes and legal procedures following objections can be quite lengthy. We will endeavour to provide further updates on this process via our webpage as a means of updating objectors and the wider community.

Updates will be made available online as soon as a decision has been made.

Objection No.5:

From:
Sent: 25 October 2022 20:33
To: NCC-Conveyancing Team
Subject: A467 proposed speed limit change

I would like to request a copy of the draft traffic order regarding the proposed lowering of the speed limit on the A467 between Bassleg and Afon Village, as well as a copy of the study/report stating that lowering the limit will improve the flow of traffic.

I am from the local area originally, and since moving back here some 15 years ago have used this road almost daily both in and out of rush hour. I am very familiar with the traffic on this road, and quite frankly changing the speed limit on this does not make any sense to me as this stretch does not get congested (barring roadworks and accidents). There was, as you most likely know, a "temporary" 50mph speed limit on the A467 north bound (from the Bassleg roundabout to the Chartist drive/Jubalee Park junction) in place for nearly 2 years. Anecdotally, this did nothing and was largely ignored except when there was a speed camera van parked in the layby on the opposite carriageway - then it caused congestion. This is of course anecdotal, so perhaps there is data from this period showing the traffic flow was improved?

The cynic in me suspects this change is being proposed simply to make the speed limit the same on both carriageways, with no real data or evidence to back it up. I look forward to being proved wrong.

Response to Objection No. 5

From: NCC – Conveyancing Team
Sent: 26 October 2022 08:10
To:
Subject: A467 proposed speed limit change

Thank you for your email. Attached are the consultation documents you have requested. I have also lodged and forwarded your email on to the responsible officer so they can respond further.

Objection No.5: (secondary email)

From:

Sent: 31 October 2022 17:49

To: NCC-Conveyancing Team

Subject: A467 proposed speed limit change - formal objection

I would like to register my formal objection to the proposed traffic order reducing the speed limit on the A467, on the grounds that the council has failed to produce the requested report/study stating that reducing the speed limit will improve the flow of traffic/improve safety. I am therefore forced to conclude that such documentation doesn't exist, meaning this draft traffic order isn't based on any hard evidence. Additionally, I also feel that this consultation has been insufficiently publicised - there have been no notices posted in the local community hubs/to local residents, and speaking to people no-one seemed to be aware of these plans. I happened to find out about them from my wife, who by chance saw a sponsored Facebook ad for the South Wales Argus that just happened to be an article on this subject. This isn't how local residents should be finding out about these things.

Response to Objection No. 5 (secondary)

From: NCC-Traffic

Sent: 08 November 2022 12:09

To:

Subject: Objection to the proposed Speed Limit, A467

Thank you for your recent communication regarding the proposals to reduce the speed limit to 50mph in the A467. We are in safe receipt of two separate emails (attached).

We understand you received a copy of the Draft Traffic Order from our Legal Team. However, please kindly note that Officers tend to review all comments and/or objections together at the end of the consultation period. We apologise if this wasn't made clear at the time. However, we do accept your objection and in response would like to make the following comments;

With regards to our latest proposals in the A467, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents occurring on this stretch of road.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe.

In response to your concerns regarding claims of insufficient publicity, we respectfully reject all claims. There is a legal requirement to publicise a Notice of Intent (NI) in the local press newspaper in the legal/public Notices section. Newport City Council Legal Team take care of this process on our behalf. Any advertisements via media platforms is not something that we are personally responsible for, but we certainly support any additional ways of reaching out to the community.

Although there is no legal requirement to erect material on-site, Engineers placed copies of the Notices along the stretch of road in question as a means of reaching out to individuals travelling along the route; at the start and end point and in laybys throughout.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for co-operation.

Objection No.6:

From:

Sent: 01 November 2022 12:21

To: NCC-Conveyancing Team

Subject: A467 Proposed 50MPH Limit

I wish to object to the proposed 50MPH limit on the A467.

The grounds of my objection are as follows:-

1:- Is not the A467 just as "dangerous" Northbound of the Morrisons roundabout which is under the remit of Caerphilly County Council? (this will remain at a 70MPH limit except the current safety restrictions approaching the Tesco or Full Moon roundabouts)

This therefore makes this proposal illogical.

2:- To state that it will "improve traffic flow" only needs to experience joining the M4 at either Junctions 28,27 or 26 to find that the gaps in the traffic travelling at 50MPH is minimised.

3:- If the limit needs to be lowered why has 60MPH not been considered as an viable alternative?

Response to Objection No. 6:

From: NCC - Traffic

Sent: 08 November 2022 12:10

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

Firstly, we are not best placed to comment on roads under the jurisdiction of a neighbouring Council.

With regards to our latest proposals in the A467, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result.

With regards to the flow of traffic in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. Also, lower speeds also positively influence air quality by reducing emissions and harmful pollutants.

Lastly, our guidance is used not only for setting local speed limits, but it also designed to help improve the wider understanding of why and how local speed limits are determined. The guidance is not used in isolation, but in conjunction with more comprehensive information specific to each site. It is good practice to review the wider area to ensure a safe distribution of speed. It is therefore considered appropriate to make the remainder of the A467 50mph. Please kindly note that a reduction in speed at this location is not insolation, but an extension to the Welsh Government improvement works in the area.

For information, factors that are considered when setting speed limits include the following:-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);

- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds;** and
- **Road environment,** (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality).

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- b) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.7

From:

Sent: 09 October 2022 08:40

To: NCC-Conveyancing Team

Subject: Proposal to decrease speed limit to 50mph on the A467

I am not in favour of decreasing the speed limit on this stretch of road as there is currently a 50mph limit from Rogerstone to Pye corner for the accident black spot and to lower noise pollution near the housing estate.

We live at Squires Gate and most evenings we hear cars racing on this stretch of road. What is required is a police presence to stop this type of road behaviour. Speed camera vans do not attend in the evening so even if the speed limit was lowered it would not stop this antisocial road behaviour in the evenings. As for improving traffic flow I do not agree that inconveniencing legal drivers is of any benefit to the economy making everyone's car journeys longer.

Police that stretch of road to make sure that the current speed limit is adhered to.

Response to Objection No. 7

From: NCC - Traffic

Sent: 08 November 2022 12:17

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We understand your concerns in relation to reducing a limit, to find that it will not be enforced. In response to this, in "Making" a Traffic Regulation Order, the Police have the powers to enforce the speed limit and we would always actively support GoSafe and our Policing partners with any enforcement activity.

We also recommend reporting any offences of anti-social behaviour to the Neighbourhood Policing Team as they are responsible for enforcing if driving is undertaken in an inconsiderate or careless way; for example, drivers congregating in an area for racing/car cruising and exceeding the limits. Additionally,

Crimestoppers can be contacted if you would like to remain anonymous. Further details can be found on their website at www.crimestoppers-uk.org or by dialling 0800 555 111.

For future reference, the Council's responsibilities in relation to any associated noise complaints can be made via the Environmental Control Team.

With regards to our latest proposals in the A467, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result.

Lastly, with regards to the flow of traffic in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. Also, lower speeds also positively influence air quality by reducing emissions and harmful pollutants. However, as mentioned above; our proposals are largely driven by the number of incidents in the past 5 years.

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.8:

From:

Sent: 09 October 2022 18:53

To: NCC-Conveyancing Team

Subject: A467 50mph proposal

As requested, I am submitting in writing my objection to the proposed 50mph introduction on the A467. The road is already congested as peak times such as rush hour, reducing the limit will only cause further congestion and delays. We have seen the effect of speed limiting measures on the M4, which is now considerably more congested than it was previously. The result will be to push additional vehicles onto the smaller 30mph B roads, where fatalities are more likely due to there being pedestrians. We already know that dual carriageways and motorways are our safest roads, therefore it stands to reason more traffic on the 30mph roads is a safety concern. In addition, with the pending introduction of a 20mph limit our roads will become gridlocked. This will no doubt have effect on the local economy. It is therefore a concern that the introduction will have damaging effects to congestion, delays, safety and the economy.

Response to Objection No. 8

From: NCC - Traffic

Sent: 08 November 2022 12:19

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467.

We note your concerns regarding the road being congested at peak times. In response to this, with regards to the flow of traffic in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. Also, lower speeds also positively influence air quality by reducing emissions and harmful pollutants.

We also note your concerns in relation to the likelihood of seeing an increase in fatalities on smaller roads due to an increase in pedestrians in comparison to a more major road like the A467. However, the driving force behind our latest proposals is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

Lastly, with regards to the Welsh Government (WG) national default speed limit changes; we would encourage you to raise any concerns during the formal consultation in order for your comments to be considered for that particular scheme.

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.9:

From:

Sent: 07 October 2022 16:05

To: NCC-Conveyancing Team

Subject: A469 proposed speed limit change

After reading about the consultation regarding the proposed speed limit change to 50mph along the A469 Risca Bypass I have strong objections.

As a daily commuter along this route I can attest no problems with the flow of traffic.

Having lived in the area all my life I can also state that the road is rarely affected by accidents.

I am therefore struggling with the justification to not only waste taxpayers money on signage but also inconvenience the average commuter who is quite capable of travelling safely at the current 70mph speed limit.

If the council is indeed concerned with the flow of traffic the funds would be better allocated into fixing whatever has closed one lane of the M4 eastbound slip road onto J28 for well over a year.

This lane closure not only impedes traffic flow but can cause quite dangerous queues on the M4.

Please get your priorities right and stop meddling for the sake of it with nanny state rules that inconvenience the majority.

Response to Objection No. 9

From: NCC - Traffic

Sent: 08 November 2022 12:27

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467.

We note your comments regarding the current flow of traffic and minimal accidents and your desire for taxpayers money to be better spent elsewhere.

However, the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe.

Lastly, please expect to receive a separate email in due course regarding any comments outside of the scope of these works, such as the M4 eastbound slip road onto J28.

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.10:

From:

Sent: 07 October 2022 16:05

To: NCC-Conveyancing Team

Subject: A469 proposed speed limit change

Email requesting copy of proposal ORIGINAL EMAIL FROM ABI

Response to Objection No. 10

From: NCC – Conveyancing Team

Sent: 07 October 2022 08:53

To:

Subject: TRO – A467 Speed limits (ref 578836)

Many thanks for your email. Please find attached copy of the proposal as requested.

Objection No.10: (secondary email)

From:

Sent: 09 October 2022 09:14

To: NCC-Conveyancing Team

Subject: TRO – A467 Speed limits (ref 578836)

Thanks for providing the info.

I live in Risca and commute via A467 most days. I strongly oppose a reduction in speed limit on this road. A 50mph restriction is not necessary and if implemented, will cause drivers further frustration, stress & anxiety, with no benefit to traffic flow or environment. Your justification in this document is laughable.

P.S. Why are the bollards/cones still there on the Tredegar park round-a-bout which block the lane leading to A467, causing massive congestion during business hours. It would be more beneficial to traffic flow if this was sorted rather than dropping the speed limit!!

Response to Objection No. 10 (secondary email)

From: NCC – Traffic

Sent: 08 November 2022 12:35

To:

Subject: Objection to the proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We note your comments regarding the lower limit being unnecessary and will cause drivers frustration, stress and anxiety with no benefit to the flow of traffic or environment.

In response to this, the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe.

Lastly, please expect to receive a separate email in due course regarding any comments outside of the scope of these works, such as the bollards/cones on the Tredegar Park roundabout.

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.11:

From:

Sent: 23 October 2022 17:56

To: NCC-Conveyancing Team

Subject: Proposed 50mph - A467 – Objection

I would like to voice my objection to the proposed reduction in speed limit on the A467 from the Newport county boundary to Pye Corner.

I understand the proposal is to improve traffic flow and to avoid bunching at the roundabouts North and South bound?

I use the A467 to commute from Ebbw Vale to Cardiff and use this stretch of road at different times of day, I have not noticed this bunching of traffic and from my observations traffic flows very well even at peak times. Indeed a 50mph limit is already in force South bound at Pye Corner, so what good would a reduction do on the entire stretch?

The current 50mph is enforced sporadically by a mobile camera unit, when that enforcement is no longer sited, I notice a large proportion of vehicles exceeding the speed limit, again what good will reducing the limit do if the limit is ignored. Arbitrarily reducing a speed limit on a road that has no issue with traffic flow will, for most drivers, create a mindset of contempt.

I would also like to know if the local community has lobbied for a reduction in limit as the article in the the South Wales Argus makes no mention of this?

Finally, will the results of this consultation be published?

Response to Objection No. 11

From: NCC – Traffic

Sent: 08 November 2022 12:35

To:

Subject: Objection to the proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

The driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be

safe. However, as mentioned above; our proposals are largely driven by the number of incidents in the past 5 years and are not connected to any lobbying by the local community.

In response to your comments regarding the speed limit being ignored; in "Making" a Traffic Regulation Order, the Police have the powers to enforce the speed limit and we would always actively support GoSafe and our Policing partners with any enforcement activity.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.12:

From:

Sent: 06 October 2022 08:26

To: NCC-Conveyancing Team

Subject: Objection to proposed 50mph speed limit on A467

I have viewed an article from the South Wales Argus which says the Council would like to lower the speed limit on the A467 from 70mph to 50mph.

Please find this email serves as an objection to this particular proposal and that the speed limit should not be lowered.

Response to Objection No. 12

From: NCC – Traffic

Sent: 08 November 2022 12:48

To:

Subject: Objection to the proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We understand you object to the lower limits proposals as you feel the current speed limit should remain unchanged. However, you do not appear to explain the reason why.

In response to your objection, it is firstly considered appropriate to share you with you guidance and working practices associated with setting and reviewing speed limits in general.

The Department for Transport (DfT) offers guidance which sets out the framework that traffic authorities should follow when setting and reviewing local speed limits. Guidance states that speed limits should be evidence-led and self-explaining and seek to reinforce peoples assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as a "maximum", rather than a target speed.

Newport City Council (NCC) is responsible for setting "local" speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. The below is used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.

Guidance is also used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in the Councils Local Transport Plans.

We are obliged to keep our speed limits under review with changing circumstances. A current example of this is the Wales wide national default speed limit changes from 30mph to 20mph in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists (further details below).

Our guidance is used not only for setting local speed limits, but it also designed to help improve the wider understanding of why and how local speed limits are determined. The guidance is not used in isolation, but in conjunction with more comprehensive information specific to each site (further details below).

With regards to our latest proposals in the A467, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

In line with the above, it is good practice to review the wider area to ensure a safe distribution of speed. It is therefore considered appropriate to make the remainder of the A467 50mph. Please kindly note that a reduction in speed is not insolation, but an extension to the Welsh Government improvement works in the area.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result.

For information, factors that are considered when setting speed limits include the following:-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)).

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- c) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.13:

From:

Sent: 06 October 2022 05:28

To: NCC-Conveyancing Team

Subject: Disagree with your proposal for the 50mph on the A467

I use the A467 daily and I agree that the 50mph is needed on the southbound on the approach to Pye corner as that bend is dangerous but I don't believe in blanket 50mph on all of the road .

1. It will make the road more dangerous as some people who will drive 50mph will be left exposed to people who won't drive at the speed limit.
2. Slowing the speed down northbound will increase traffic in that area when you to move it away from that area .
3. This will have the opposite effect that you intend of improving the flow of traffic

Response to Objection No. 13

From: NCC – Traffic

Sent: 08 November 2022 12:52

To:

Subject: Objection to the proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We note your support for the A467 southbound to be reduced to 50mph, but disagree with a "blanket" 50mph due to the likelihood of not all motorists' driving at lower speeds, increase in traffic and impacting negatively on the flow.

In response to your concerns the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit in both directions.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

In response to your comments regarding the speed limit being ignored; in "Making" a Traffic Regulation Order, the Police have the powers to enforce the speed limit and we would always actively support GoSafe and our Policing partners with any enforcement activity.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe.

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.14:

From:

Sent: 06 October 2022 16:59

To: NCC-Conveyancing Team

Subject: Plans to reduce speed limit on A467

I wish to object to the plans to reduce the speed limit on the above mentioned stretch of road. It is a dual carriageway of good condition with few hazards and not especially busy, aside from one hour each morning and evening. There are few, if any, traffic lights to benefit from the reduced speed, and where there are, it is already 50mph leading up to them. If speeding is a problem, then average speed cameras set for 70mph should be used. (As has been installed everywhere in Newport Council area).

Response to Objection No. 14:

From: NCC - Traffic

Sent: 08 November 2022 12:55

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We appreciate your comments regarding how you feel the A467 is in good condition with few hazards and a steady flow. In addition to few traffic lights in the area to benefit from a reduced limit on approach.

In response to your comments our latest proposals in the A467, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

The driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

It is also good practice to review the wider area to ensure a safe distribution of speed. It is therefore considered appropriate to make the remainder of the A467 50mph. Please kindly note that a reduction in speed is not insulation, but an extension to the Welsh Government improvement works in the area.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe.

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.15

From:

Sent: 06 October 2022 18:40

To: NCC-Conveyancing Team

Subject: Proposed speed limit change on the A467

I have lived in Afon Village since 1997 and I can assure you that the speed limit on the dual carriageway does not need to be changed. The queues are caused by the amount of houses you have allowed to be built without increasing the infrastructure to meet the demands.

Let's face it if reducing the speed limit stops queuing traffic then why doesn't the M4 through Newport flow smoothly?!

Response to Objection no. 15

From: NCC - Traffic

Sent: 08 November 2022 13:00

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We appreciate your comments regarding the flow of traffic and how you do not believe lowering the limit will improve the flow.

In response to your comments, reasons for reducing the speed limit can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

The driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.16

From:

Sent: 06 October 2022 09:01

To: NCC-Conveyancing Team

Subject: A467 objection

As someone who lives in the area of this proposed speed limit reduction, i voice my objection for a number of reasons.

Firstly, the road is already being bypassed by drivers coming from Caerphilly and Machen, who now use the roads through Bassaleg and Rhiwderin as their short cut race track! It is now totally unsafe crossing from Rhiwderin Village to the other side for the schools! Due to the speed and use of the roads by all the HGV's!

In the 10 years we have lived here traffic has grown by 4 times! And not one new safe crossing for Rhiwderin Village!

Then we get onto the subject of the a467.. it worked as intended.. a dual carriageway to move traffic away from the side streets! Until some bright spark decided to put a speed van out... which simply forced many to find other routes.. see above!

Then we have the theory.. reducing speed reduces accidents? Has not worked on m4! reducing speed reduces pollution, no evidence to prove this on the m4!

And the reason you will not cut pollution, TOO many HGV's! And boy racers who are having their DPF's deleted.. only time pollution on this stretch will reduce is when we have more EV's!! Which by the way have far more power than their fossil fueled counterparts.. Another reason... DPF's and GPF's... they require a long run at, at least 50mph or above to properly burn off unwanted soot! The reason lads are removing them, is because they are getting clogged up, as most routes around South Wales are regulated far too much, leaving very FEW routes to open up the vehicles to clean out the Filters!!

I use the a467 everyday.. and for the most part many drivers are ever at 50mph due to the roundabouts and traffic lights...dropping it to 50mph will just make those who drive slow drive even slower! Try driving the route in rush hours! It will simply cause accident chaos like the M4..

You talk the talk on pollution, but all the actions you have taken so far have resulted in more pollution not less..

You talk the talk on road safety awareness, but do nothing to make school routes SAFER!!

Despite us complaining all the time.

You do nothing about ALL the vehicles across Newport parked on pavements!! Forcing pedestrians onto roads!

But attack the Motorist again with trivial speed reductions on routes designed for speed/ fuel economy/ to take traffic away from Town/Village/City Streets!! Are you mad?

Please explain what advantage 50mph would have? As a fully qualified mechanic, i refuse to buy the pollution lies! As a regular Road User on these routes, i refuse to believe its a speed issue..yes " some " speed.. but how many crash?? I guarantee it is more on junctions and roundabouts in the City!
I will no longer Support a council.

Response to Objection No. 16

From: NCC - Traffic

Sent: 18 November 2022 13:40

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467.

In response to your comments regarding the A467; major "A" roads are intended to provide large-scale transport links within or between areas. The Police have the powers to enforce all speed limits at any time, under the Traffic Regulation Order (TRO). The reasoning behind the increase in enforcement presence at this location is no doubt a direct result of the number of reported incidents along the stretch of road. In general, speed limits are set for a reason and if motorists' adhered to the set limit, certain locations would not been deemed a priority site. Priority sites are usually determined by the 85th percentile (at which 85% of traffic will be travelling at or below) & the Mean speed, in addition to the number of accidents occurring.

With regards to our latest proposals, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result.

With regards to the flow of traffic in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. Also, lower speeds also positively influence air quality by reducing emissions and harmful pollutants.

Factors that are considered when setting speed limits include the following:-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality).

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- d) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Lastly, please expect to receive a separate email in due course regarding any comments considered to be outside of the scope of these works, such as short cuts, crossing facilities, the M4 and pavement parking.

Thank you in advance for your co-operation.

Objection No.17

From:

Sent: 06 October 2022 09:41

To: NCC-Conveyancing Team

Subject: A467 speed reduction complaint

I'm writing to object to the proposed reduction in speed limit on the A467 all the way down to Pye Corner. I see the pretence is to do so in an effort to "improve traffic flow". I can

assure you, there is no problem with traffic flow whatsoever at any time of day - apart from where it already goes to 50mph from 70mph!

So please drop this stupid proposal. Anyone would think that the next measure after reducing it would be to install speed cameras, but luckily, I'm not so cynical. Or maybe I am.

Response to Objection No.17

From: NCC - Traffic

Sent: 08 November 2022 13:14

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We appreciate your comments regarding the flow of traffic and how you do not believe lowering the limit will improve the flow.

In response to your comments the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. However, as mentioned above; the objective is to reduce the number of accidents and in our opinion, reducing the limit will achieve this.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.18

From:

Sent: 06 October 2022 17:02

To: NCC-Conveyancing Team

Subject: A467 becoming a 50mph

I object to this as it will have no effect on the flow of traffic.

I use the road at most times of the day and the flow of traffic is already good. The only time it becomes congested is at the early morning school run/work time and this is down to the sheer weight of traffic and the traffic lights at Bassaleg.

A blanket 50mph limit would do nothing to ease this.

Response to Objection to No. 18

From: NCC - Traffic

Sent: 08 November 2022 13:17

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We appreciate your comments regarding the flow of traffic and how you do not believe lowering the limit will positively impact on the flow. We also note you are not in favour of a "blanket" 50mph as it would not ease the flow at busy peak times.

In response to your comments the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. However, as mentioned above; the objective is to reduce the number of accidents and in our opinion, reducing the limit in both directions will achieve this.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.19

From:

Sent: 06 October 2022 09:42

To: NCC-Conveyancing Team

Subject: Proposal to cut A467 to 50mph speed limit – Objection

I am writing as I strongly object to the proposal to cut the A467 to 50mph speed limit. Cutting the speed limit to 50mph is **not** the solution to improving the flow of traffic. In fact, this will have the opposite effect!

Lower speed limits will affect traffic performance on an already busy part of the A467. Lane changing rates will increase with the introduction of lower speed limits.

A467 is a higher quality road. Scientific principles should be used here. Speed limits should be based on the 85th percentile (between the speeds where 80 to 90% of road users drive). On the A467, many people drive at 85 to 90mph (or more), so 70mph would be a safe speed limit. 50mph will actually mean more time spent on the road. Infrastructure is critical in the current economy and more time spent on the road is money!

Reducing the speed limit coming up to the roundabout for safety may make more sense rather than the whole stretch!

I live on Afon Village/Meadowland Drive, I use that stretch of the road a few times a day and adhere to the current speed limit. If I was to have to maintain 50mph my eyes would be down on the dashboard instead of the road!!!

Response to Objection No. 19

From: NCC - Traffic

Sent: 08 November 2022 13:23

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We note your comments and how you do not feel reducing the speed limit will improve the flow of traffic.

In response to this, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our

roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. However, as mentioned above; the objective is to reduce the number of accidents and in our opinion, reducing the limit in both directions will achieve this.

In line with the above, it is good practice to review the wider area to ensure a safe distribution of speed. It is therefore considered appropriate to make the remainder of the A467 50mph. Please kindly note that a reduction in speed is not insulation, but an extension to the Welsh Government improvement works in the area.

Lastly, we note your comments with interest regarding how speed limits should be set. Therefore, it is considered appropriate to share you with you guidance and working practices associated with setting and reviewing speed limits in general.

The Department for Transport (DfT) offers guidance which sets out the framework that traffic authorities should follow when setting and reviewing local speed limits. Guidance states that speed limits should be evidence-led and self-explaining and seek to reinforce peoples assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as a "maximum", rather than a target speed.

Newport City Council (NCC) is responsible for setting "local" speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. The below is used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. Guidance is also used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in the Councils Local Transport Plans.

We are obliged to keep our speed limits under review with changing circumstances. A current example of this is the Wales wide national default speed limit changes from 30mph to 20mph in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.

Our guidance is used not only for setting local speed limits, but it also designed to help improve the wider understanding of why and how local speed limits are determined. The guidance is not used in isolation, but in conjunction with more comprehensive information specific to each site.

For information, factors that are considered when setting speed limits include the following:-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness

of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)).

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- e) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation

Objection No.20

From:

Sent: 06 October 2022 18:00

To: NCC-Conveyancing Team

Subject: A467 reduction of speed limit

It seems that "the powers that be" would like to amend speed limits just for the sake of it.

Stop trying to reduce the speed limits on Welsh roads!

This is an A road and where there are roundabouts and houses nearby, the limit has already been reduced to 50mph.

There is no need to "improve the flow of traffic" the flow of traffic is perfectly fine, there has never been a problem when I use the road.

I strongly object to the reduction in the speed limit to 50mph.

Response to Objection No. 20

From: NCC - Traffic

Sent: 08 November 2022 13:25

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We note your comments and how you do not feel reducing the speed limit will improve the flow of traffic. We are also disappointed to learn that you feel a 50mph speed limit is being proposed for the sake of it, without justification.

In response to this, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

However, please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. However, as mentioned above; the objective is to reduce the number of accidents and in our opinion, reducing the limit in both directions will achieve this.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.21

From:

Sent: 06 October 2022 16:53

To: NCC-Conveyancing Team

Subject: Reducing speed limit to 50mph

As proved by the Coldra reduction, reducing speed limit does not increase traffic flow.

Quite the opposite. This is not a true reason for reduction and is more likely a revenue generating proposal. I would draw your your attention to an ancient law that states all the king and queens subjects should be allowed freedom of travel without impedance. Be interested to see this in court as this ancient law has not been rescinded.

Response to Objection No. 21

From: NCC - Traffic

Sent: 08 November 2022 13:30

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We note your comments regarding reducing the speed limit will not increase the flow of traffic.

In response to this, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

However, please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year. Therefore, claims of generating revenue are strongly rejected.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. However, as mentioned above; the objective is to reduce the number of accidents and in our opinion, reducing the limit in both directions will achieve this.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.22

From:

Sent: 06 October 2022 08:59

To: NCC-Conveyancing Team

Subject: A467 speed limit change OBJECTION

I object to the proposed change to the speed limit on the A467 from 70 to 50mph. I do not believe there is a justifiable reason for this change and disagree that it will improve traffic flow - if anything it will quite clearly make traffic worse.

Response to Objection No. 22

From: NCC - Traffic

Sent: 08 November 2022 14:55

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We note your comments and how you do not feel reducing the speed limit will improve the flow of traffic.

In response to this, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be

safe. However, as mentioned above; the objective is to reduce the number of accidents and in our opinion, reducing the limit in both directions will achieve this.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.23:

From:
Sent: 05 October 2022 12:41
To: NCC-Conveyancing Team
Subject: A467 - Consultation Documents

Can you tell me why you are changing the speed limit on this road and what the current limit is

Response to Objection No.23

From:
Sent: 05 October 2022 14:30
To:
Subject: A467 - Consultation Documents

Thank you for your interest in this proposed 50MPH Speed Limit Order.

Upon assessment of this route it had been considered appropriate to undertake this proposal in the understanding that its introduction will lead to reduced vehicle speeds, resulting in improving road safety as well as conditions for vehicles entering and exiting this section of the A467, both at the interchange with the B4591 and at the roundabout with Meadowland Drive.

A reduced speed limit to 50MPH has already been implemented on the approach to Bassaleg Roundabout, as detailed in the attached plans. This was introduced as part of the Welsh Governments improvement works undertaken to the roundabout, and again would have been proposed for reduced speeds and improved road safety on the approach to that newly signalised roundabout. This proposal will look to make the remainder of the A467, up to its common boundary with Caerphilly County Borough Council, 50MPH instead of the current restriction which is the National Speed Limit. I have attached an additional plan which helps demonstrate this (where shown as 70MPH this is relative to vehicle classification of course).

I hope this has help clarify the proposals.

Objection No.23 (second email):

From:
Sent: 06 October 2022 12:53
To:
Subject: A467 - Consultation Documents

Thank you for the response. You state that you have undertaken an assessment and will no doubt have evidence that a reduced speed on this stretch of road is necessary.

Please forward to me that assessment which should include the reasons why you intend to reduce speed and any evidence of accidents.

Response to Objection No. 23 (secondary)

From: NCC – Member Services

Sent: 18 October 2022 15:26

To:

Subject: A467 - Consultation Documents

Thank you for your further email regarding the proposals to reduce the speed limit to 50mph in the A467. Firstly, it is considered appropriate to share you with you guidance and working practices associated with setting and reviewing speed limits.

The Department for Transport (DfT) offers guidance which sets out the framework that traffic authorities should follow when setting and reviewing local speed limits. Guidance states that speed limits should be evidence-led and self-explaining and seek to reinforce peoples assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as a “maximum”, rather than a target speed.

Newport City Council (NCC) is responsible for setting “local” speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. The below is used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. Guidance is also used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in the Councils Local Transport Plans.

We are obliged to keep our speed limits under review with changing circumstances. A current example of this is the Wales wide national default speed limit changes from 30mph to 20mph in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists (further details below).

Lastly, our guidance is used not only for setting local speed limits, but it also designed to help improve the wider understanding of why and how local speed limits are determined. The guidance is not used in isolation, but in conjunction with more comprehensive information specific to each site (further details below).

With regards to our latest proposals in the A467, reasons for reducing the speed can be reviewed in the “Statement of Reason”. However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

In line with the above, it is good practice to review the wider area to ensure a safe distribution of speed. It is therefore considered appropriate to make the reminder of the A467 50mph. Please kindly note that a reduction in speed is not insolation, but an extension to the Welsh Government improvement works in the area.

With regards evidencing accidents, due to the sensitive nature we can only supply limited information, as opposed to a detailed account. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider

casualties. Although we appreciate the Council is not responsible for poor driver behaviour, we envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

Additionally, we actively engaged with GoSafe and Gwent Police and received their support in advance of formally advertising the proposals based on the accident statistic, understanding that we would see a reduction as a direct result moving forwards.

Factors that are considered when setting speed limits :-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)).

We hope this explains the current situation.

Objection No.23 (third email):

From:
Sent: 18 October 2022 16:10
To:
Subject: A467 - Consultation Documents

I wish to object to this reduction in speed on this stretch of road. I have looked at the evidence that you have supplied and have concluded that it is not enough to warrant a reduction in the speed limit.

Yet again this is another example of left leaning councils and Welsh government trying to make the use of the car as difficult as possible in order to drive forward their agenda for public transport.

Response to Objection No. 23 (third email)

From:
Sent: 19 October 2022 08:56
To:
Subject: A467 - Consultation Documents

We hereby acknowledge receipt of your objection that will be included in the formal legal process being followed in accordance with council policy.

Further correspondence will follow in due course following the conclusion of the consultation process.

Objection No.24:

From:

Sent: 01 November 2022 23:20

To: NCC-Conveyancing Team

Subject: Objection to proposed A467 speed limit changes

I am a resident of Ochryth, Risca and I wish to object to the proposed speed limit changes on the A467 involving reducing the speed limit on the stretch of road from what is commonly known as the "Bassaleg roundabout" to the boundary with Caerphilly County Borough Council (CCBC) from 70mph to 50mph. I have listed the reasons for my objection below.

- Newport City Council (NCC) states that the reduction to the speed limit is to "improve the flow of traffic". However, as a local resident who frequently uses this stretch of road, there are no identifiable issues with the current flow of traffic that would warrant such intervention. This renders such an intervention unnecessary, particularly after the money spent on the Bassaleg Roundabout to successfully resolve any past issues with traffic flow in this area and when contrasted with the obvious traffic flow issues that resulted in the 50mph intervention made on the M4 between junctions 24 and 28.
- CCBC has no proposals in place to change the speed limit of the stretch of the A467 under its authority. This will result in significant confusion and inconsistency along this stretch of road.
- Vehicles are already known to race and travel at high speed along the stretch of A467 throughout Risca. Capping the speed of drivers on the preceding stretch of road will only serve to exacerbate this issue.
- Looking at the A467 as it leaves Junction 28 of the M4, the speed limit currently changes from 40mph to 60mph, to 40mph, to 30mph at the Bassaleg roundabout, to national speed limit until the county boundary. From the county boundary, the speed limit currently changes from national speed limit, to 50mph on the approach to Bassaleg roundabout, to 30mph, to 40mph until junction 28, though these signs appear to be temporary (and in place for an extended period of time) and it is not clear what the intended speed limit is. Modifying the national speed limit stretches as they currently stand will only serve to cause greater inconsistency and confusion.
- The A467 was built specifically to allow vehicles to "bypass" the congested and slower speeds of B-roads through the towns in the area, and the stretch of road in question was built at great expense to specifically accommodate vehicles travelling at the national speed limit and to offer a clear positive alternative to drivers as opposed to continuing to travel over existing 30mph roads. Reducing the speed limit as proposed would serve to nullify the aforementioned benefits and effectively render the great efforts taken to build the road as a dual carriageway a colossal waste of time and public money.
- The carriageway currently serves as a high-speed feeder roads for residential areas, businesses and industrial areas in the valley. Reducing the speed as proposed will serve to stifle the positive benefits of otherwise speedy circumnavigation of populated areas and hinder the effective transportation of goods required for businesses and services in the area.

I sincerely hope that NCC will abandon its proposals to adjust the speed limit on the A467 and instead look at the wider picture. The valley needs a high-speed feeder road and that is exactly the role that the A467 currently plays. The proposal to reduce the speed on this stretch of road to 50mph without a sound evidential basis cannot be justified and must be dropped forthwith.

Response to Objection No. 24

From: NCC - Traffic

Sent: 07 November 2022 15:02

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467.

With regards to the A467, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road.

With regards to our neighbouring borough; Caerphilly County Borough Council (CCBC). Newport City Council is not best placed to comment on roads under the jurisdiction of a neighbour borough. Our proposals are based on accident information within our boundary. However, it is considered appropriate to highlight that we engaged with CCBC during the formal advertisement, as you may expect.

"A" roads are intended to provide large-scale transport links within or between areas. However, mitigation measures will always be considered in instances where accidents occur frequently. And in this instance; fifteen accidents provides sufficient justification in our opinion.

For information, factors that are considered when setting speed limits in general include the following:-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)).

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- f) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.25:

From:

Sent: 07 October 2022 08:42

To: NCC-Conveyancing Team

Subject: Proposed 50mph speed enforcement

I object to this proposal. It's very luddite.

Response to Objection No. 25

From: NCC - Traffic

Sent: 08 November 2022 15:24

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We note your comments regarding the proposal.

The reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. However, as mentioned above; the objective is to reduce the number of accidents and in our opinion, reducing the limit in both directions will achieve this.

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.26:

From:

Sent: 02 November 2022 12:55

To: NCC-Conveyancing Team

Subject: A467 objection to 50MPH

I would like to express my objection to the proposed reduction of the speed limit to 50 miles per hour. I use this stretch of road very frequently and there is no problems or issues for the need to reduce the speed limit to 50 miles per hour.

This is a bypass and people need to access the valleys without further delays getting to work/home/leisure.

I do not understand why you are even considering this.

Response to Objection No. 26

From: NCC - Traffic

Sent: 08 November 2022 15:48

To:

Subject: Objection to the Proposed 50mph Speed Limit, A467

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We note your comments and how you do not feel reducing the speed limit is needed.

In response to this, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. However, as mentioned above; the objective is to reduce the number of accidents and in our opinion, reducing the limit in both directions will achieve this.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

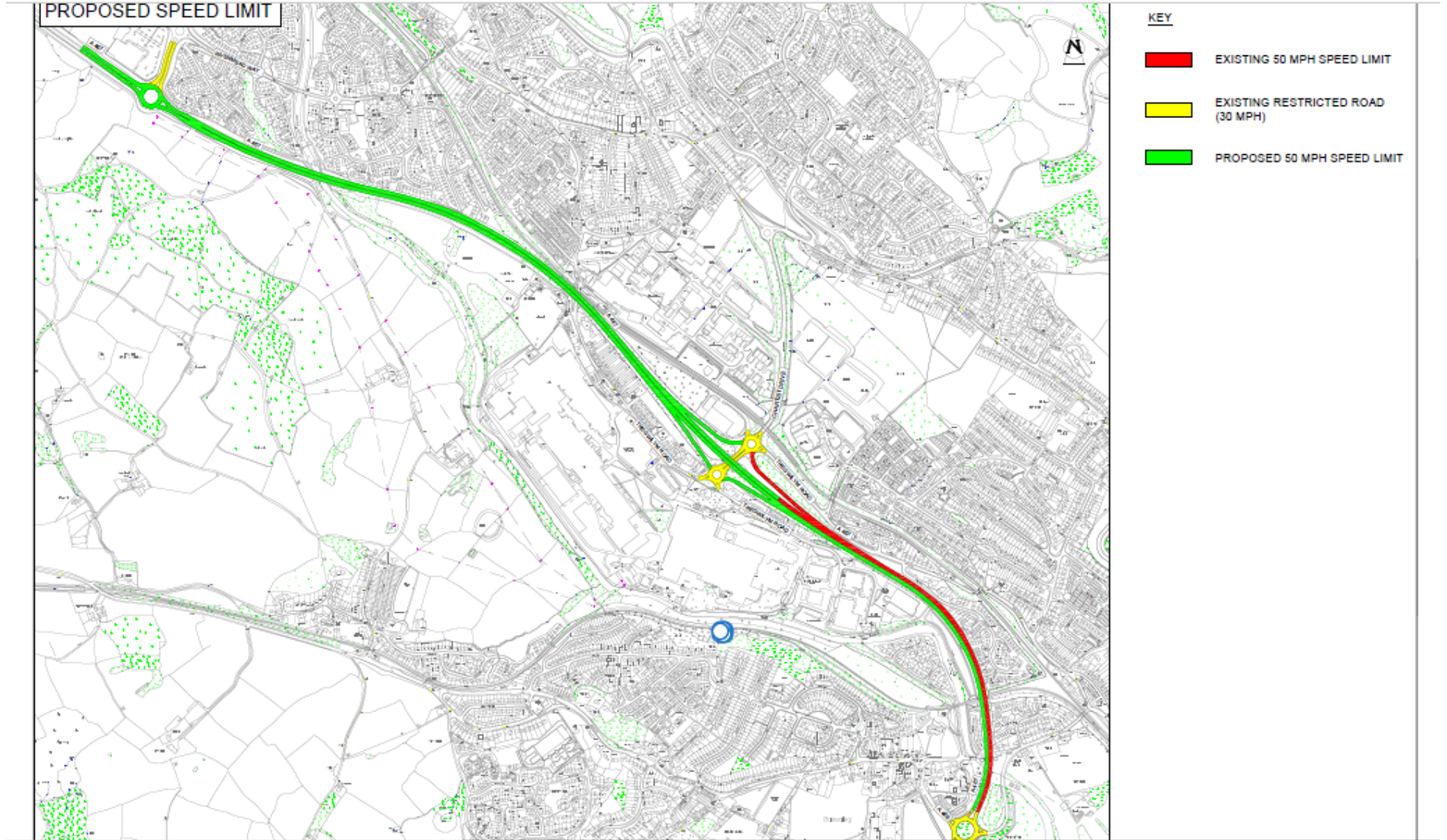
- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

APPENDIX C

PROPOSED 50MPH SPEED LIMIT, A467



APPENDIX D

FAIRNESS AND EQUALITY IMPACT ASSESSMENT - PROPOSED 50MPH SPEED LIMIT, A467

Fairness and Equalities Impact Assessment (FEIA)

This is an integrated Impact Assessment which aims to ensure Newport City Council makes decisions which are fair, take account of relevant evidence, and seek to secure the best outcomes for our communities. **An FEIA should be used to inform the first steps of decision-making, at concept stage, not when a decision is already made, or at the point when it cannot be influenced.** This impact assessment considers our legislative responsibilities under:

- The Equality Act (2010), including the Socio-economic Duty
- The Wellbeing of Future Generations (Wales) Act (2015)
- The Welsh Language (Wales) Measure (2011)

The FEIA process is not intended to prevent decisions being made, but to ensure we have considered their potential impact. An FEIA also helps us to focus on how we can reduce any negative impacts, and provides us with evidence that we have met our legal duties.

For support to complete your FEIA, please contact the [Connected Communities Team](#)

What do we mean by Fairness?

The Newport Fairness Commission is an independent body which advises the council on the best use of resources and powers to achieve the fairest outcomes for local people. The Fairness Commission has established four **Principles of Fairness** which should be considered as part of any decisions that the council make – the questions below are useful to reflect on before you start your FEIA.

Equity	Are people being treated in a consistent way, whilst acknowledging their differences (for example, need, barriers to accessing services)? Will the gap between those with more, and those with less be reduced? Have the interests of different groups affected (including minority or disadvantaged communities) been taken into account?
Priority	Have the needs of the most disadvantaged and vulnerable across the city been given priority? Have you considered possible indirect consequences for minority/disadvantaged communities when other priorities are directing decisions?
Inclusion	Will the voices of all those affected by your decision be heard? Are people able to participate in and shape a service, as well as receiving it? Have you considered the impact of your decision on the relationship between communities, and the spaces they share?
Communication	Are decisions being made transparently and consistently? How will decisions be communicated to people who are affected in a clear way, with the opportunity for feedback?

Part 1: Identification

Name of person completing the FEIA

Fiona Powell

Role of person completing the FEIA

Team Manager, Parking and Road Safety

Date of completion

18 November 2022

Head of Service who has approved this FEIA

Stephen Jarrett

1. What is being assessed? *(Please double click on the relevant box(es) (X) and select 'checked' as appropriate)*

- New or revised policies, practices or procedures (which modify service delivery or employment practices)
- Service review or re-organisation proposals which affect the community and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- Decisions affecting service users, employees or the wider community including (de)commissioning or revising services
- New project proposals affecting staff, communities or access to the built environment
- Public events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Service Boards
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services
- Other *please explain in the box below:*

Assessment is required in relation to a reduced 50mph speed limit proposal in the A467 between Forge Road roundabout (Pye Corner) and the common boundary with Caerphilly County Borough Council (CCBC), in accordance with the Traffic Regulation Order (TRO) procedures.

2. Please describe the overall aims, objectives and intended outcomes of your decision

Traffic Regulation Orders (TROs) are legal documents that restrict or prohibit the use of the highway network, in line with The Road Traffic Regulation Act 1984. They help manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.

A TRO can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly. Examples of schemes that require a TRO typically include;

1. On-street Parking Restrictions
2. One-Way Streets and Banned Turns
3. Prohibition of Driving
4. Speed Limits
5. Weight Limits/Restrictions

As a means of lowering traffic speeds on the public highway at the location described in the Notice of Intent (NI) and shown on the new map tiles. The measures outlined are intended to provide mitigation of danger to persons in order to reduce the number of incidents and for avoiding danger to other traffic using the road, as the safety gains from driving slow are indisputable. It was therefore considered appropriate to formally consult on the proposals in order to establish the level of support, and of course to provide an opportunity to put forward any alternative suggestions or objections.

3. Who are the main stakeholders who may be impacted by your decision and what data do you hold on them? Consider communities of place (people who live in the same geographic area) and communities of interest (people who share particular characteristics but may live in different geographic areas). Stakeholders may include residents, local businesses, community groups, staff or partners.

Evidence

Following a number of accidents on the A467 in the last five years, Officers concluded the frequency and severity of the problem warranted the introduction of a new lower speed limit; which would see a reduction from 70MPH to 50MPH on the dual carriageway. Between 1st January 2017 and 31st December 2021, accidents include five serious and ten slight and 85 percent of all incidents involved the driver and rider casualties.

Guidance and working practices associated with setting and reviewing speed limits include;

The Department for Transport (DfT) offers guidance which sets out the framework that traffic authorities should follow when setting and reviewing local speed limits. Guidance states that speed limits should be evidence-led and self-explaining and seek to reinforce peoples assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as a “maximum”, rather than a target speed.

The Council is responsible for setting “local” speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. The below is used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. Guidance is also used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in the Councils Local Transport Plans.

We are obliged to keep our speed limits under review with changing circumstances. A current example of this is the Wales wide national default speed limit changes from 30mph to 20mph in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists (further details below).

Our guidance is used not only for setting local speed limits, but it also designed to help improve the wider understanding of why and how local speed limits are determined. The guidance is not used in isolation, but in conjunction with more comprehensive information specific to each site (further details below).

With regards to our latest proposals in the A467, reasons for reducing the speed can be reviewed in the “Statement of Reason”. However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious,

convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

In line with the above, it is good practice to review the wider area to ensure a safe distribution of speed. It is therefore considered appropriate to make the remainder of the A467 50mph. Please kindly note that a reduction in speed is not insulation, but an extension to the Welsh Government improvement works in the area.

Factors that are considered when setting speed limits include the following:-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)).

As such, it was determined that the A467 met the Council's criteria for a review / lower limit proposal, which would result in improved road safety.

The formal consultation commenced on the 5th October 2022 allowing consultees to submit their observations and / or objections by Wednesday 2nd November.

Individuals had the opportunity to send feedback via royal mail, emailing Newport City Council Traffic Mailbox or engagement via Infrastructure Services.

A copy of the Notice of Intent (NI) was advertised in the Local Newspaper, allowing the opportunity for individuals from the wider area to also consider the proposal, in addition to engaging with local Members and organisations such as the emergency services and enforcement partners.

Part 2: Engagement

When completing this section, you need to consider whether you have sufficient information about the views and experiences of people who your decision will impact upon. If you don't, you may need to undertake a period of engagement/consultation before continuing. An FEIA is a live document, so can be updated with consultation findings, and amended as needed during the decision-making process.

The council has a duty to consult and engage with people who may experience inequalities as a result of your decision. This includes people **who share Protected Characteristics** (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and people who **have lived experience of socio-economic disadvantage**. The council's Youth Promise also requires us to ensure **all young people in Newport are listened to and included in decisions affecting them**.

The council also has a duty to ensure that any consultation is available bilingually (in Welsh as well as English), and you may like to consider any other community languages that are spoken by people who may be impacted by your decision. Below are some questions that should be included in any public consultation relating to a decision which may impact on the use of Welsh language in Newport:

1. Do you believe that the proposed decision/policy will have a positive or negative effect on opportunities to use the Welsh language?
2. If you think it will have a negative effect, what steps could we take to lessen or remove this and improve positive effects?
3. Do you believe that the proposed decision/policy will treat the Welsh language less favourably than the English language?

1. How have you engaged with people who may be affected by your decision (the stakeholders you have identified)?

Officers engaged with as many individuals and groups as possible and where known, who may be affected or impacted by this decision through various methods including; email, publicising a Notice of Intent (NI) in the local press newspaper, erecting street Notices along the stretch of road in question and engagement with the neighbouring borough – Caerphilly County Borough Council (CCBC).

Please note, details of the consultation including dates appear in the previous text field.

Letters were sent to known stakeholders and interested partners to try and encourage as much feedback as possible. Specific stakeholders who received written notification regarding the consultation include;

1. National Private Hire Association
2. The Manager, Newport Transport Ltd
3. Newport Hackney Driver Association
4. Disability Wales
5. Freight Transport Association
6. Director of Services Delivery, Welsh Ambulance Service NHS Trust
7. ICT Mapping Team, South Wales Fire and Rescue Services
8. Gwent Police
9. GoSafe
10. Newport Transport
11. Caerphilly County Borough Council (CCBC)

2. What do you know about the views or experiences of people who may be affected by your decision?

The Council relies on feedback from individuals in order to consider the likely future success of schemes. Based on experience, in instances where traffic proposals are likely to cause concerns, we would usually expect to hear from individuals and/or organisations either objecting or requesting modifications. Low level or zero response would usually indicate that stakeholders are happy and/or have no comments to make. The consultation generated feedback from twenty-eight individuals in total including; twenty-six objection, one email of support and one neutral comment/enquiry.

In summary, objections are made based on the following;

- The A467 benefits from good traffic flow and it does not get congested, aside from where it changes to 50MPH
- Reducing the speed limit will not improve traffic flow, it will affect performance, cause further delays/backlogs, slow traffic and increase journey times,
- Queues are caused by new developments without increasing infrastructure, the speed limit does not need changing
- Reduced speed does not always reduce accidents and pollution
- Motorists' will drive even slower and encourage other to overtake at speed
- The A467 does not form part of an Air Quality Management Assessment (AQMA)
- Motorists' ignore the speed limit
- Disagree with a blanket 50MPH, slowing speed northbound will increase traffic,
- The A4674 is a dual carriageway, in good condition and few hazards
- Speed limits should be based on 85th percentile
- Revenue generating proposal
- The evidence supplied is not enough to warrant a reduction in speed, The Council is making it difficult for people to use cars, favouring public transport
- Caerphilly County Borough Council (CCBC) are not proposing to reduce their stretch of the A467 which could lead to confusion, it will exacerbate speeding. It will hinder transportation of goods

With regards to the what is deemed to be a neutral enquiry from one individual, a summary is provided below;

- A Traffic Regulation Order (TRO) request for information on the A467 northbound between Pye Coerner and the Morrisons roundabout
- Would like to know who is responsible for erecting and removing temporary speed limit signs

The consultation generated one email of support for the 50MPH speed limit in the A467; a summary is provided below;

- Delighted the speed limit on the A467 is being surveyed

In response to the above objections, the objective of this proposal is to keep individuals safe on our roads and an on-going commitment to reduce the number of accidents occurring on the road network each year, rather than specifically trying improve the flow of traffic and/or ease congestion.

The proposal in the A467 relate to a series of incidents in the last five years, as opposed to a “revenue” generating exercise. Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer confidence in the latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties.

In our opinion, the safety gains from driving slower are indisputable. Although the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit in both directions.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists’ maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. However, we do acknowledge that journey times will likely increase slightly.

The proposal is not associated with any Air Quality Management project. However, lower speeds can positively influence air quality by reducing emissions and harmful pollutants as well as safety conditions.

In “Making” a Traffic Regulation Order, the Police have the powers to enforce the speed limit and we would always actively support GoSafe and our Policing partners with any enforcement activity. Additionally, we have actively engaged with GoSafe and Gwent Police in advance of formally advertising the proposals. Their support is noted based on the accident statistics, understanding that we would see a reduction as a direct result.

With regards to basing speed limits on the 85th percentile. The “Mean” speed is often used as the basis for determining local speed limits, including reviews. For the majority of roads, there is a consistent relationship between “Mean” speed and “85th percentile”, which is the speed at which 85% of traffic will be travelling at, or below. Where this is not the case, it usually indicates that drivers have difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required. In these instances, it may be necessary to reduce the larger than normal difference between the mean and 85th percentile speed. The aim for setting and reviewing limits is to align the speed limit to the condition of the road and road environment.

With regards to our neighbouring borough; Caerphilly County Borough Council (CCBC). Newport City Council is not best placed to comment on roads under the jurisdiction of a neighbour borough. The proposals are based on accidents information and our commitment to lowering the number each year.

However, it is considered appropriate to highlight that the Council engaged with CCBC and provided copies of the proposals for their review. Aside from an initial enquiry which was answered in the Statement of Reasons (SoR), no further comments have been received.

The neutral enquiry is noted and a full response has been issued; including copies of the TRO as requested.

We note the positive comment regarding the undertaking of surveys in the A467.

Part 3: Assessment

This section requires you to assess the potential impact of your decision on a range of groups who may experience specific disadvantages. Your assessment should be supported by evidence – either from your own engagement/consultation, similar or previous engagement, what you already know about the people who access your service, or from local and national sources of information.

Useful documents which set out information about how communities are impacted by inequalities include [EHRC – Is Wales Fairer?](#) and the council’s [COVID-19 Community Impact Assessment](#). Your decision may have both positive and negative impacts – if this is the case, please place a cross in both boxes.

1. Impact on people that share Protected Characteristics

[Protected Characteristics](#) are defined under the Equality Act 2010, and describe groups of people who are protected from discrimination, either in the workplace, or through the provision of goods and services. The council must consider how decisions may impact on people differently because of a protected characteristic, and how any negative impact could be reduced. National guidance on assessing equality impacts and the Public Sector Equality Duty can be found [here](#). You can also access further advice and examples of positive and negative impacts [here](#).

Protected characteristic	Impact:			Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to: <ol style="list-style-type: none"> Promote equal opportunity across different groups Promote community cohesion Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
Age	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The “positive” impact associated with the proposals include a safer highway network for vehicular and other traffic due to better managing the network and reducing the number of accidents. An increase in capacity will allow a greater number of people to travel improving access to facilities and a reduction in harmful pollutants.</p> <p>The potential “negative” impacts may include slightly longer journey times. However, the road safety benefits far outweigh any concerns. Delays due to road traffic incidents are expected to reduce.</p> <p>With regards to the Public Sector Equality Duty, all people who travel along the A467 will benefit from the 50MPH speed limit due to improved safety, fewer accidents, better access and lower pollutant levels.</p>
Disability	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>As per the above, the “positive” impact associated with the proposals include a safer highway network for vehicular and other traffic due to better managing the network and reducing the number of accidents. This applies to all road users.</p>

Protected characteristic	Impact:			Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to: 1. Promote equal opportunity across different groups 2. Promote community cohesion 3. Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
				There may be negative impacts associated with the implementation of the "50MPH speed limit", should motorists' choose to exceed the speed limit. This could result in a Fixed Penalty Notice (FPN) being issued, in addition to driving licence endorsements.
Gender Reassignment/ Transgender	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Marriage or civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Pregnancy or maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Religion or Belief or non-belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.

Protected characteristic	Impact:			Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to: 1. Promote equal opportunity across different groups 2. Promote community cohesion 3. Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.

2. Impact on Welsh Language

The Welsh Language (Wales) Measure specifies that for all policy decisions, the council must consider the effects (both positive and negative) on the Welsh language. For further guidance on Welsh language considerations see [here](#).

Page 67




	Impact:			
	Positive	Negative	Neither	
Welsh Language	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All public documents, including the consultation material and Notice of Intent (legal Notice) were made available in both English and Welsh. Any future signage (if required), including the TRO (legal Order) and any issued PCNs will be issued bilingually/available in Welsh. There will be no impact, either positive or negative in relation to this specific protected characteristic.



1. Please describe how you have ensured your engagement has considered the view of Welsh speakers in Newport.

We have worked closely with the City Council's Welsh Language Officer, to ensure that all public documents have been compliant.

3. The Sustainable Development Principle

The Well-being of Future Generations Act puts in place a sustainable development principle which helps organisations consider the impact they could have on people living in Wales in the future, and ensure they are focused on tackling long-term challenges. Below, consider how your decision promotes, advances, or contradicts the [5 ways of working](#) which underpin the sustainable development principle. You can access further guidance on considering the sustainable development principle [here](#).

<p>Long term</p> 	<p><i>The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.</i></p>	<p>It is important for us to balance short-term needs with the need to safeguard the ability to also meet long-term needs. The proposals promote regeneration, whilst improving road safety and protecting the environment. Reducing vehicle speeds will help to lower the number of accidents, increase capacity and help lower air quality, making the environment safer and greener.</p>
<p>Prevention</p> 	<p><i>Putting resources into preventing problems occurring or getting worse</i></p>	<p>We seek to act as promptly as feasibly possible in order to prevent problems from getting worse. The 50mph speed limit proposal and subsequent recommendation provides evidence of this. These measures will lower the number of accidents, preventing problems getting worse.</p>
<p>Integration</p> 	<p><i>Considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.</i></p>	<p>Traffic Regulation Orders are legal documents that restrict or prohibit the use of the highway network, in line with the Road Traffic Regulation Act 1984.</p> <p>They help the Council to manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.</p> <p>A Traffic Regulation Order can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly. The 50mph speed limit will make the highway network safer for motorists' and improve the environment and quality of life.</p>

<p>Collaboration</p> 	<p><i>Working together to deliver objectives.</i></p>	<p>The well-being of others is considered in our proposal by lowering the number of accidents; including severity.</p> <p>In addition to improving access to facilities, increasing capacity and reducing the number of harmful pollutant levels, improving air quality.</p> <p>Processes include engagement with the Police and GoSafe early on in order to obtain their feedback from a policing and enforcement aspect. Formal consultees also include the Ambulance & Fire Service, Haulage and Transportation Firms, Disability Groups and local Ward Members. Members of the public can review details of the proposal by reviewing the Notice of Intent (NI) in the local press or by engaging with the Council.</p>
<p>Involvement</p> 	<p><i>Involving those with an interest and seeking their view - ensuring that those people reflect the diversity of the area.</i></p>	<p>The authority is legally obliged to formally consult and engagement includes a variety of ways to reach out to as many individuals as possible, as a means of increasing the number of customer responses. A well-managed network makes a safer environment and helps to reduce conflict and driver frustrations.</p> <p>Consultation includes publishing the Notice of Intent in the local press, allowing the wider community to comment. In addition to Local Ward Members, Ambulance & Fire Service, Police, GoSafe, Haulage Firms, Transportation Companies, Disability Groups and the neighbouring borough; Caerphilly County Borough Council (CCBC).</p>

4. Socio-economic Duty

The [Socio-economic Duty](#) is set out in the Equality Act 2010, and requires the council, when making strategic decisions, to pay due regard to the need to reduce the inequalities of outcome that result from socio-economic disadvantage. Inequalities of outcome are felt most acutely in areas such as health, education, work, living standards, justice and personal security, and participation.

A ‘strategic decision’ is defined by Welsh Government as a decision **which affects how the council fulfils its statutory purpose over a significant period of time and does not include routine ‘day to day’ decisions.** Strategic decisions include:

- Corporate plans
- Setting wellbeing, equality and other strategic objectives
- Changes to, or development of public services
- Strategic financial planning
- Strategic policy development

If you do not think your decision meets this definition, and you do not plan on carrying out a Socio-economic Duty Assessment in this section, please provide your rationale below. Any decision which is presented to a Cabinet Member, at Cabinet or Council will be viewed as a strategic decision.

The Road Traffic Regulation Act 1984 does not consider socio-economic factors in progressing a proposal. The Socio-Economic Duty Assessment is therefore not considered appropriate.

If your decision does meet the definition, please consider the impact of your decision on the socio-economically disadvantaged groups, and areas of inequality that may arise from socio-economic disadvantage contained in the matrix below. The groups listed are not exhaustive and you should consider any additional groups relevant to your decision who may experience socio-economic disadvantage in the following ways:

- **Low Income/Income Poverty** - cannot afford to maintain regular payments such as bills, food, clothing, transport etc.
- **Low and/or no Wealth** - enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provisions for the future
- **Material Deprivation** - unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, hobbies etc.)
- **Area Deprivation** - where you live (rural areas), where you work (accessibility of public transport)
- **Socio-economic Background** – for example, parents’ education, employment and income

Indicate a positive or negative impact, or both where they apply, and the severity of this impact by coding the sections of the grid based on the below. *If there is no/neutral impact, please leave blank.*

Negative Impact		Positive Impact	
N1	Negative impact – mild	P1	Positive impact – mild
N2	Negative impact – moderate	P2	Positive impact – moderate
N3	Negative impact – significant	P3	Positive impact – significant
N4	Potential for negative impact (but unsure)	P4	Potential for positive impact (but unsure)

Areas of inequality that may arise from socio-economic disadvantage – definitions

Education :The capability to be knowledgeable, to understand and reason, and to have the skills and opportunity to participate in the labour market and in society

Work: The capability to work in just and favourable conditions, to have the value of your work recognised, even if unpaid, to not be prevented from working and to be free from slavery, forced labour and other forms of exploitation

Living Standards: The capability to enjoy a comfortable standard of living, in appropriate housing, with independence and security, and to be cared for and supported when necessary.

Justice, Personal Security and Community Safety: The capability to avoid premature mortality, live in security, and knowing you will be protected and treated fairly by the law

Health: The capability to be healthy, physically and mentally, being free in matters of sexual relationships and reproduction, and having autonomy over care and treatment and being cared for in the final stages of your life

Participation: The capability to participate in decision making and in communities, access services, know your privacy will be respected, and express yourself

Groups	Areas of inequality						
	Living Standards	Work	Health	Education	Justice and community safety	Participation	Physical Environment
Children living in poverty							
Low income households without dependent children							
Unemployed young people							
Long term unemployed							
Homeless households							
Refugees, migrants and asylum seekers							
Deprived neighbourhoods - WIMD rank in 10% most deprived LSOA							
People on Universal Credit / income related benefits							
Adults with no qualifications or low qualifications							
People living in low quality housing or in Houses of Multiple Occupation							

1. What evidence do you have about socioeconomic disadvantage and inequalities of outcome in relation to this decision?

Please expand on the information provided in the matrix, giving reasons for your assessment of both positive and negative impacts. You may like to consider your experience of current service delivery, recent engagement or consultation or any national/local research relevant to your policy decision.

For any positive impacts, please indicate the [Wellbeing Goal](#) and/or [Wellbeing Objective](#) that this contributes to as set out in the previous section.

2. Please describe how you have ensured your engagement has considered the views of people living in Newport who are affected by socio-economic disadvantage.

3. Does this decision contribute to a cumulative impact?

- A. Consider your decision in the wider context of your service area and the organisation. Is this part of, or does it contribute to, a series of decisions that have negative impacts for the same groups of people, or the same area of Newport (e.g. withdrawal of multiple services).
- B. Consider whether your decision has a cumulative impact because of intersectionality – i.e. have you identified impacts on people that share Protected Characteristics who will be further disadvantaged by socio-economic impacts.

Part 3: Actions and Outcomes

Considering any negative impacts that you have identified, indicate below how you will reduce these, and how you will monitor potential impact. Further guidance on how to complete your action plan can be found [here](#).

IMPACT ON PEOPLE THAT SHARE PROTECTED CHARACTERISTICS			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
IMPACT ON WELSH LANGUAGE			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
SOCIO-ECONOMIC IMPACTS			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner

SUSTAINABLE DEVELOPMENT PRINCIPLE			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner

Once your FEIA is complete, please forward to nccequality@newport.gov.uk

This page is intentionally left blank

Report

Cabinet Member for Infrastructure and Assets

Part 1

Date: 15 June 2023

Subject Proposed 50mph Speed Limit, A468

Purpose The purpose of this report is to advise on the outcome of the formal advertisement regarding proposals to implement a 50mph speed limit traffic order in the length of the A468 from a point 670 metres east of its eastern junction with Old Road to a point 475 metres north west of its western junction with Old Road, where it meets the boundary with Caerphilly County Borough Council (CCBC).

The report asks the Cabinet Member for Infrastructure and Assets, within her Delegated Powers, to note the formal objections received during consultation and decide whether or not to proceed with the proposed traffic order.

Author Head of Infrastructure

Ward Graig

Summary The council has carried out the full statutory consultation process including advertisement of the proposal to introduce a 50mph speed limit traffic order in the A468 from a point 670 metres east of its eastern junction with Old Road to a point 475 metres north west of its western junction with Old Road, where it meets the boundary with Caerphilly County Borough (CCBC).

The "Notice of Intent" (NI) is shown in **Appendix A**.

In response to the consultation the council received three objections, two emails of support and one neutral response/enquiry regarding the proposed 50mph speed limit.

In line with delegated powers, the Cabinet Member is required to consider all comments, including objections and decide upon a resolution which is likely to include instructing Officers to proceed with making the Traffic Regulation Order (TRO) as consulted on, modify to make a less onerous and/or less extensive Order or abandon the Order.

Proposal That the Cabinet Member for Infrastructure and Assets notes the recommendations and authorises officers to proceed with Option 1, which will introduce a new lower 50mph speed limit order in the A468 from a point 670 metres east of its eastern junction with Old Road to a point 475 metres north west of its western junction with Old Road, where it meets the boundary with Caerphilly County Borough Council (CCBC).

Action by Head of Infrastructure

Timetable Immediate

This report was prepared after formal consultation and engagement with the following interested parties:

Council Officials & Departments

- Head of Infrastructure
- Road Safety and Customer Services Team, Infrastructure Services
- Highways & Engineering Services Manager
- Senior Strategy Manager
- Ward Members

Organisations

- Police Chief Officer
- GoSafe
- Ambulance Service
- Fire Service
- Haulage Companies
- Transportation / Bus Companies
- Disability Groups
- Caerphilly County Borough Council (CCBC)

Signed

Background

Following a number of accidents on the A468 in the last five years, Officers concluded the severity of the problem warranted the introduction of a new lower speed limit; which would see a reduction from 60mph to 50mph. Between 1st January 2017 and 31st December 2021, accidents include two fatalities and one serious accident, involving 7 casualties in total.

Therefore, the proposals are intended to provide mitigation of danger to persons or other traffic using the road, as the safety gains from driving slower are indisputable.

GoSafe were formally consulted on the proposals in order to establish the level of support from a policing and enforcement aspect and to provide an opportunity to put forward any alternative suggestions or indeed objections, in addition to local ward Members.

The proposals are shown in the attached documents - **Appendix C**;

- Drawing No.12759-01, A467 Newport

The formal consultation commenced on the 5th October 2022 allowing consultees to submit their observations and / or objections by Wednesday 2nd November.

Individuals had the opportunity to send feedback via royal mail, emailing Newport City Council Traffic Mailbox or engagement via Infrastructure Services.

A copy of the Notice of Intent (see **Appendix A**) was advertised in the Local Newspaper, allowing the opportunity for individuals from the wider area to also consider the proposal. Additionally, Officers engaged with local Members and organisations such as the emergency services and enforcement partners.

In response to the statutory consultation, the council received three valid objections (see **Appendix B**) in addition to two emails of support and one neutral response/enquiry.

In summary, objections are made based on the following;

- Heavy handed
- Reducing the speed limit does not increase traffic flow
- Revenue generating proposal
- Straight single road, unobstructed view, not surrounded by hazards that could warrant a reduction in speed
- Drivers will overtake slow moving traffic at speed and it will increase pollution

With regards to the what is deemed to be a neutral enquiry, a summary is provided below;

- A Traffic Regulation Order (TRO) request / details of the Statement of Reason (SoR)

The consultation generated two emails of support for the 50mph speed limit on the A468; a summary is provided below;

- Due to the fact that this strip of road has had two fatal incidents in the last 5 years, I fully support this recommendation
- No objections to raise from a policing perspective regarding the speed alteration

In response to the above objections, the objective of this proposal is to keep individuals safe on our roads and an on-going commitment to reduce the number and severity of accidents occurring on the road network each year, rather than specifically trying improve the flow of traffic.

The proposal in the A468 relates to a series of incidents in the last five years, as opposed to a “revenue” generating exercise. Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer confidence in the latest proposals; the Accident Analysis System confirms 3 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 2 fatalities and 1 serious, involving 7 casualties in total.

The safety gains from driving at slower speeds are indisputable. Although the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number and severity of incidents occurring on this stretch of road. In order to achieve this, it is proposed that a lower limit is imposed.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists’ maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. However, we do acknowledge that journey times will likely increase slightly.

The proposal is not associated with any Air Quality Management project. However, lower speeds can positively influence air quality by reducing emissions and harmful pollutants as well as safety conditions.

In “Making” a Traffic Regulation Order, the Police have the powers to enforce the speed limit and we would always support GoSafe and our Policing partners with any enforcement activity. It should also be noted that this section of road benefits from the operation of Average Speed Cameras.

Additionally, we have actively engaged with GoSafe and Gwent Police in advance of formally advertising the proposals. Their support is noted within this report.

Additional factors that are considered when setting speed limits include the following:-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, excessive straights, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality).

It is considered appropriate to highlight that the Council engaged with Caerphilly County Borough Council and provided copies of the proposals for their review. Aside from an initial enquiry which was answered in the Statement of Reasons (SoR), no further comments have been received.

We note the positive comment regarding the 50mph lower speed limit due to the number of fatalities.

Financial Summary

- The cost of making & implementing the Traffic Regulation Order (TRO), including associated signs and posts will be met in full via existing council funding.

	Year 1 (Current) £	Year 2 £	Year 3 £	Ongoing £	Notes including budgets heads affected
Income					Costs for TRO and Implementation of signs and lines for each location.
Net Costs (Savings)	3,000				
Net Impact on Budget	3,000				

Risk Table (if applicable)

Risk	Impact of Risk if it occurs* (H/M/L)	Probability of risk occurring (H/M/L)	What is the Council doing or what has it done to avoid the risk or reduce its effect	Who is responsible for dealing with the risk?
Non-compliance of legislation	Medium	Low	Adhere to Guidance and Regulations such as The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 and The Road Traffic Regulation Act 1984. As per the above adequate consultation in the local press and engagement with stakeholders, including the emergency services and policing/enforcement partners.	Head of Infrastructure

Links to Council Policies and Priorities

One Newport Public Services Board Local Well-being Plan 2018-23

The Local Well-being Plan has five cross cutting interventions that support the priorities and well-being objectives of the Public Services Board (PSB). Sustainable Travel is one of the five cross-cutting interventions. The PSBs' sustainable travel vision is:

"Efficient, safe, and healthy travel, accessible to all, with overall low impact on the environment, prioritising walking, cycling and integrated public transport and also considering car sharing and ultra-low emission vehicles".

The intervention sets out 3 steps that the PSB will be working on for the life of the plan.

- PSB to become champions of sustainable travel, leading by example and reducing the public sector's contribution to air pollution.
- Create an environment where public transport, walking and cycling is prioritised.

3. Encourage the use of ultra-low emission vehicles.

The preferred option supports these objectives

Corporate Plan 2022-27

An Ambitious, Fairer, Greener Newport for everyone

The Corporate Plan runs to 2027. There are four well-being objectives that will prioritise our focus over the next five years and will support our longer-term vision for Newport over the next 20 years:

1. Economy, Education and Skills - Newport is a thriving and growing city that offers excellent education and aspires to provide opportunities for all.
2. Environment and Infrastructure – Newport is a city that seeks to protect and enhance our environment whilst reducing our carbon footprint and preparing for a sustainable and digital future.
3. Quality Social Care and Community Services - Newport is a supportive city where communities and care are at the heart of what we do.
4. An Inclusive, Fair and Sustainable Council - Newport City Council is an inclusive organisation that places social value, fairness and sustainability at its core

The preferred option supports these aims

Sustainable Travel Strategy (Air, Noise & Sustainability Action Plan)

The Council's Sustainable Travel Strategy (Air, Noise & Sustainability Action Plan) was designed to outline the various actions the Council will progress to reduce the level of pollution from road traffic and provide a framework to develop local plans to target known areas of poor air pollution.

The preferred option will support this strategy.

Options Available and considered

Option 1 – Proceed to implementation as per the original Advertisement

That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed to implementation, which will introduce a 50mph speed limit Traffic Order on the A468 from a point 670 metres east of its eastern junction with Old Road to a point 475 metres north west of its western junction with Old Road, where it meets the boundary with Caerphilly County Borough (CCBC).

Option 2 - Abandon the 50MPH speed limit Traffic Order

Preferred Option and Why

Option 1 – Proceed to implementation as per the original Advertisement

That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed to implementation, which will introduce a 50mph speed limit Traffic Order on the A468 from a point 670 metres east of its eastern junction with Old Road to a point 475 metres north west of its western junction with Old Road, where it meets the boundary with Caerphilly County Borough (CCBC).

This option is recommended as it will help to reduce traffic speeds, improve road safety and lower the number and severity of accidents occurring along this key route. The Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A468.

Comments of Chief Financial Officer

As outlined in the report, the proposal is to be met from within existing budgets and is therefore affordable. Any ongoing costs will also be met from within the service's revenue budget.

Comments of Monitoring Officer

The proposed Traffic Regulation Order is in accordance with the Council's statutory powers that allow us to temporarily or permanently restrict or prohibit the use of the highway network in line with the Road Traffic Regulation Act 1984.

In accordance with the regulations, the intention to make the "50mph speed limit" Traffic Order has been formally advertised and there has been three formal objections received during the public consultation period.

Therefore, the Cabinet Member is now required to have regard to the objections and consider whether, in the light of the representations made, the TRO should be confirmed.

The Order has been proposed following a number of reported incidents in the A468 involving 2 fatalities, 1 serious accident and 7 casualties in the last five years. Officers have followed guidance and working practices associated with setting and reviewing speed limits and factors such as history of collisions; including frequency, severity, types and causes; road geometry and engineering, road function, composition of road users and road environment in order to assess the severity of the problem and to develop the most suitable method for resolving the issues.

A full consultation process has been undertaken including public advertisement of the Notice of Intent (NI) in line with statutory procedures; stakeholders including internal interested parties, the emergency services, GoSafe and local Members.

An Equality Impact Assessment has been undertaken which concludes that the scheme provides more positive than negative impacts for all road users, including those with protected characteristics, in the form of increased road safety.

The objections received largely relate to traffic flow concerns and how it is not believed that the proposal to lower the limit will improve the situation. In addition to few hazards locally. However, the Order is being made for valid road safety reasons. Therefore, it is reasonable for the Cabinet Member to conclude that there are reasonable grounds for confirming the TRO for the reasons set out above.

Comments of Head of People, Policy and Transformation

There are no staffing implications associated with this decision. An FEIA has been completed which has not identified any significant impacts on people with protected characteristics. The proposal also supports the 5 Ways of Working identified in the Well-being of Future Generations Act, particularly with respect to Prevention and Involvement. A consultation was conducted with both members of the public and selected external stakeholders and the results are included in this report.

Local issues

Processes include consultation and engagement with Members. Feedback suggests an element of support, with one representation in total.

Scrutiny Committees

N/A

Fairness and Equality Impact Assessment:

- **Wellbeing of Future Generation (Wales) Act**
- **Equality Act 2010**
- **Socio-economic Duty**
- **Welsh Language (Wales) Measure 2011**

The council has a number of legislative responsibilities to assess the impact of any strategic decision, proposal or policy on people that may experience disadvantage or inequality.

The proposals have been subject to a Fairness and Equality Impact Assessment (FEIA) which allow us to consider all relevant impacts.

The Fairness and Equality Impact Assessment is attached to this report - **Appendix D**.

Children and Families (Wales) Measure

N/A

Wellbeing of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act is about improving the social, economic, environmental and cultural well-being of Wales.

The below is an overview of how the Council has considered the five ways of working in developing the 50MPH speed limit proposals in this report and meeting our long term objectives.

Looking to the long Term

This preferred option addresses the short and long term concerns regarding road safety and to secure the expeditious, convenient and safe movement of vehicular and other traffic. It also seeks to support the strategic aims around promotion of active travel and reduced carbon emissions and harmful pollutants by maintaining traffic flow; whilst helping to translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. Resulting in more people being able to travel and still be safe.

Prevention

This preferred option will seek to address current and future road safety concerns on a busy key route which will have the capacity to improve the social and environmental wellbeing of residents now and in the future

Collaboration/involvement

Statutory consultation on the preferred option has ensured full consultation and collaboration with communities, elected members and statutory bodies in considering this proposed traffic order amendment.

Taking an integrated approach

The preferred option will address road safety concerns for all users both now and in the future. Reduced carbon emissions, promotion modal shift to more cycling and walking within communities and reduction in traffic congestion, promotes ecosystems that support social, economic and ecological resilience and the capacity to adapt to change.

Crime and Disorder Act 1998

N/A

Consultation

The formal consultation commenced on the 5th October 2022 allowing consultees to submit their observations and / or objections by Wednesday 2nd November.

Individuals had the opportunity to send feedback via royal mail, emailing Newport City Council Traffic Mailbox or engagement via Infrastructure Services.

A copy of the Notice of Intent (see **Appendix A**) was advertised in the Local Newspaper, allowing the opportunity for individuals from the wider area to also consider the proposal . Additionally, Officers engaged with local Members and organisations such as the emergency services and enforcement partners.

Background Papers

See Appendix A-D

Dated: 15 June 2023

APPENDIX A

NOTICE ADVERTISED

**NEWPORT CITY COUNCIL
(A468, LOWER MACHEN, NEWPORT)
(50MPH SPEED LIMIT) ORDER 2022**

NOTICE is hereby given that Newport City Council (hereinafter referred to as "the Council") in exercise of its powers under the Road Traffic Regulation Act 1984 (as amended) and of all other enabling powers, intends to make the above order the effect of which is to prohibit vehicles from proceeding along the A468 at Lower Machen at a speed of more than 50mph. The length of the A468 affected runs from a point 670 metres east of its eastern junction with Old Road to a point 475 metres north west of its western junction with Old Road, where it meets the boundary with Caerphilly County Borough.

Full details of these proposals are in the draft order, which together with the plan and a statement of the Council's reasons for proposing to make the order, may be inspected via request to Conveyancing.Team@newport.gov.uk or telephone 01633 656656. If you wish to object to the proposals you should send the grounds for your objection in writing to the undersigned by 02 November 2022.

DATED: 05 October 2022

G D Price, Head of Law and Standards, Civic Centre, Newport, NP20 4UR.

APPENDIX B

PROPOSED 50MPH SPEED LIMIT, A468 - OBJECTIONS

PROPOSED 50MPH SPEED LIMIT, A468 - OBJECTIONS

Objection No.1

From:
Sent: 07 October 2022 08:42
To: NCC-Conveyancing Team
Subject: Proposed 50mph speed enforcement

I object to this proposal. It's very luddite.

Response to Objection

From: NCC - Traffic
Sent: 09 November 2022 16:33
To:
Subject: Objection to the Proposed 50mph Speed Limit, A468

Further to your objection (attached) and our below response in relation to the 50mph speed limit reduction proposals in the A467. This email confirms that we also accept your objection in relation to the A468.

A decision has been taken to accept your objection to both, since you did not clearly specify the location in your correspondence.

Our justifications for lowering the limit in the A468 are similar to the A467 and are largely driven by the number of road traffic accidents, including fatalities.

As per the below, our update will be made available online as soon as a decision has been made at the following [Traffic Regulation Orders | Newport City Council](#) .

Previous response for information

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We note your comments regarding the proposal.

The reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

Please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in

turn should lower the number of incidents sadly occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. However, as mentioned above; the objective is to reduce the number of accidents and in our opinion, reducing the limit in both directions will achieve this.

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.2

From:

Sent: 06 October 2022 16:53

To: NCC-Conveyancing Team

Subject: Reducing speed limit to 50mph

As proved by the Coldra reduction, reducing speed limit does not increase traffic flow. Quite the opposite. This is not a true reason for reduction and is more likely a revenue generating proposal. I would draw your your attention to an ancient law that states all the king and queens subjects should be allowed freedom of travel without impedance. Be interested to see this in court as this ancient law has not been rescinded.

Response to Objection

From: NCC - Traffic

Sent: 09 November 2022 16:43

To:

Subject: Objection to the Proposed 50mph Speed Limit, A468

Further to your objection (attached) and our below response in relation to the 50mph speed limit reduction proposals in the A467. This email confirms that we also accept your objection in relation to the A468.

A decision has been taken to accept your objection to both, since you did not clearly specify the location in your correspondence.

Our justifications for lowering the limit in the A468 are similar to the A467 and are largely driven by the number of road traffic accidents, including fatalities.

As per the below, our update will be made available online as soon as a decision has been made at the following [Traffic Regulation Orders | Newport City Council](#) .

Previous response for information

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We note your comments regarding reducing the speed limit will not increase the flow of traffic.

In response to this, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

However, please kindly note that the driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year. Therefore, claims of generating revenue are strongly rejected.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents sadly occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. However, as mentioned above; the objective is to reduce the number of accidents and in our opinion, reducing the limit in both directions will achieve this.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

Objection No.3

From:

Sent: 06 October 2022 18:07

To: NCC-Conveyancing Team

Subject: 50mph limit A468 Lower Machen

I am writing to object about the lowering of the speed limit on the above mentioned stretch of road.

The road in question is a very straight single lane road with national speed limits in place. The view from one end of the straight to the other is unobstructed, with one small side road adjoining it. It is not surrounded by houses, schools, shops or any other type of hazard that could warrant a reduction in speed. Traffic flow will not be improved.

I feel this will create a situation whereby drivers will rush to overtake slower moving traffic at the tiny section of dual carriageway heading east beyond the railway bridge. This is a nasty section that is short and uphill. Drivers will accelerate hard to overtake and the pollution here, actually next to someone's home, will be dreadful.

Response to Objection

From: NCC - Traffic

Sent: 09 November 2022 17:09

To:

Subject: Objection to the Proposed 50mph Speed Limit, A468

Further to our response below regarding the proposals to lower the speed limit to 50mph in the A467. This email confirms that we also accept your objection in relation to the A468 (attached).

We note your comments regarding the geometry of the road, unobscured view and how it is not surrounded by properties or shops/schools etc that could warrant a speed reduction. We understand that you also do not believe that it will improve traffic flows and suspect motorists' may in fact overtake at speed.

In response to your concerns our justifications for proposing the lower speed limit in the A468 are similar to the A467 and are largely driven by the number of road traffic accidents, including fatalities in the last 5 years.

Although we appreciate it is a straight stretch of road, and in theory should not encounter too many problems. Unfortunately, we often find the opposite. Vehicle speeds tend to be higher as motorists' do not feel that they need to be cautious. As you say, because visibility is good and not too much is happening in the area in terms of movements and/or pedestrians.

As per the below, our update will be made available online as soon as a decision has been made at the following [Traffic Regulation Orders | Newport City Council](#) .

Previous response for information

Thank you for your email regarding the proposals to reduce the speed limit to 50mph in the A467 (attached).

We appreciate your comments regarding how you feel the A467 is in good condition with few hazards and a steady flow. In addition to few traffic lights in the area to benefit from a reduced limit on approach.

In response to your comments our latest proposals in the A467, reasons for reducing the speed can be reviewed in the "Statement of Reason". However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A467.

The driving force behind our latest proposal is a result of a high number of accidents on the stretch of road in question. Our primary concern is keeping individuals safe on our roads and an on-going commitment to reduce the number of incidents sadly occurring on the road network each year.

Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer you confidence in our latest proposals; the Accident Analysis System confirms 15 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 5 serious and 10 slight. 85% of all incidents involved the driver and rider casualties. In our opinion, the safety gains from driving slower are indisputable. Although we appreciate the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit, in keeping with the surrounding area.

Additionally, our processes include engagement with GoSafe and Gwent Police and their support is noted in advance of formally advertising the proposals based on the accident statistics, understanding that we would see a reduction as a direct result moving forwards.

It is also good practice to review the wider area to ensure a safe distribution of speed. It is therefore considered appropriate to make the remainder of the A467 50mph. Please kindly note that a reduction in speed is not insulation, but an extension to the Welsh Government improvement works in the area.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists' maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe.

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Engineers will create a Cabinet Report which will include your objection in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

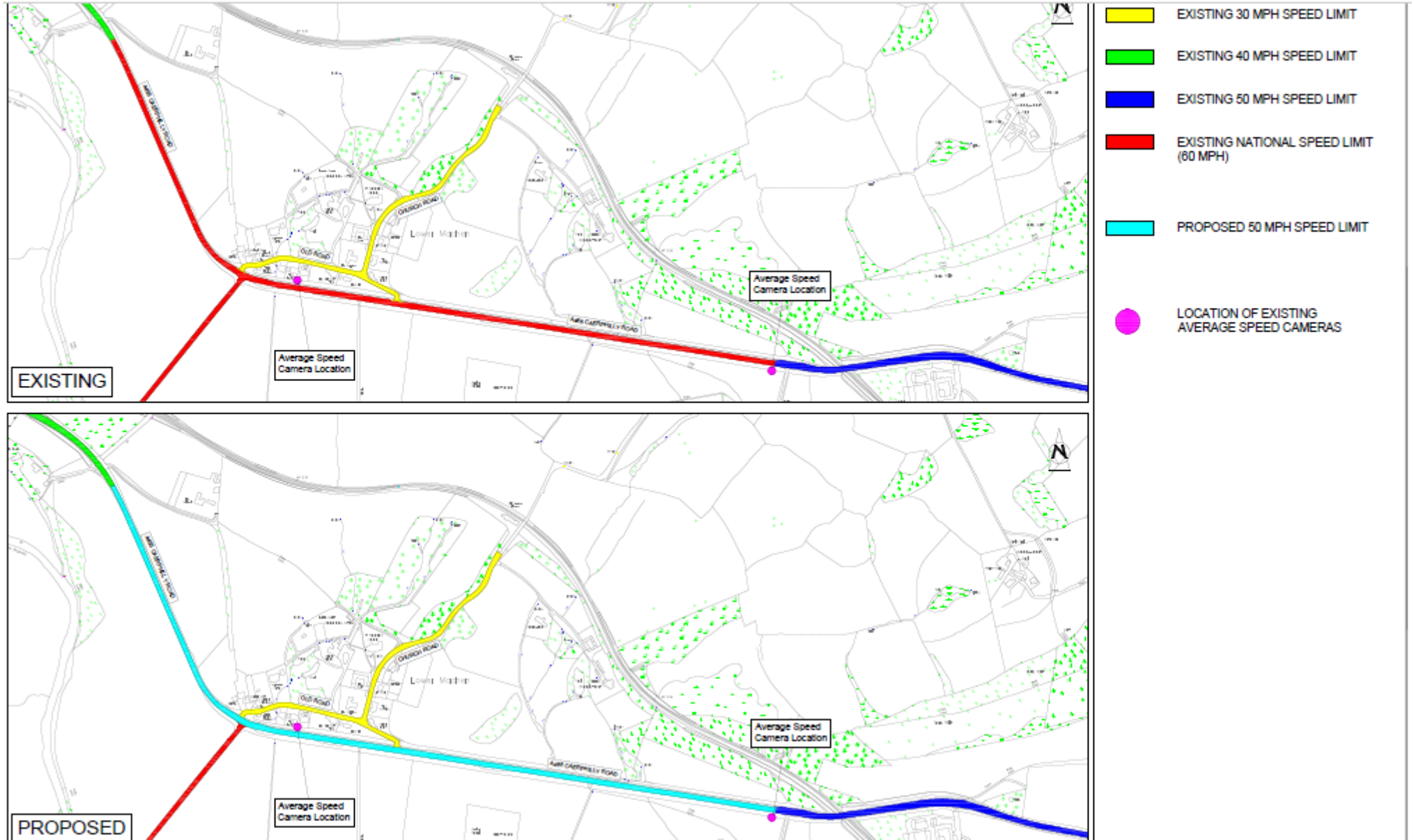
- a) To make the TRO as consulted on,
- b) modify to make a less onerous and/or less extensive Order, or
- c) abandon the Order.

The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

Thank you in advance for your co-operation.

APPENDIX C

PROPOSED 50MPH SPEED LIMIT, A468



APPENDIX D

FAIRNESS AND EQUALITY IMPACT ASSESSMENT - PROPOSED 50MPH SPEED LIMIT, A468

Fairness and Equalities Impact Assessment (FEIA)

This is an integrated Impact Assessment which aims to ensure Newport City Council makes decisions which are fair, take account of relevant evidence, and seek to secure the best outcomes for our communities. **An FEIA should be used to inform the first steps of decision-making, at concept stage, not when a decision is already made, or at the point when it cannot be influenced.** This impact assessment considers our legislative responsibilities under:

- The Equality Act (2010), including the Socio-economic Duty
- The Wellbeing of Future Generations (Wales) Act (2015)
- The Welsh Language (Wales) Measure (2011)

The FEIA process is not intended to prevent decisions being made, but to ensure we have considered their potential impact. An FEIA also helps us to focus on how we can reduce any negative impacts, and provides us with evidence that we have met our legal duties.

For support to complete your FEIA, please contact the [Connected Communities Team](#)

What do we mean by Fairness?

The Newport Fairness Commission is an independent body which advises the council on the best use of resources and powers to achieve the fairest outcomes for local people. The Fairness Commission has established four **Principles of Fairness** which should be considered as part of any decisions that the council make – the questions below are useful to reflect on before you start your FEIA.

Equity	Are people being treated in a consistent way, whilst acknowledging their differences (for example, need, barriers to accessing services)?
	Will the gap between those with more, and those with less be reduced?
	Have the interests of different groups affected (including minority or disadvantaged communities) been taken into account?
Priority	Have the needs of the most disadvantaged and vulnerable across the city been given priority?
	Have you considered possible indirect consequences for minority/disadvantaged communities when other priorities are directing decisions?
Inclusion	Will the voices of all those affected by your decision be heard?
	Are people able to participate in and shape a service, as well as receiving it?
	Have you considered the impact of your decision on the relationship between communities, and the spaces they share?
Communication	Are decisions being made transparently and consistently?
	How will decisions be communicated to people who are affected in a clear way, with the opportunity for feedback?

Part 1: Identification

Name of person completing the FEIA	Fiona Powell
Role of person completing the FEIA	Team Manager, Parking and Road Safety
Date of completion	23 November 2022
Head of Service who has approved this FEIA	Stephen Jarrett

1. What is being assessed? *(Please double click on the relevant box(es) (X) and select 'checked' as appropriate)*

- New or revised policies, practices or procedures (which modify service delivery or employment practices)
- Service review or re-organisation proposals which affect the community and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- Decisions affecting service users, employees or the wider community including (de)commissioning or revising services
- New project proposals affecting staff, communities or access to the built environment
- Public events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Service Boards
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services
- Other *please explain in the box below:*

Assessment is required in relation to a reduced 50mph speed limit proposal in the A468 from a point 670 metres east of its eastern junction with Old Road to a point 475 metres north west of its western junction with Old Road, where it meets the boundary with Caerphilly County Borough (CCBC).

2. Please describe the overall aims, objectives and intended outcomes of your decision

Traffic Regulation Orders (TROs) are legal documents that restrict or prohibit the use of the highway network, in line with The Road Traffic Regulation Act 1984. They help manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.

A TRO can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly. Examples of schemes that require a TRO typically include;

1. On-street Parking Restrictions
2. One-Way Streets and Banned Turns
3. Prohibition of Driving
4. Speed Limits

5. Weight Limits/Restrictions

As a means of lowering traffic speeds on the public highway at the location described in the Notice of Intent (NI) and shown on the new map tiles. The measures outlined are intended to provide mitigation of danger to persons in order to reduce the number of incidents and for avoiding danger to other traffic using the road, as the safety gains from driving slow are indisputable.

It was therefore considered appropriate to formally consult on the proposals in order to establish the level of support, and of course to provide an opportunity to put forward any alternative suggestions or objections.

3. Who are the main stakeholders who may be impacted by your decision and what data do you hold on them? Consider communities of place (people who live in the same geographic area) and communities of interest (people who share particular characteristics but may live in different geographic areas). Stakeholders may include residents, local businesses, community groups, staff or partners.

Evidence

Following a number of accidents on the A468 in the last five years, Officers concluded the severity of the problem warranted the introduction of a new lower speed limit; which would see a reduction from 60MPH to 50MPH. Between 1st January 2017 and 31st December 2021, accidents include two fatalities and 1 serious involving 7 casualties in total.

Guidance and working practices associated with setting and reviewing speed limits include;

The Department for Transport (DfT) offers guidance which sets out the framework that traffic authorities should follow when setting and reviewing local speed limits. Guidance states that speed limits should be evidence-led and self-explaining and seek to reinforce peoples assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as a “maximum”, rather than a target speed.

The Council is responsible for setting “local” speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. The below is used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. Guidance is also used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in the Councils Local Transport Plans.

We are obliged to keep our speed limits under review with changing circumstances. A current example of this is the Wales wide national default speed limit changes from 30mph to 20mph in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists (further details below).

Our guidance is used not only for setting local speed limits, but it also designed to help improve the wider understanding of why and how local speed limits are determined. The guidance is not used in isolation, but in conjunction with more comprehensive information specific to each site (further details below).

With regards to our latest proposals in the A468, reasons for reducing the speed can be reviewed in the “Statement of Reason”. However, the Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious,

convenient and safe movement of vehicular and other traffic. The introduction of a 50mph speed limit on the lengths of road specified will reduce vehicle speeds, improving road safety as well as conditions for vehicles entering and exiting this section of the A468.

Factors that are considered when setting speed limits include the following:-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)).

As such, it was determined that the A468 met the Council's criteria for a review / lower limit proposal, which would result in improved road safety.

The formal consultation commenced on the 5th October 2022 allowing consultees to submit their observations and / or objections by Wednesday 2nd November.

Individuals had the opportunity to send feedback via royal mail, emailing Newport City Council Traffic Mailbox or engagement via Infrastructure Services.

A copy of the Notice of Intent (NI) was advertised in the Local Newspaper, allowing the opportunity for individuals from the wider area to also consider the proposal, in addition to engaging with local Members and organisations such as the emergency services and enforcement partners.

Part 2: Engagement

When completing this section, you need to consider whether you have sufficient information about the views and experiences of people who your decision will impact upon. If you don't, you may need to undertake a period of engagement/consultation before continuing. An FEIA is a live document, so can be updated with consultation findings, and amended as needed during the decision-making process.

The council has a duty to consult and engage with people who may experience inequalities as a result of your decision. This includes people **who share Protected Characteristics** (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and people who **have lived experience of socio-economic disadvantage**. The council's Youth Promise also requires us to ensure **all young people in Newport are listened to and included in decisions affecting them**.

The council also has a duty to ensure that any consultation is available bilingually (in Welsh as well as English), and you may like to consider any other community languages that are spoken by people who may be impacted by your decision. Below are some questions that should be included in any public consultation relating to a decision which may impact on the use of Welsh language in Newport:

1. Do you believe that the proposed decision/policy will have a positive or negative effect on opportunities to use the Welsh language?
2. If you think it will have a negative effect, what steps could we take to lessen or remove this and improve positive effects?
3. Do you believe that the proposed decision/policy will treat the Welsh language less favourably than the English language?

1. How have you engaged with people who may be affected by your decision (the stakeholders you have identified)?

Officers engaged with as many individuals and groups as possible and where known, who may be affected or impacted by this decision through various methods including; email, publicising a Notice of Intent (NI) in the local press newspaper, erecting street Notices along the stretch of road in question and engagement with the neighbouring borough – Caerphilly County Borough Council (CCBC).

Please note, details of the consultation including dates appear in the previous text field.

Letters were sent to known stakeholders and interested partners to try and encourage as much feedback as possible. Specific stakeholders who received written notification regarding the consultation include;

1. National Private Hire Association
2. The Manager, Newport Transport Ltd
3. Newport Hackney Driver Association
4. Disability Wales
5. Freight Transport Association
6. Director of Services Delivery, Welsh Ambulance Service NHS Trust
7. ICT Mapping Team, South Wales Fire and Rescue Services
8. Gwent Police
9. GoSafe
10. Newport Transport
11. Caerphilly County Borough Council (CCBC)

2. What do you know about the views or experiences of people who may be affected by your decision?

The Council relies on feedback from individuals in order to consider the likely future success of schemes. Based on experience, in instances where traffic proposals are likely to cause concerns, we would usually expect to hear from individuals and/or organisations either objecting or requesting modifications. Low level or zero response would usually indicate that stakeholders are happy and/or have no comments to make. The consultation generated feedback from six individuals and/or organisations in total including; three objections, two emails of support and one neutral comment/enquiry.

In summary, objections are made based on the following;

- Heavy handed
- Reducing the speed limit does not increase traffic flow
- Revenue generating proposal
- Straight single road, unobstructed view, not surrounded by hazards that could warrant a reduction in speed
- Drivers will overtake slow moving traffic at speed and it will increase pollution

With regards to the what is deemed to be a neutral enquiry, a summary is provided below;

- A Traffic Regulation Order (TRO) request / details of the Statement of Reason (SoR)

The consultation generated two emails of support for the 50MPH speed limit in the A468; a summary is provided below;

- Due to the fact that this strip of road has had two fatal incidents in the last 5 years, I fully support this recommendation
- No objections to raise from a policing perspective regarding the speed alteration

In response to the above objections, the objective of this proposal is to keep individuals safe on our roads and an on-going commitment to reduce the number of accidents occurring on the road network each year, rather than specifically trying improve the flow of traffic.

The proposal in the A468 relates to a series of incidents in the last five years, as opposed to a “revenue” generating exercise. Due to the sensitive nature we can only supply limited information, as opposed to a detailed account of accidents. However, in order to offer confidence in the latest proposals; the Accident Analysis System confirms 3 accidents between 1st January 2017 and 31st December 2021 (5 year period), including 2 fatalities and 1 serious, involving 7 casualties in total.

In our opinion, the safety gains from driving slower are indisputable. Although the Council is not responsible for poor driver behaviour, we do envisage a positive change by lowering the limit, which in turn should lower the number of incidents occurring on this stretch of road. In order to achieve this, it is felt that the road requires a lower limit.

With regards to traffic flows in general, lower speeds can help translate vehicle spacing into road capacity if motorists’ maintain a reasonable headspace. This means that roads would be able to carry more vehicles when travelling at a lower speed, resulting in more people being able to travel and still be safe. However, we do acknowledge that journey times will likely increase slightly.

The proposal is not associated with any Air Quality Management project. However, lower speeds can positively influence air quality by reducing emissions and harmful pollutants as well as safety conditions.

In "Making" a Traffic Regulation Order, the Police have the powers to enforce the speed limit and we would always actively support GoSafe and our Policing partners with any enforcement activity. However, the section of road in question benefits from Average Speed Cameras. Additionally, we have actively engaged with GoSafe and Gwent Police in advance of formally advertising the proposals. Their support is noted.

Additional factors that are considered when setting speed limits include the following:-

Speed limits are only one element of speed management. Local speed limits should not be set in isolation. They should be part of a package with other speed management measures including engineering and road geometry that respect the needs of all road users and raise the driver's awareness of their environment; education; driver information; training and publicity. These measures enable traffic authorities to deliver speed limits and, as importantly, actual vehicle speeds that are safe and appropriate for the road and its surroundings. The measures should also help drivers to be more readily aware of the road and environment and to drive at an appropriate speed at all times.

Our procedures also explore other traffic management measures that could help reduce serious injury incidents and we consider other highway-related issues that may contribute to road traffic collisions.

For information, the underlying aim should be to achieve a 'safe' distribution of speeds. The **key factors that should be taken into account in any decisions** on local speed limits are:

- **History of collisions**, including frequency, severity, types and causes;
- **Road geometry and engineering** (width sightlines, bends, junctions, accesses and safety barriers etc);
- **Road function** (strategic, through traffic, local access etc);
- **Composition of road users** (including existing and potential levels of variable road users);
- **Existing traffic speeds**; and
- **Road environment**, (including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)).

It is considered appropriate to highlight that the Council engaged with CCBC and provided copies of the proposals for their review. Aside from an initial enquiry which was answered in the Statement of Reasons (SoR), no further comments have been received.

We note the positive comment regarding the 50mph lower speed limit due to the number of fatalities.

Part 3: Assessment

This section requires you to assess the potential impact of your decision on a range of groups who may experience specific disadvantages. Your assessment should be supported by evidence – either from your own engagement/consultation, similar or previous engagement, what you already know about the people who access your service, or from local and national sources of information.

Useful documents which set out information about how communities are impacted by inequalities include [EHRC – Is Wales Fairer?](#) and the council’s [COVID-19 Community Impact Assessment](#). Your decision may have both positive and negative impacts – if this is the case, please place a cross in both boxes.

1. Impact on people that share Protected Characteristics

[Protected Characteristics](#) are defined under the Equality Act 2010, and describe groups of people who are protected from discrimination, either in the workplace, or through the provision of goods and services. The council must consider how decisions may impact on people differently because of a protected characteristic, and how any negative impact could be reduced. National guidance on assessing equality impacts and the Public Sector Equality Duty can be found [here](#). You can also access further advice and examples of positive and negative impacts [here](#).

Page 100

Protected characteristic	Impact:			<p>Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to:</p> <ol style="list-style-type: none"> Promote equal opportunity across different groups Promote community cohesion Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
Age	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The “positive” impact associated with the proposals include a safer highway network for vehicular and other traffic due to better managing the network and reducing the number of accidents. An increase in capacity will allow a greater number of people to travel improving access to facilities and a reduction in harmful pollutants.</p> <p>The potential “negative” impacts may include slightly longer journey times. However, the road safety benefits far outweigh any concerns. Delays due to road traffic incidents are expected to reduce.</p> <p>With regards to the Public Sector Equality Duty, all people who travel along the A468 will benefit from the 50MPH speed limit due to improved safety, fewer accidents, better access and lower pollutant levels.</p>
Disability	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Protected characteristic	Impact:			Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to: <ol style="list-style-type: none"> 1. Promote equal opportunity across different groups 2. Promote community cohesion 3. Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
				<p>As per the above, the “positive” impact associated with the proposals include a safer highway network for vehicular and other traffic due to better managing the network and reducing the number of accidents. This applies to all road users.</p> <p>There may be negative impacts associated with the implementation of the “50MPH speed limit”, should motorists’ choose to exceed the speed limit. This could result in a Fixed Penalty Notice (FPN) being issued, in addition to driving licence endorsements.</p>
Gender Reassignment/ Transgender	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Marriage or civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Pregnancy or maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Religion or Belief or non-belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Protected characteristic	Impact:			Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to: 1. Promote equal opportunity across different groups 2. Promote community cohesion 3. Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
				There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.

2. Impact on Welsh Language

The Welsh Language (Wales) Measure specifies that for all policy decisions, the council must consider the effects (both positive and negative) on the Welsh language. For further guidance on Welsh language considerations see [here](#).




	Impact:			
	Positive	Negative	Neither	
Welsh Language	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>All public documents, including the consultation material and Notice of Intent (legal Notice) were made available in both English and Welsh. Any future signage, including the TRO (legal Order) and any issued PCNs will be issued bilingually/available in Welsh.</p> <p>There will be no impact, either positive or negative in relation to this specific protected characteristic.</p>



1. Please describe how you have ensured your engagement has considered the view of Welsh speakers in Newport.

We have worked closely with the City Council’s Welsh Language Officer, to ensure that all public documents have been compliant.

3. The Sustainable Development Principle

The Well-being of Future Generations Act puts in place a sustainable development principle which helps organisations consider the impact they could have on people living in Wales in the future, and ensure they are focused on tackling long-term challenges. Below, consider how your decision promotes, advances, or contradicts the [5 ways of working](#) which underpin the sustainable development principle. You can access further guidance on considering the sustainable development principle [here](#).

<p>Long term</p> 	<p><i>The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.</i></p>	<p>It is important for us to balance short-term needs with the need to safeguard the ability to also meet long-term needs. The proposals promote regeneration, whilst improving road safety and protecting the environment. Reducing vehicle speeds will help to lower the number of accidents, increase capacity and help lower air quality, making the environment safer and greener.</p>
<p>Prevention</p> 	<p><i>Putting resources into preventing problems occurring or getting worse</i></p>	<p>We seek to act as promptly as feasibly possible in order to prevent problems from getting worse. The 50mph speed limit proposal and subsequent recommendation provides evidence of this. These measures will lower the number of accidents, preventing problems getting worse.</p>
<p>Integration</p> 	<p><i>Considering how the public body’s well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.</i></p>	<p>Traffic Regulation Orders are legal documents that restrict or prohibit the use of the highway network, in line with the Road Traffic Regulation Act 1984.</p> <p>They help the Council to manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.</p>

		<p>A Traffic Regulation Order can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly.</p> <p>The 50mph speed limit will make the highway network safer for motorists' and improve the environment and quality of life.</p>
<p>Collaboration</p> 	<p><i>Working together to deliver objectives.</i></p>	<p>The well-being of others is considered in our proposal by lowering the number of accidents; including severity.</p> <p>In addition to improving access to facilities, increasing capacity and reducing the number of harmful pollutant levels, improving air quality.</p> <p>Processes include engagement with the Police and GoSafe early on in order to obtain their feedback from a policing and enforcement aspect. Formal consultees also include the Ambulance & Fire Service, Haulage and Transportation Firms, Disability Groups and local Ward Members. Members of the public can review details of the proposal by reviewing the Notice of Intent (NI) in the local press or by engaging with the Council.</p>
<p>Involvement</p> 	<p><i>Involving those with an interest and seeking their view - ensuring that those people reflect the diversity of the area.</i></p>	<p>The authority is legally obliged to formally consult and engagement includes a variety of ways to reach out to as many individuals as possible, as a means of increasing the number of customer responses. A well-managed network makes a safer environment and helps to reduce conflict and driver frustrations.</p> <p>Consultation includes publishing the Notice of Intent in the local press, allowing the wider community to comment. In addition to Local Ward Members, Ambulance & Fire Service, Police, GoSafe, Haulage Firms, Transportation Companies, Disability Groups and the neighbouring borough; Caerphilly County Borough Council (CCBC).</p>

4. Socio-economic Duty

The [Socio-economic Duty](#) is set out in the Equality Act 2010, and requires the council, when making strategic decisions, to pay due regard to the need to reduce the inequalities of outcome that result from socio-economic disadvantage. Inequalities of outcome are felt most acutely in areas such as health, education, work, living standards, justice and personal security, and participation.

A 'strategic decision' is defined by Welsh Government as a decision **which affects how the council fulfils its statutory purpose over a significant period of time and does not include routine 'day to day' decisions.** Strategic decisions include:

- Corporate plans
- Setting wellbeing, equality and other strategic objectives
- Changes to, or development of public services
- Strategic financial planning
- Strategic policy development

If you do not think your decision meets this definition, and you do not plan on carrying out a Socio-economic Duty Assessment in this section, please provide your rationale below. Any decision which is presented to a Cabinet Member, at Cabinet or Council will be viewed as a strategic decision.

The Road Traffic Regulation Act 1984 does not consider socio-economic factors in progressing a proposal. The Socio-Economic Duty Assessment is therefore not considered appropriate.

If your decision does meet the definition, please consider the impact of your decision on the socio-economically disadvantaged groups, and areas of inequality that may arise from socio-economic disadvantage contained in the matrix below. The groups listed are not exhaustive and you should consider any additional groups relevant to your decision who may experience socio-economic disadvantage in the following ways:

- **Low Income/Income Poverty** - cannot afford to maintain regular payments such as bills, food, clothing, transport etc.
- **Low and/or no Wealth** - enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provisions for the future
- **Material Deprivation** - unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, hobbies etc.)
- **Area Deprivation** - where you live (rural areas), where you work (accessibility of public transport)
- Socio-economic Background – for example, parents' education, employment and income

Indicate a positive or negative impact, or both where they apply, and the severity of this impact by coding the sections of the grid based on the below. *If there is no/neutral impact, please leave blank.*

Negative Impact		Positive Impact	
N1	Negative impact – mild	P1	Positive impact – mild
N2	Negative impact – moderate	P2	Positive impact – moderate
N3	Negative impact – significant	P3	Positive impact – significant
N4	Potential for negative impact (but unsure)	P4	Potential for positive impact (but unsure)

Areas of inequality that may arise from socio-economic disadvantage – definitions							
Education :The capability to be knowledgeable, to understand and reason, and to have the skills and opportunity to participate in the labour market and in society							
Work : The capability to work in just and favourable conditions, to have the value of your work recognised, even if unpaid, to not be prevented from working and to be free from slavery, forced labour and other forms of exploitation							
Living Standards : The capability to enjoy a comfortable standard of living, in appropriate housing, with independence and security, and to be cared for and supported when necessary.							
Justice, Personal Security and Community Safety : The capability to avoid premature mortality, live in security, and knowing you will be protected and treated fairly by the law							
Health : The capability to be healthy, physically and mentally, being free in matters of sexual relationships and reproduction, and having autonomy over care and treatment and being cared for in the final stages of your life							
Participation : The capability to participate in decision making and in communities, access services, know your privacy will be respected, and express yourself							
Groups							
	Areas of inequality						
	Living Standards	Work	Health	Education	Justice and community safety	Participation	Physical Environment
Children living in poverty							
Low income households without dependent children							
Unemployed young people							
Long term unemployed							
Homeless households							
Refugees, migrants and asylum seekers							
Deprived neighbourhoods - WIMD rank in 10% most deprived LSOA							
People on Universal Credit / income related benefits							
Adults with no qualifications or low qualifications							
People living in low quality housing or in Houses of Multiple Occupation							

1. What evidence do you have about socioeconomic disadvantage and inequalities of outcome in relation to this decision?

Please expand on the information provided in the matrix, giving reasons for your assessment of both positive and negative impacts. You may like to consider your experience of current service delivery, recent engagement or consultation or any national/local research relevant to your policy decision.

For any positive impacts, please indicate the [Wellbeing Goal](#) and/or [Wellbeing Objective](#) that this contributes to as set out in the previous section.

2. Please describe how you have ensured your engagement has considered the views of people living in Newport who are affected by socio-economic disadvantage.

3. Does this decision contribute to a cumulative impact?

- A. Consider your decision in the wider context of your service area and the organisation. Is this part of, or does it contribute to, a series of decisions that have negative impacts for the same groups of people, or the same area of Newport (e.g. withdrawal of multiple services).
- B. Consider whether your decision has a cumulative impact because of intersectionality – i.e. have you identified impacts on people that share Protected Characteristics who will be further disadvantaged by socio-economic impacts.

Part 3: Actions and Outcomes

Considering any negative impacts that you have identified, indicate below how you will reduce these, and how you will monitor potential impact. Further guidance on how to complete your action plan can be found [here](#).

IMPACT ON PEOPLE THAT SHARE PROTECTED CHARACTERISTICS			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
IMPACT ON WELSH LANGUAGE			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
SOCIO-ECONOMIC IMPACTS			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner

SUSTAINABLE DEVELOPMENT PRINCIPLE			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner

Once your FEIA is complete, please forward to nccequality@newport.gov.uk

Report

Cabinet Member for Infrastructure and Assets

Part 1

Date: 15 June 2023

Subject Proposed Prohibition of Driving, City Centre

Purpose The purpose of this report is to advise on the outcome of the formal advertisement regarding proposals to implement a Prohibition of Driving traffic order in various roads in the City Centre on a permanent basis.

The report asks the Cabinet Member for Infrastructure and Assets, within her Delegated Powers, to note the formal objections received during consultation, and decide whether or not to proceed with the proposed traffic order.

Author Head of Infrastructure

Ward Stow Hill

Summary The council has carried out the full statutory consultation process including advertisement of the proposal to introduce a prohibition of driving traffic order in various roads in the City Centre on a permanent basis.

The “Notice of Intent” (NI) is shown in **Appendix A**.

In response to the consultation, the council received two valid objections, one neutral response/enquiry and an invalid objection as a result of failing to explain their reason for objecting, in addition to making a representation anonymously (i.e. no name or contact details) regarding the proposals.

In line with delegated powers, the Cabinet Member is required to consider all comments, including objections and decide upon a resolution which is likely to include instructing Officers to proceed with making the Traffic Regulation Order (TRO) as consulted on, modify to make a less onerous and/or less extensive Order or abandon the Order.

Proposal That the Cabinet Member for Infrastructure and Assets notes the recommendations and authorises officers to proceed with Option 2, which will introduce a prohibition of driving traffic order in various roads in Newport City Centre.

Action by Head of Infrastructure

Timetable Immediate

This report was prepared after formal consultation and engagement with the following interested parties:

Council Officials & Departments

- Head of Infrastructure

- Road Safety and Customer Services Team, Infrastructure Services
- Highways & Engineering Services Manager
- Senior Strategy Manager
- Ward Member(s)

Organisations

- Police Chief Officer
- GoSafe
- Ambulance Service
- Fire Service
- Haulage Companies
- Transportation / Bus Companies
- Disability Groups

Signed

Background

Following a successful trial under a Temporary Traffic Regulation Order, which extended the operational hours of the pedestrian zone within Newport City Centre allowing the closure of the main city centre streets to vehicular traffic between 10am and 6am the following morning, Newport City Council now propose to implement this restriction on a permanent basis. It was also considered appropriate to include further improvement measures in Stow Hill and Skinner Street in order to facilitate loading and valid disabled blue badge holders between the hours of 6am and 10am.

Therefore, the proposals are intended to provide mitigation of danger to persons or other traffic using the road, or any other road or for preventing the likelihood of any such danger arising, preserving and improving the amenities of the local area and for facilitating the passage on the road or any other road of any class of traffic, including pedestrians. Ultimately, the safety gains from better managing the highway network are indisputable.

Gwent Police and GoSafe (Welsh Road Casualty Reduction Partnership) were formally consulted on the proposals in order to establish the level of support from a policing and enforcement aspect and to provide an opportunity to put forward any alternative suggestions or indeed objections, in addition to local ward Members.

The proposals are shown in the attached documents - **Appendix C**;

- Drawing No.12784-01

The formal consultation commenced on the 12th October 2022 allowing consultees to submit their observations and / or objections by Friday 11th November 2022.

Individuals had the opportunity to send feedback via royal mail, emailing Newport City Council Traffic Mailbox or engagement via Infrastructure Services.

A copy of the Notice of Proposal (see **Appendix A**) was advertised in the Local Newspaper, allowing the opportunity for individuals from the wider area to also consider the proposal. Additionally, Officers engaged with local Members and organisations such as the emergency services and enforcement partners.

The council received two valid objections (see **Appendix B**), one neutral response/enquiry and an invalid objection as a result of failing to explain their reason for objecting, in addition to making a representation anonymously (i.e. no name or contact details) regarding the proposals. In summary, objections are made based on the following. Not all comments are relevant to the proposal. However, a decision has been taken to include all feedback for completeness.

- Skinner Lane will not be a free flowing as there are gates at either end to control usage and the junction with Skinner Street needs to be maintained for larger vehicles
- An agreed protocol is needed to prevent unnecessary hardship whilst loading
- Residents & contractors moving into properties require access at various locations
- Shops in Skinner Lane, Skinner Street and Stow Hill require better delivery access
- A policy change to allow bikes flowing in the city centre
- Analysis has not been provided in the proposal and there is no reference in the Council's statement as to what form of (remaining) traffic would benefit
- What is the basis for claiming the proposals help to protect local amenities?
- Did the consultation include members of the local business community directly affected?
- What is the basis for claiming or inferring that 'social distancing' being a desirable goal? What is the science behind the claim? Where is the evidence that 'social distancing' would have yielded benefits for the population, including psychological burden and distress
- Potential negative environmental effect for city centre users being forced to take longer routes
- The proposal not listed on the website under 'open consultations'. Comments in relation to the proposals should be made public

The consultation generated one invalid objection, a summary is provided below;

- Strongly disagree with the proposal to ban vehicles in Stow Hills to Skinner Street

In response to the above objections, Highway Officers note the four areas of concern being business deliveries, NCH maintenance crews, new residents, and parcel deliveries. It is worth noting that the council introduced the prohibition of driving measures; albeit temporarily, in August 2020. Therefore, with regards to the way in which businesses operate in the area, contractors undertaking maintenance works and residents moving in and out of residential properties, the current situation on the ground will largely remain unchanged. The only difference being is that the Traffic Order will be made permanent in order to facilitate continued enforcement, in addition to the inclusion of Stow Hill and Skinner Street; prohibition of driving at any time except for local buses and loading and disabled blue badge holders between the hours of 6am and 10am in order to improve public transport provisions and services.

However, it has since been established that the bus service provider does not in fact require a route in Stow Hill which means that the improvement measures in Stow Hill and Skinner Street can no longer be justified as further restrictions would not improve public transport provisions and services.

With regards to concerns surrounding Skinner Lane not being able to accommodate free flowing traffic due to gates being positioned at either end to control usage; it is understood that access is currently restricted in order to facilitate building works temporarily. However, the road will re-open fully and access will be managed by a manual barrier.

Turning movements in Skinner Lane onto Skinner Street will be maintained. In designing suitable schemes, engineers use swept path analysis software for analysing the movements of steered and wheeled vehicles. By tracking a vehicles simulated movements in relation to geometry, based upon vehicle dimensions, chassis and steering specifications, we can ensure that the flow of traffic is maintained for all types of vehicles, especially waste disposal, fire engines and large lorries/trucks. The concerns raised are therefore not substantiated.

We note a concern regarding access to existing and new residential properties/developments under construction in the city centre. We understand that rear access may be more suitable in certain circumstances depending on the type of load and alternative solutions for when it is not possible for contractors to park under Olympia House. According to the feedback, this relates to Albany Chambers, Olympia House, Upper Dock Street, Griffin Island and Griffin Street. Whilst we actively promote the use of sustainable travel, especially within the city centre due to good transport links and an increasing number of provisions for both residents and visitors, we do understand the heavy reliance upon motor vehicles, including removal vans when moving in and/or out of a property. Under exceptional circumstances, permission can be given for the parking of commercial vehicles during the restricted times in order to facilitate certain activities. Applications can be made by contacting Infrastructure Services and each application will be assessed on its own merits.

With regards to everyday deliveries, it is impossible to provide parking directly outside of any property/premise, especially in a city centre location. However, provisions are provided in the form of formalised parking bays and on single and double yellow lines within close proximity. It is also not considered unreasonable to cause a temporary obstruction in order to deliver goods/parcels, understanding that Royal Mail or Amazon would only require a minimal amount of time.

In line with the regulations, Civil Enforcement Officers (CEOs) are required to “observe” genuine loading and unloading activity for a set period of time. In instances where activity is not observed frequently, a Penalty Charge Notice (PCN) is likely to be issued for contravening the parking restrictions.

The policy change request in relation to cyclists is noted and in response the Council is mindful of the Sustainable Transport Hierarchy as set out within the Wales Transport Strategy (2021) for determining transportation priorities for the City. Where we are creating or amending transportation infrastructure we will give priority to interventions that support walking and cycling, public transport and ultra-low

emissions vehicles over other private motor vehicles. We will also future-proof our infrastructure to adapt to climate change and facilitate more sustainable transport choices.

We are committed to creating further active travel infrastructure and contraflow cycle lanes across the city and this is supported by the retention of existing segregated cycle ways in various locations. With regards to any Policing activity; we can only presume that cyclists' being targeted are contravening restrictions and /or riding irresponsibly.

In accordance with the regulations, reasons for the proposal can be found in the Councils "Statement of Reasons". Traffic Regulation Orders (TROs) are legal documents that restrict or prohibit the use of the highway network, in line with The Road Traffic Regulation Act 1984. They help manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities. A TRO can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly. Examples of schemes that require a TRO typically include;

1. On-street Parking Restrictions
2. One-Way Streets and Banned Turns
3. Prohibition of Driving
4. Speed Limits
5. Weight Limits/Restrictions

As a means of "controlling" traffic by restricting movements the measures are intended to improve road safety in an area where there is a high pedestrian footfall. Allowing traffic during a specified time helps to facilitate the movement of traffic, improve access and facilitate activities of businesses in the area. It is worth noting that many cities restrict vehicular movements in busy streets within City Centres, not only to improve road safety but to minimise negative environmental and well-being effects. Improved public /sustainable transport links benefits access to facilities without the need for a car in certain circumstances. Nowadays, this is one of the reasons why we are seeing an increasing number of car-free developments.

With regards to helping to protect local amenities; a window of opportunity allows local businesses to receive their goods during what is deemed to be a quiet time, which in turn improves services, reduces congestion, keeps traffic moving and provides a safer environment for motorists and vulnerable pedestrians alike.

In line with legal statutory procedures, the Council is obliged to advertise its intent in the local press newspaper, allowing a minimum of 21 days to receive feedback. The advertisement not only allows local individuals to comment, but also the wider community. It is the Councils procedure that street Notices detailing the proposals are also provided to enable and/or encourage feedback from those directly impacted, including businesses and visitors.

The proposal no longer appears on the website, because the formal consultation periods expired and we can no longer accept comments. The website will be updated to reflect the status in due course; including the outcome following the decision making process.

We note the queries regarding the Council claiming or inferring that social distancing being a desirable goal and your subsequent concerns. In response to this, we are unaware of such claims in relation to this proposal. As detailed above and outlined in the attached; the Council's reasons include the following;

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;
- Preserving and improving the amenities of the local area;
- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

With regards to City Centre users being forced to take longer routes, in designing a scheme we've already concluded that the benefits associated with restricting vehicle movements to improve road safety far outweigh the negative impacts associated with any-rerouting. The alternative routes are also better designed to carry higher volumes of traffic.

In response to the Council not listing this proposal on its website under "open consultations". We do in fact list all "open-consultations" on the website at the following [Traffic Regulation Orders | Newport City Council](#)

The neutral enquiry is noted and a full response has been issued; including copies of the consultation material as requested.

The "invalid" objection is noted. However, as a result of failing to explain their reason for objecting, in addition to making a representation anonymously (i.e. no name or contact details) it cannot be considered, nor can any formal response be issued.

Financial Summary

- The cost of making & implementing the Traffic Regulation Order (TRO), including associated signs and posts will be met in full via existing council funding in Year 1 (current). Aside from the on-going sign maintenance, we do not envisage any further costs in Year 2 or 3.

	Year 1 (Current) £	Year 2 £	Year 3 £	Ongoing £	Notes including budgets heads affected
Income					Costs for TRO and Implementation of signs and lines for each location.
Net Costs (Savings)					
Net Impact on Budget	2,500				

Risk Table (if applicable)

Risk	Impact of Risk if it occurs* (H/M/L)	Probability of risk occurring (H/M/L)	What is the Council doing or what has it done to avoid the risk or reduce its effect	Who is responsible for dealing with the risk?
Non-compliance of legislation	Medium	Low	Adhere to Guidance and Regulations such as The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 and The Road Traffic Regulation Act 1984. As per the above adequate consultation in the local press and engagement with stakeholders, including the emergency services and policing/enforcement partners.	Head of Infrastructure Services

Links to Council Policies and Priorities

One Newport Public Services Board Local Well-being Plan 2018-23

The Local Well-being Plan has five cross cutting interventions that support the priorities and well-being objectives of the Public Services Board (PSB). Sustainable Travel is one of the five cross-cutting interventions. The PSBs' sustainable travel vision is:

“Efficient, safe, and healthy travel, accessible to all, with overall low impact on the environment, prioritising walking, cycling and integrated public transport and also considering car sharing and ultra-low emission vehicles”.

The intervention sets out 3 steps that the PSB will be working on for the life of the plan.

1. PSB to become champions of sustainable travel, leading by example and reducing the public sector's contribution to air pollution.
2. Create an environment where public transport, walking and cycling is prioritised.
3. Encourage the use of ultra-low emission vehicles.

The preferred option supports these objectives

Corporate Plan 2022-2027

The Corporate Plan runs to 2027. There are four well-being objectives that will prioritise our focus over the next five years and will support our longer-term vision for Newport over the next 20 years:

1. Economy, Education and Skills - Newport is a thriving and growing city that offers excellent education and aspires to provide opportunities for all.
2. Environment and Infrastructure – Newport is a city that seeks to protect and enhance our environment whilst reducing our carbon footprint and preparing for a sustainable and digital future.
3. Quality Social Care and Community Services - Newport is a supportive city where communities and care are at the heart of what we do.
4. An Inclusive, Fair and Sustainable Council - Newport City Council is an inclusive organisation that places social value, fairness and sustainability at its core

The preferred option supports these aims

Sustainable Travel Strategy (Air, Noise & Sustainability Action Plan)

The Council's Sustainable Travel Strategy (Air, Noise & Sustainability Action Plan) was designed to outline the various actions the Council will progress to reduce the level of pollution from road traffic and provide a framework to develop local plans to target known areas of poor air pollution.

The preferred option will support this strategy.

Options Available and considered

Option 1 – Proceed to implementation as per the original Advertisement

Option 2 – Proceed to implementation with modification

Continuation of the Prohibition of Driving in various roads in the City Centre and retain the existing times on Stow Hill and Skineer Street as Monday to Sunday between 5pm and 11am

Option 3 - Abandon the Prohibition of Driving Traffic Order

Preferred Option and Why

Option 2 – Proceed to implementation with modification

The Order will introduce a prohibition of driving in various roads in the city centre on a permanent basis. However the Order will retain the existing times in Stow Hill and Skinner Street; Monday to Sunday between 5pm and 11am.

Comments of Chief Financial Officer

As outlined in the report, the proposal is to be met from within existing budgets and is therefore affordable. Any ongoing costs will also be met from within the service's revenue budget.

Comments of Monitoring Officer

The proposed Traffic Regulation Order is in accordance with the Council's statutory powers that allow us to temporarily or permanently restrict or prohibit the use of the highway network in line with the Road Traffic Regulation Act 1984. In accordance with the regulations, the intention to MAKE the "Prohibition of Driving" Traffic Order has been formally advertised and the Council received two valid objections during the public consultation period; as well as one neutral and one invalid. Therefore, the Cabinet Member is now required to have regard to the objections and consider whether, in the light of the representations made, the TRO should be confirmed. The proposals are intended to provide mitigation of danger to persons or other traffic using the road, or any other road or for preventing the likelihood of any such danger arising, preserving and improving the amenities of the local area and for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, by proceeding with a permanent Order following an earlier trial.

A full consultation process has been undertaken including public advertisement of the Notice of Intent (NI) in line with statutory procedures; stakeholders including internal interested parties, the emergency services, including Gwent Police and local Members.

An Equality Impact Assessment has been undertaken which concludes that the scheme provides more positive than negative impacts for all road users, including those with protected characteristics, in the form of increased road safety.

Comments of Head of People, Policy and Transformation

This report follows a statutory consultation on the proposal to introduce a traffic prohibition order for various roads in the city centre. This follows a successful trial under a temporary traffic regulation order. The report notes the responses received and responds to the issues raised. The report notes that the proposals are intended to provide mitigation of traffic dangers, preserving and improving the amenities of the local area and improving "passage" for all forms of traffic including pedestrians. Provisions would be made for local buses and blue badge holders, whilst other arrangements will be made to support city centre businesses, and residents e.g. for loading/unloading and mail deliveries.

A Fairness and Equality Impact Assessment has been completed which has not identified significant impacts on people with protected characteristics. The proposal also supports the 5 Ways of Working identified in the Well-being of Future Generations Act, particularly with respect to the Long-Term, Prevention and Involvement. Engagement as part of the assessment is detailed within the plan and it can be seen how feedback has supported this report.

There are no staffing implications associated with this decision.

Local issues

Processes include consultation and engagement with Members. Feedback suggests that the proposals have been reviewed and accepted in the absence of any negative comments or objections.

NB: Do not circulate forward member comments until the report is drafted in accordance with the wishes of your Head of Service or Corporate Director and with the knowledge of the relevant cabinet member.

Scrutiny Committees

N/A

Fairness and Equality Impact Assessment:

- **Wellbeing of Future Generation (Wales) Act**
- **Equality Act 2010**
- **Socio-economic Duty**
- **Welsh Language (Wales) Measure 2011**

The council has a number of legislative responsibilities to assess the impact of any strategic decision, proposal or policy on people that may experience disadvantage or inequality.

The proposals have been subject to a Fairness and Equality Impact Assessment (FEIA) which allow us to consider all relevant impacts.

The Fairness and Equality Impact Assessment is attached to this report - **Appendix D**.

Children and Families (Wales) Measure

N/A

Wellbeing of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act is about improving the social, economic, environmental and cultural well-being of Wales.

The below is an overview of how the Council has considered the five ways of working in developing the Prohibition of Driving proposals in this report and meeting the long term objectives.

Looking to the long Term

This preferred option helps to improve road safety by better managing the highway network in a busy pedestrianised area with high footfall. The proposals avoid danger to persons and traffic and prevents the likelihood of any such danger arising. It secures the expeditious, convenient and safe movement of vehicular and other traffic. It seeks to support the strategic aims around promotion of active travel and reduced carbon emissions and harmful pollutants. It also preserves and improves amenities of the local area.

Prevention

This preferred option will seek to maintain the current benefits associated with the measures during the trial period on a busy key route which will have the capacity to improve the social and environmental wellbeing of residents and businesses both now and in the future.

Collaboration/involvement

Statutory consultation on the preferred option has ensured that full consultation and collaboration with communities, elected members and statutory bodies in considering this proposed traffic order amendment.

Taking an integrated approach

The preferred option will address road safety issues for all users both now and in the future. Reduced carbon emissions, improve access to facilities, promotion of a modal shift due to better bus service provisions, in addition to more cycling and walking within communities and a reduction in traffic congestion promotes ecosystems that support social, economic and ecological resilience and the capacity to adapt to change.

Crime and Disorder Act 1998

N/A

Consultation

The formal consultation commenced on the 12th October 2022 allowing consultees to submit their observations and / or objections by the 11th November 2022.

Individuals had the opportunity to send feedback via royal mail, emailing Newport City Council Traffic Mailbox or engagement via Infrastructure Services.

A copy of the Notice of Proposal (see **Appendix A**) was advertised in the Local Newspaper, allowing the opportunity for individuals from the wider area to also consider the proposal. Additionally, Officers engaged with local Members and organisations such as the emergency services and enforcement partners.

Background Papers

See Appendix A-D

Dated: 15 June 2023

APPENDIX A

NOTICE ADVERTISED

NEWPORT CITY COUNCIL (VARIOUS ROADS, CITY CENTRE, NEWPORT) (PROHIBITION OF DRIVING) ORDER 2022

NOTICE is hereby given that Newport City Council in exercise of its powers under section 1 of the Road Traffic Regulation Act 1984 (as amended) and any other enabling powers intends to make an order the effect of which will be as described in Schedule Parts 1-3 below.

Full details of these proposals are in the draft order, which together with the plan and a statement of the Council's reasons for proposing to make the order, may be inspected via request to Conveyancing.Team@newport.gov.uk or telephone 01633 656656. If you wish to object to the proposals you should send the grounds for your objection in writing to the undersigned by 11 November 2022.

SCHEDULE

Part 1 – Revocation

The 'Newport County Borough Council (Central Area, Newport) (Prohibition of Driving) Order 1997' and the 'Newport County Borough Council (Central Area, Newport) (Prohibition of Driving) (Amendment) Order 1998' will be revoked.

Part 2 – Prohibition of driving on the following lengths of roads:

- a) Bridge Street – from its junction with Baneswell Road to its junction with Stow Hill and Skinner Street
- b) Cambrian Road – from its junction with Bridge Street to its junction with B4591 Queensway
- c) Charles Street – from its junction with School Lane and Talbot Lane to its junction with Commercial Street
- d) Commercial Street – from its junction with Stow Hill and Skinner Street to its junction with Hill Street
- e) Corn Street – from its junction with Upper Dock Street to its junction with Commercial Street
- f) Griffin Street – from its junction with Upper Dock Street to its junction with High Street
- g) High Street – from its junction with Old Green Interchange to its junction with Bridge Street and Skinner Street
- h) Market Street – from its junction with High Street to its junction with Upper Dock Street
- i) McCarthy's Court – for its entire length
- j) Skinner Lane – from its junction with Corn Street to its junction with Skinner Street
- k) Upper Dock Street – from its junction with Skinner Street to its junction with Old Green Interchange

Part 3 – Prohibition of driving on the following lengths of roads:

- (a) Skinner Street – from its junction with Stow Hill to its junction with Upper Dock Street
- (b) Stow Hill – from its junction with School Lane to its junction with Skinner Street

Part 4 – Exemptions applying to lengths of roads named in Part 2 and Part 3 of this Schedule:

Exemptions for vehicles which are -

- (a) being used to gain access for a specific purpose on a specific single day with the authority in writing of the Local Police and the Council.
- (b) being used to gain access to the car park at the rear of Kings Court or a parking place for the parking of vehicles of specific classes and during the specified times within which the parking bays may be indicated, where no alternative means of access to the roads listed in Schedules 1 and 2 to this Order exist.
- (c) being used, if it cannot conveniently be used for such purpose in any other road, in connection with any of the following operations, namely:-
 - (i) building, shop fitting, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;

- (iii) the maintenance, improvement or reconstruction of the said lengths or sides of road; and
- (iv) the laying, erection, alteration or repair in or on land adjacent to the said lengths or sides of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system.
- (d) being used for Fire Brigade, Police or Ambulance purposes.
- (e) a vehicle, not being a passenger vehicle, if it cannot conveniently be used for such purposes in any other road, being used in the service of a local authority or its contractors in pursuance of that authority's statutory powers or duties.
- (f) a vehicle of the Royal Mail or other universal service provider (as defined in section 65 of the Postal Services Act 2011) being used for the purpose of delivering and/or collecting mail.
- (g) a vehicle, not being a passenger vehicle, if it cannot conveniently be used for such purposes in any other road, being used for the delivery of national, regional and local newspaper to vendors.
- (h) being used as part of a funeral or wedding cortege requiring access to St Mary's Catholic Church.
- (i) being used to deliver to underground service areas via Corn Street and Skinner Lane.

Part 5—Exemptions applying to lengths of roads named in Part 2 and Part 3 of this Schedule:

Exemption between the hours of 6am and 10am only, if the vehicle is;-

- (a) any vehicle used for or in conjunction with the conveyance of goods or merchandise to or from any premises situated on or adjacent to the lengths of roads.
- (b) a disabled persons vehicle displaying a valid disabled person's badge. (Disabled persons vehicle has the same meaning as in the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (Wales) Regulations 2000, Disabled Persons Badge has the same meaning as in the Disabled Persons (badges for Motor Vehicles) (Wales) Regulations 2000, as amended)

Part 6—Exemption applying to lengths of roads named in Part 3 of this Schedule:

Exemption if the vehicle is a local bus, where 'local bus' means a public service vehicle used for the provision of a local service not being an excursion or tour and 'local service' has the meaning given in Section 2 of the Transport Act 1985.

Dated: 12 October 2022

G D Price, Head of Law and Standards, Civic Centre, Newport, NP20 4UR

GORCHYMYN CYNGOR DINAS CASNEWYDD (FFYRDD AMRYWIOL, CANOL Y DDINAS, CASNEWYDD) (GWAHARDD GYRRU) 2022

Hysbysir drwy hyn fod Cyngor Dinas Casnewydd wrth arfer ei bwerau dan adran 1 Deddf Rheoleiddio Traffig Ffyrdd 1984 (fel y'i diwygiwyd) a'r holl bwerau galluogi eraill, yn bwriadu gwneud Gorchymyn a fydd yn peri'r effaith a ddisgrifir yn Rhannau 1-3 yr Atodlen isod.

Mae manylion llawn y cynigion hyn yn y gorchymyn drafft, y gellir ei archwilio, ynghyd â datganiad o resymau'r Cyngor dros gynnig gwneud y gorchymyn, drwy wneud cais i

Conveyancing.Team@newport.gov.uk neu drwy ffonio 01633 656656. Os hoffech wrthwynebu'r cynigion, dylech anfon eich rhesymau dros wrthwynebu yn ysgrifenedig at yr unigolyn isod erbyn 11 Tachwedd 2022.

ATODLEN

Rhan 1 - Dirymu

Bydd Gorchymyn 'Cyngor Bwrdeistref Sirol Casnewydd (Ardal Ganolog, Casnewydd) (Gwahardd Gyrru) 1997' a 'Gorchymyn Cyngor Bwrdeistref Sirol Casnewydd (Ardal Ganolog, Casnewydd) (Gwahardd Gyrru) (Diwygio) 1998' yn cael eu dirymu.

Rhan 2 – Gwahardd gyrru ar hyd y darnau canlynol o ffyrdd:

- a) Bridge Street - o'r gyffordd â Baneswell Road i'r gyffordd â Stow Hill a Skinner Street
- b) Cambrian Road - o'r gyffordd a Bridge Street i'r gyffordd â'r B4591 Queensway.
- c) Charles Street – o'r gyffordd â School Lane a Talbot Lane i'r gyffordd â Commercial Street
- ch) Commercial Street – o'r gyffordd â Stow Hill a Skinner Street i'r gyffordd â Hill Street
- d) Corn Street - o'r gyffordd ag Upper Dock Street i'r gyffordd â Commercial Street
- (dd) Griffin Street - o'r gyffordd ag Upper Dock Street i'r gyffordd â'r Stryd Fawr
- e) Stryd Fawr – o'r gyffordd â Chyfnawidfa Old Green i'r gyffordd â Bridge Street a Skinner Street,

- f) Market Street - o'r gyffordd â'r Stryd Fawr i'r gyffordd ag Upper Dock Street
- ff) McCarthy's Court – ar ei hyd.
- g) Skinner Lane - o'r gyffordd â Corn Street i'r gyffordd â Skinner Street
- h) Upper Dock Street - o'r gyffordd â Skinner Street i'r gyffordd a Chyfnawidfa Old Green

Rhan 3 – Gwahardd gyrru ar hyd y darnau canlynol o ffyrdd:

- a) Skinner Street – o'r gyffordd â Stow Hill i'r gyffordd ag Upper Dock Street
- b) Stow Hill - o'r gyffordd â School Lane i'r gyffordd â Skinner Street.

Rhan 4–Eithriadau ar gyfer y rhannau ffyrdd a enwir yn Rhan 2 a Rhan 3 yr Atodlen hon:

Eithriadau ar gyfer cerbydau sy'n -

- a) cael eu defnyddio i gael mynediad at bwrpas penodol ar un diwrnod penodol gydag awdurdodiad ysgrifenedig gan yr Heddlu Lleol a'r Cyngor.
- b) cael eu defnyddio i gael mynediad i'r maes parcio yng nghefn Kings Court neu le parcio ar gyfer parcio cerbydau o ddosbarthiadau penodol ac yn ystod yr amseroedd penodedig y gall fod y baeau parcio wedi eu nodi, lle nad oes unrhyw fodd arall yn bodoli o gael mynediad i'r ffyrdd a restrir yn Atodlenni 1 a 2 y Gorchymyn.
- c) cael eu defnyddio, os na ellir eu defnyddio'n gyfleus at ddiben o'r fath ar unrhyw ffordd arall, ynghlwm ag unrhyw un o'r gweithrediadau canlynol, sef:-
 - (i) adeiladu, gosod siopau, gweithrediadau diwydiannol neu ddymchwel;
 - (ii) symud rhwystr i draffig;
 - (iii) cynnal a chadw, gwella neu ailadeiladur darnau hynny o ffordd; neu
 - (iv) gosod, codi, newid neu atgyweirio mewn neu ar dir gerllaw y darnau neu'r ochrau ffyrdd rheiny unrhyw garthffos neu brif bibell, pibell neu gyfarpar ar gyfer cyflenwi nwy, dŵr neu drydan neu unrhyw system delegyfathrebu.
- ch) cael eu defnyddio at ddibenion yr Heddlu, Tân ac Achub neu Ambiwlans;
- d) cerbyd, heb fod yn gerbyd i deithwyr, os na ellir ei ddefnyddio'n gyfleus at ddibenion o'r fath ar unrhyw ffordd arall, ac a gaiff ei ddefnyddio i wasanaethu awdurdod lleol neu ei gontractwyr yn unol â phwerau neu ddyletswyddau statudol yr awdurdod hwnnw.
- dd) cerbyd o eiddo'r Post Brenhinol neu ddarparwr gwasanaeth cyffredinol eraill (fel y'i diffinnir yn adran 65 Deddf Gwasanaethau Post 2011) sy'n cael ei ddefnyddio at ddiben darparu a/neu gasglu post.
- e) cerbyd, heb fod yn gerbyd i deithwyr, os na ellir ei ddefnyddio'n gyfleus at ddibenion o'r fath ar unrhyw ffordd arall, sy'n cael ei ddefnyddio ar gyfer dosbarthu papur newydd cenedlaethol, rhanbarthol a lleol i werthwyr.
- f) cael ei defnyddio fel rhan o gynhebrwng angladd neu orymdaith briodas sydd angen mynediad i Eglwys Gatholig Santes Fair.
- ff) yn cael ei ddefnyddio i ddanfôn i wasanaethau tanddaearol trwy Corn Street a Skinner Lane.

Rhan 5–Eithriadau perthnasol i ddarnau o ffyrdd a enwir yn Rhan 2 a Rhan 3 yr Atodlen hon:

Ceir eithriad rhwng 6am a 10am yn unig, os yw'r cerbyd yn;-

- a) unrhyw gerbyd a ddefnyddir ar gyfer neu ar y cyd â chario nwyddau neu fusnes i neu o unrhyw safle sydd wedi'i leoli ar neu'n gyfagos i'r rhannau o ffyrdd.
- b) cerbyd i bobl anabl sy'n arddangos bathodyn person anabl dilys. (Mae i gerbyd pobl anabl yr un ystyr ag sydd yn Rheoliadau Gorchymynion Traffig Awdurdodau Lleol (Eithriadau i Bersonau Anabl) (Cymru) 2000, mae i Fathodyn Pobl Anabl yr un ystyr ag sydd yn Rheoliadau Pobl Anabl (bathodynnau ar gyfer Cerbydau Modur) (Cymru) 2000, fel y'i diwygiwyd)

Rhan 6–Eithriad perthnasol i ddarnau o ffyrdd a enwir yn Rhan 3 yr Atodlen hon:

Eithriad os yw'r cerbyd yn fws lleol, lle mae 'bws lleol' yn golygu cerbyd gwasanaeth cyhoeddus a ddefnyddir ar gyfer darparu gwasanaeth lleol nad yw'n wibdaith neu'n daith ac mae gan 'wasanaeth lleol' yr ystyr sydd iddo yn Adran 2 Deddf Trafnidiaeth 1985.

Dyddiad: 12 Hydref 2022

G D Price, Pennaeth y Gyfraith a Safonau, Canolfan Ddinesig, Casnewydd NP20 4UR

APPENDIX B

PROPOSED PROHIBITION OF DRIVING, VARIOUS ROADS, CITY CENTRE, NEWORT - OBJECTIONS

Objection No.1:

From:

Sent: 27 October 2022 12:48

To: NCC-Conveyancing Team

Subject: Skinner Street Traffic Consultation

I am writing to assist in the consultation for the traffic measures being proposed for Skinner Street.

We have taken much interest in the city centre and have invested heavily in bringing Skinner Street back to life. As such we are a major stakeholder in these discussions and we would appreciate being brought into them. We have 163 homes which are connected to the street and will have improved frontages for 22 units. A description of our ownership is below and an image at the bottom shows them. I've highlighted the schemes which I think would be most affected by the proposed changes.

1. Former Argos which will have 36 flats and completed next summer/autumn, with one maybe two commercial units.
2. Albany Chambers 1,2 commercial street down to 28 skinner street, 9 flats, 3 improved shop fronts
3. Griffin Island 2a skinner street (mixin bites) 13 skinner street 20 flats and 12 improved shop fronts to be completed in summer.
4. Olympia house, former passport office, 62 apartments and 5 shop fronts which front skinner street (27 to 23 Skinner Street). Nearing completion, we removed the unsightly stairs from the passport office which blighted the street.
5. Upper Dock Street. We own 1 unit on the west side of upper dock street and we own the 11 to 16 Upper Dock Street which also fronts part of Skinner Street on the Carousel corner (we do not own the shops but the 18 apartments above. Nearing completion).

We have four areas of concern. Business Deliveries, NCH maintenance crews and affiliates getting access to do the work they need to do and new residents moving in or out of the area and parcel delivery. The most important route which needs to be considered is Skinner Lane. (Arrows on drawing below)

- A) Skinner Lane which leads from Corn Street to Skinner Street is to become a one way system. If the bollard which had been installed and is now tarmacked over at the bottom of the skinner street is reinstated we may have an issue as legitimate users of skinner lane could get stuck coming out of the lane. We would not want them being penalised for this and would need to have a mechanism to get passed the barrier, really, if a barrier is needed at the bottom it should be moved 1 and commercial street or just rely on the unit I presume will be installed at the top of the street. Skinner Lane will not be a free flowing road as there are gates at either end to control usage. The main users of the lane will be Delivery vehicles for the shops and cafes, this includes sports direct with a big lorry although I'm sure they also take delivery from Commercial Street. Some of the smaller businesses use their personal vehicles to run supplies to their units.
- Any works in the future needs to ensure the turning circle at the Skinner Lane, skinner street junction for Bin Wagons, Fire Engines and Large Lorries is maintained.
 - Continued access to skinner lane and flow out of skinner lane is very important.

Albany Chambers:

Residents moving in or out of Albany Chambers need access to this door, it is only 9 apartments so should not be that regular. <https://goo.gl/maps/p6B2YgpWcQB6ebHo6> . The ability to get a timely pass

to allow moving vehicles would be useful, it is a heavily targeted area for parking wardens currently. The tenants are General Needs and therefore it is unlikely that they will use professional movers.

Our maintenance colleagues and companies for the most part should be able to park under Olympia House, however if there is larger works needed then access to the front doors could be needed.

Companies, currently low level of deliveries but that could change through time.

Olympia House:

Residents moving in would find it difficult to load from Skinner Lane as its concentration is building facilities and commercial units and poor access to lifts. As such the ability for our tenants to get to this area of 175 Upper Dock street (<https://goo.gl/maps/eYUL9mtFjeKAyF9v6>) is important and to not be penalised whilst unloading. I'm aware the taxi rank may move? But yes, an agreed protocol we could follow to prevent unnecessary hardship and to work with the taxi drivers would be excellent. Once the building is fully occupied (soon) we are hoping that people stay there for long periods so this shouldn't be a massively regular need but with the flux of people's lives it will happen.

Maintenance, maintenance colleagues should for the most part park under Olympia to access the site and do their works, very rare or occasional use of the 175 upper dock street for larger items (Shouldn't be needed).

Commercial, most shops will be stockable from skinner lane, access out onto skinner street needs to be uninterrupted/free. Remake Cymru who are a circular economy focused unit will largely use the rear door of the unit under Skinner Street but larger heavy items it would be better if they could get closer to their shop front in the bay next to Arnolds (Rare occurrence).

Griffin Island:

Residents moving in or out would need access to this area <https://goo.gl/maps/ZRWSSGo7KVF3WhBtq5> .

Our maintenance crews would use Olympia house to park, in some occurrence they may need to get closer to the building so the bay in front would be useful. But they also could need access to Griffin Street as there is a rear access there <https://goo.gl/maps/L5UPWQYbmNiPuxKB9>. I'm aware the street is barriered of currently.

Commercial, Will need access for deliveries to their frontages.

Upper Dock Street:

Residents moving in would need access to this area <https://goo.gl/maps/xszPpAbSaRTH2mRe6>

Our maintenance crews would use Olympia house to park, in some occurrence they may need to get closer to the building so the bay in front would be useful. But they also could need access to the rear access there <https://goo.gl/maps/RfrTRxoh4gok9riAA> . Bin Lorries are planning to reverse into this area.

Commercial, Will need access for deliveries to their frontages.

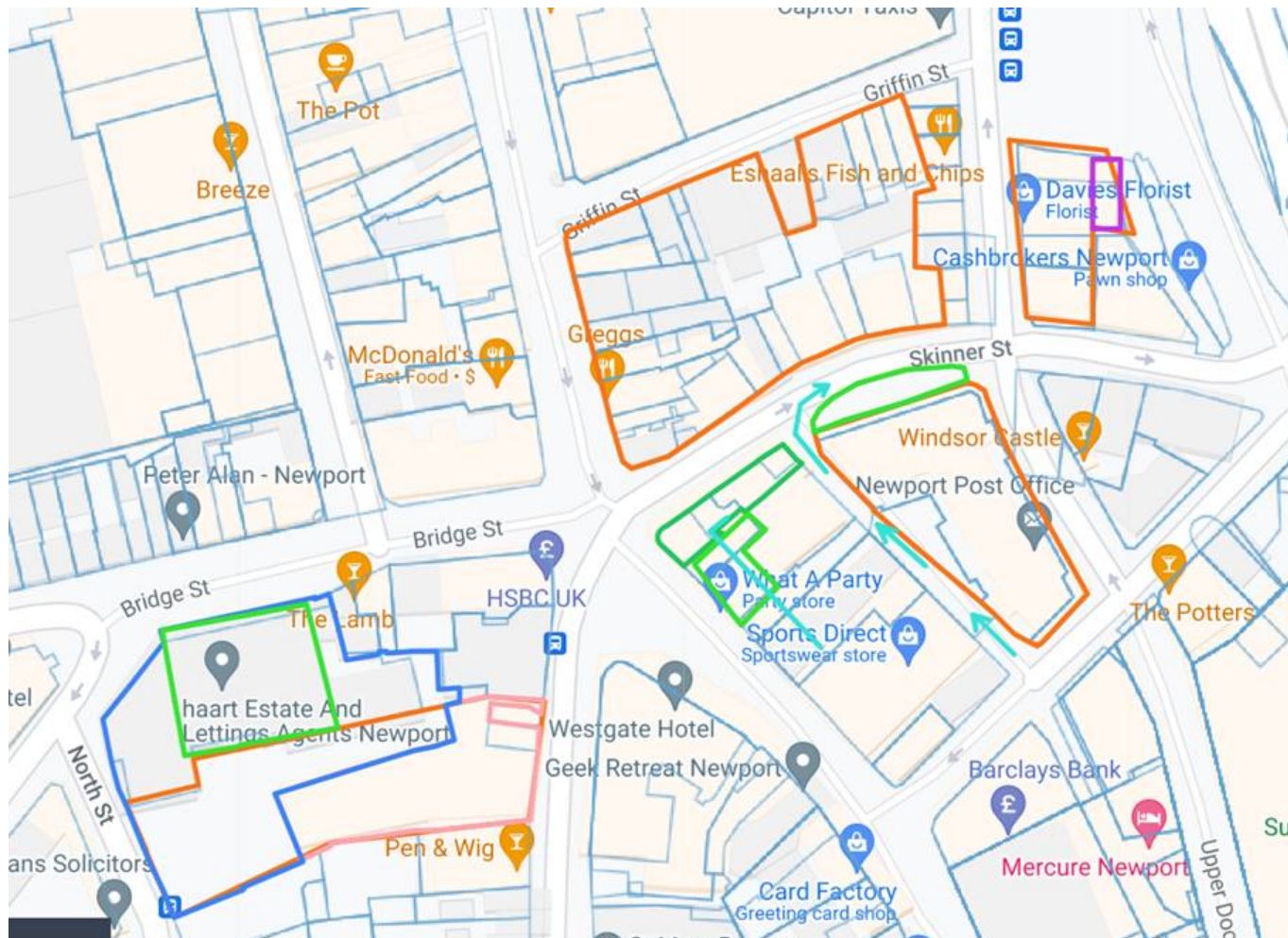
Stowhill (Argos):

Most delivery and facilities delivered to the back of the building. Deliveries via amazon (etc.) may be a problem.

There are other Housing Associations involved on the street with POBL having 40(ish) units across two schemes and Linc finishing Zanzibar which will have 36 units.

It is also worth noting that we have backed Spoke Safe in 24 Skinner Street to provide off street secure bike parking to encourage people to cycle and feel safe to leave their bike without it being stolen. A policy change to allow bikes flowing in the city centre would be excellent as the police are shutting down cyclists currently.

Please let me know if you need any more information. We look forward to working with you.



Response to Objection

From: NCC - Traffic

Sent:

To:

Subject: Skinner Street Traffic Consultation

Thank you for your feedback in relation to the City Centre, Prohibition of Driving (POD) Proposals. We accept your communication as a valid objection.

In response to your concerns, Highway Officers note the four areas of concern being business deliveries, NCH maintenance crews, new residents, and parcel deliveries.

Firstly, it is worth noting that the council introduced the prohibition of driving measures; albeit temporarily, in August 2020. Therefore, with regards to the way in which businesses operate in the area, contractors undertaking maintenance works and residents moving in and out of residential properties, the current situation on the ground will largely remain unchanged. The only difference being is that the Traffic Order will be made permanent in order to facilitate continued enforcement, in addition to the

inclusion of Stow Hill and Skinner Street; prohibition of driving at any time except for local buses and loading and disabled blue badge holders between the hours of 6am and 10am in order to improve public transport provisions and services.

With regards to concerns surrounding Skinner Lane not being able to accommodate free flowing traffic due to gates being positioned at either end to control usage; it is understood that access is currently restricted in order to facilitate building works temporarily. However, the road will re-open fully and access will be managed by a manual barrier, allowing traffic to flow freely.

Turning movements in Skinner Lane onto Skinner Street will be maintained. In designing suitable schemes, engineers use swept path analysis software for analysing the movements of steered and wheeled vehicles. By tracking a vehicles simulated movements in relation to geometry, based upon vehicle dimensions, chassis and steering specifications, we can ensure that the flow of traffic is maintained for all types of vehicles, especially waste disposal, fire engines and large lorries/trucks as you've suggested.

We note a number of concerns regarding access to existing and new residential properties/developments under construction in the city centre. We understand that rear access may be more suitable in certain circumstances depending on the type of load and alternative solutions for when it is not possible for contractors to park under Olympia House. According to your feedback, this relates to Albany Chambers, Olympia House, Upper Dock Street, Griffin Island and Griffin Street. Whilst we actively promote the use of sustainable travel, especially within the city centre due to good transport links and an increasing number of provisions for both residents and visitors, we do understand the heavy reliance upon motor vehicles, including removal vans as and when required. Under exceptional circumstances, permission can be given for the parking of commercial vehicles during the restricted times in order to facilitate certain activities. Applications can be made by contacting Infrastructure Services and each application will be assessed on its own merits.

With regards to everyday deliveries, it is impossible to provide parking directly outside of any property/premise, especially in a city centre location. However, provisions are provided in the form of formalised parking bays and on single and double yellow lines within close proximity. It is also not considered unreasonable to cause a temporary obstruction in order to deliver goods/parcels, understanding that Royal Mail or Amazon would only require a minimal amount of time.

In line with the regulations, Civil Enforcement Officers (CEOs) are required to "observe" genuine loading and unloading activity for a set period of time. In instances where activity is not observed frequently, a Penalty Charge Notice (PCN) is likely to be issued for contravening the parking restrictions.

The policy change request in relation to cyclists is noted and in response the Council is mindful of the Sustainable Transport Hierarchy as set out within the Wales Transport Strategy (2021) for determining transportation priorities for the City. Where we are creating or amending transportation infrastructure we will give priority to interventions that support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles. We will also future-proof our infrastructure to adapt to climate change and facilitate more sustainable transport choices.

We are committed to creating further active travel infrastructure and contraflow cycle lanes across the city and this is supported by the retention of existing segregated cycle ways in various locations. With regards to any Policing activity; we can only presume that cyclists' being targeted are contravening restrictions and /or riding irresponsibly.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Officers will create a Cabinet Report which will include all valid objections in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- a) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The Council's processes and legal procedures following objections can be quite lengthy. However, we will endeavour to provide further updates on this process via our webpage at the following [Traffic Regulation Orders | Newport City Council](#) .

Thank you in advance for your co-operation

Objection No.2:

From:

Sent: 31 October 2022 08:23

To: NCC-Conveyancing Team

Subject: Prohibition of Driving Order 2022 City Centre

I hereby object to the Prohibition of Driving Order 2022 a proposed by Newport Council. For any restrictions of freedom of movement imposed on attendees of the City Centre the Council has to provide a coherent rationale with an analysis of the assessed benefits and hindrances. Such analysis has not been provided by the Council in its proposal.

- The Council claims that banning the traffic on the roads in question would help to improve the safety of people using these streets. While there is no reference in the Council's statement as to what form of (remaining) traffic would benefit from such measures, the argument itself appears vacuous. If the banning of traffic on roads were to lead to improved safety then the conclusion ought to be to ban all traffic everywhere. Such regulation would be absurd because it would be void of any benefit/hindrance analysis. Without such detailed analysis new traffic regulation should not be introduced.
- The Council claims that such proposal would help to protect local amenities. What is the basis for such claim?
- Has the Council consulted with members of the local business community directly affected by this proposal?
- What is the basis for the Council claiming or inferring that 'social distancing' being a desirable goal? What would be the science behind such (unfounded) claim? Where is the evidence that 'social distancing' in the recent past would have yielded benefits for the population. Has the Council considered the psychological burden and distress inflicted on its citizens by the insinuation that their fellow citizens would be a medical threat to them, as reflected by the concept of 'social distancing'? (As intimated above, there is no scientific for claiming that 'social distancing' affords any benefit to society)
- Where is the impact analysis by the Council considering the potentially negative environmental effect for City centre users when being forced to take longer routes to get to their destination as shorter routes will be blocked as a result of road closures?
 - Why does the Council not list this proposal on its website under 'open consultations'?
 - Which steps is the Council going to take so that comments on these proposals are public?

Please acknowledge receipt of this comment.

Response to Objection

From: NCC - Traffic

Sent: 24 November 2022 16:22

To:

Subject: Prohibition of Driving Order 2022 City Centre

Thank you for your feedback in relation to the City Centre, Prohibition of Driving (POD) Proposals. We accept your communication as a valid objection.

In accordance with the regulations, we attach a copy of the “Statement of Reason” for information purposes.

Traffic Regulation Orders (TROs) are legal documents that restrict or prohibit the use of the highway network, in line with The Road Traffic Regulation Act 1984. They help manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities. A TRO can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly. Examples of schemes that require a TRO typically include;

6. On-street Parking Restrictions
7. One-Way Streets and Banned Turns
8. Prohibition of Driving
9. Speed Limits
10. Weight Limits/Restrictions

As a means of “controlling” traffic by restricting movements the measures are intended to improve road safety in an area where there is a high pedestrian footfall. Allowing traffic during a specified time helps to facilitate the movement of traffic, improve access and facilitate activities of businesses in the area. It is worth noting that many cities restrict vehicular movements in busy streets within City Centres, not only to improve road safety but to minimise negative environmental and well-being effects. Improved public /sustainable transport links benefits access to facilities without the need for a car in certain circumstances. Nowadays, this is one of the reasons why we are seeing an increasing number of car-free developments.

With regards to helping to protect local amenities; a window of opportunity allows local businesses to receive their goods during what is deemed to be a quiet time, which in turn improves services, reduces congestion, keeps traffic moving and provides a safer environment for motorists and vulnerable pedestrians alike.

In line with legal statutory procedures, the Council is obliged to advertise its intent in the local press newspaper, allowing a minimum of 21 days to receive feedback. The advertisement not only allows local individuals to comment, but also the wider community. It is the Council's procedure that street Notices detailing the proposals are also provided to enable and/or encourage feedback from those directly impacted, including businesses and visitors.

We note the queries regarding the Council claiming or inferring that social distancing being a desirable goal and your subsequent concerns. In response to this, we are unaware of such claims in relation to this proposal. As detailed above and outlined in the attached; the Council's reasons include the following;

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;
- Preserving and improving the amenities of the local area;
- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

With regards to City Centre users being forced to take longer routes, in designing a scheme we've already concluded that the benefits associated with restricting vehicle movements to improve road safety far outweigh the negative impacts associated with any-rerouting. The alternative routes are also better designed to carry higher volumes of traffic.

In response to the Council not listing this proposal on its website under “open consultations”. We do in fact list all “open-consultations” on the website at the following [Traffic Regulation Orders | Newport City Council](#) . Please kindly note that the proposal no longer appears on the website, because the formal consultation periods expired and we can no longer accept comments. The website will be updated to reflect the status in due course; including the outcome following the decision making process.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Officers will create a Cabinet Report which will include all valid objections in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

- b) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

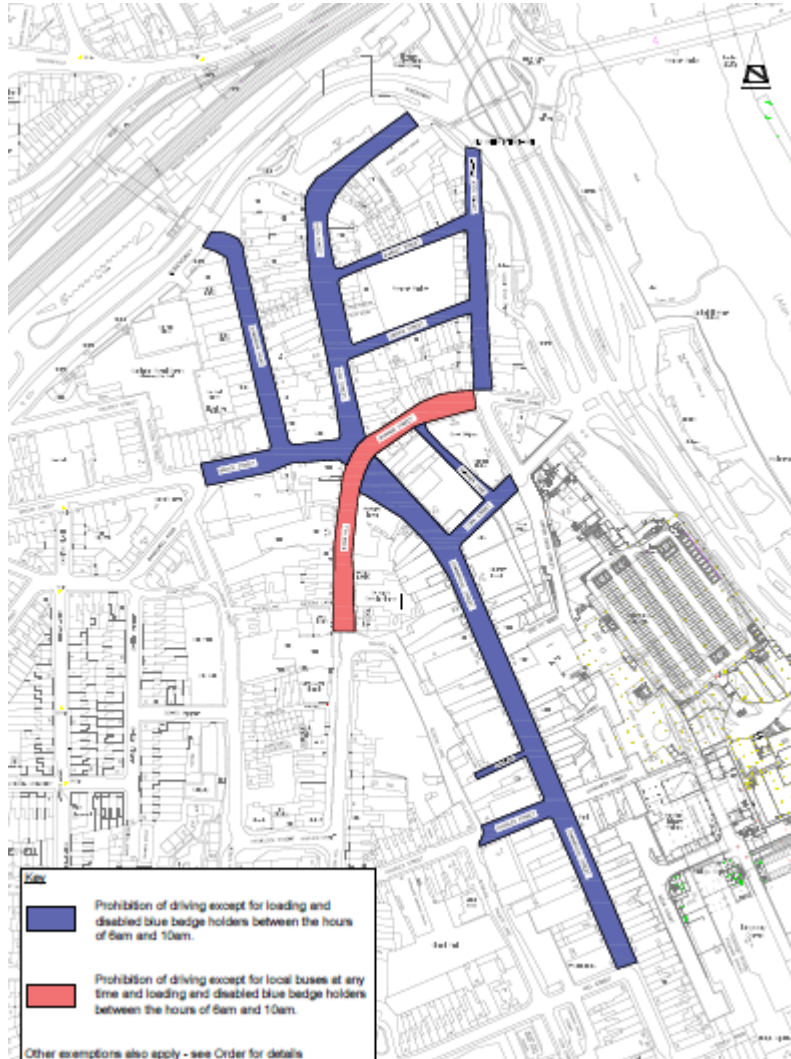
The Council's processes and legal procedures following objections can be quite lengthy. However, we will endeavour to provide further updates on this process via our webpage at the following [Traffic Regulation Orders | Newport City Council](#) .

Thank you in advance for your co-operation.

APPENDIX C

PROPOSED PROHIBITION OF DRIVING, VARIOUS ROADS, CITY CENTRE, NEWPORT

Page 129



APPENDIX D

PROPOSED PROHIBITION OF DRIVING, VARIOUS ROADS, CITY CENTRE, NEWPORT

Fairness and Equalities Impact Assessment (FEIA)

This is an integrated Impact Assessment which aims to ensure Newport City Council makes decisions which are fair, take account of relevant evidence, and seek to secure the best outcomes for our communities. **An FEIA should be used to inform the first steps of decision-making, at concept stage, not when a decision is already made, or at the point when it cannot be influenced.** This impact assessment considers our legislative responsibilities under:

- The Equality Act (2010), including the Socio-economic Duty
- The Wellbeing of Future Generations (Wales) Act (2015)
- The Welsh Language (Wales) Measure (2011)

The FEIA process is not intended to prevent decisions being made, but to ensure we have considered their potential impact. An FEIA also helps us to focus on how we can reduce any negative impacts, and provides us with evidence that we have met our legal duties.

For support to complete your FEIA, please contact the [Connected Communities Team](#)

What do we mean by Fairness?

The Newport Fairness Commission is an independent body which advises the council on the best use of resources and powers to achieve the fairest outcomes for local people. The Fairness Commission has established four **Principles of Fairness** which should be considered as part of any decisions that the council make – the questions below are useful to reflect on before you start your FEIA.

Equity	Are people being treated in a consistent way, whilst acknowledging their differences (for example, need, barriers to accessing services)? Will the gap between those with more, and those with less be reduced?
	Have the interests of different groups affected (including minority or disadvantaged communities) been taken into account?
Priority	Have the needs of the most disadvantaged and vulnerable across the city been given priority? Have you considered possible indirect consequences for minority/disadvantaged communities when other priorities are directing decisions?
Inclusion	Will the voices of all those affected by your decision be heard? Are people able to participate in and shape a service, as well as receiving it? Have you considered the impact of your decision on the relationship between communities, and the spaces they share?
Communication	Are decisions being made transparently and consistently? How will decisions be communicated to people who are affected in a clear way, with the opportunity for feedback?

Part 1: Identification

Name of person completing the FEIA	Fiona Powell
Role of person completing the FEIA	Team Manager, Parking and Road Safety
Date of completion	October 2022
Head of Service who has approved this FEIA	Stephen Jarrett

1. What is being assessed? *(Please double click on the relevant box(es) (X) and select 'checked' as appropriate)*

- New or revised policies, practices or procedures (which modify service delivery or employment practices)
- Service review or re-organisation proposals which affect the community and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- Decisions affecting service users, employees or the wider community including (de)commissioning or revising services
- New project proposals affecting staff, communities or access to the built environment
- Public events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Service Boards
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services
- Other *please explain in the box below:*

Assessment is required in relation to a Prohibition of Driving, Various Locations, City Centre, Newport on a permanent basis, in accordance with the Traffic Regulation Order (TRO) procedure.

2. Please describe the overall aims, objectives and intended outcomes of your decision

Traffic Regulation Orders (TROs) are legal documents that restrict or prohibit the use of the highway network, in line with The Road Traffic Regulation Act 1984. They help manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.

A TRO can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly. Examples of schemes that require a TRO typically include;

11. On-street Parking Restrictions
12. One-Way Streets and Banned Turns
13. Prohibition of Driving
14. Speed Limits

15. Weight Limits/Restrictions

Following a successful trial under a Temporary Traffic Regulation Order, which extended the operational hours of the pedestrian zone within Newport City Centre allowing the closure of the main city centre streets to vehicular traffic between 10am and 6am the following morning, Newport City Council now proposed to implement this restriction on a permanent basis. It is also considered appropriate to include further improvement measures by including Stow Hill and Skinner Street in the consultation in order to facilitate local buses at any time and loading and valid disabled blue badge holders between the hours of 6am and 10am.

The locations are described in the Notice of Intent (NI) and shown on the new map tiles. The measures outlined are intended to provide mitigation of danger to persons or other traffic using the road, or any other road or for preventing the likelihood of any such danger arising, preserving and improving the amenities of the local area and for facilitating the passage on the road or any other road of any class of traffic, including pedestrians. Ultimately, the safety gains from better managing the highway network are indisputable.

It was therefore considered appropriate to formally consult on the proposals in order to establish the level of support, and of course to provide an opportunity to put forward any alternative suggestions or objections.

3. Who are the main stakeholders who may be impacted by your decision and what data do you hold on them? Consider communities of place (people who live in the same geographic area) and communities of interest (people who share particular characteristics but may live in different geographic areas). Stakeholders may include residents, local businesses, community groups, staff or partners.

The proposals impact on all stakeholders and road users, including pedestrians. By undertaking the initial trial under a temporary Traffic Regulation Order, we have been able to establish the long term benefits of retaining and extending the Prohibition of Driving (POD) in the City Centre. The benefits include;

- Reducing danger to persons and traffic using the road and to reduce the likelihood of danger arising
- Preserving and improving amenities of the local areas for residents, business owners and visitors alike
- For facilitating safe passage on the road
- Reducing driver frustrations and conflict, making it a more pleasant and safer environment
- Improving air quality by reducing congestion
- Encouraging and promoting more sustainable transport modes including a reliable bus service, cycling and walking

As such, it was considered appropriate to implement the changes permanently in order to maintain the positive benefits associated with the proposal, which would also result in maintaining and improving road safety.

The proposals are also in-keeping with the transportation priorities for the City, the hierarchy of which is set out in the Wales Transport Strategy (2021). Priority is given to interventions that support and walking, cycling and public transport and where possible. It is felt that these proposals successfully achieve this with limited negative impact.

The formal consultation commenced on the 12th October 2022 allowing consultees to submit their observations and / or objections by Friday 11th November 2022.

Individuals had the opportunity to send feedback via royal mail, emailing Newport City Council Traffic Mailbox or engagement via City Services.

A copy of the Notice of Intent (NI) was advertised in the Local Newspaper, allowing the opportunity for individuals from the wider area to also consider the proposal, in addition to engaging with local Members and organisations such as the emergency services.

Part 2: Engagement

When completing this section, you need to consider whether you have sufficient information about the views and experiences of people who your decision will impact upon. If you don't, you may need to undertake a period of engagement/consultation before continuing. An FEIA is a live document, so can be updated with consultation findings, and amended as needed during the decision-making process.

The council has a duty to consult and engage with people who may experience inequalities as a result of your decision. This includes people **who share Protected Characteristics** (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and people who **have lived experience of socio-economic disadvantage**. The council's Youth Promise also requires us to ensure **all young people in Newport are listened to and included in decisions affecting them**.

The council also has a duty to ensure that any consultation is available bilingually (in Welsh as well as English), and you may like to consider any other community languages that are spoken by people who may be impacted by your decision. Below are some questions that should be included in any public consultation relating to a decision which may impact on the use of Welsh language in Newport:

1. Do you believe that the proposed decision/policy will have a positive or negative effect on opportunities to use the Welsh language?
2. If you think it will have a negative effect, what steps could we take to lessen or remove this and improve positive effects?
3. Do you believe that the proposed decision/policy will treat the Welsh language less favourably than the English language?

1. How have you engaged with people who may be affected by your decision (the stakeholders you have identified)?

Officers engaged with as many individuals and groups as possible and where known, who may be affected or impacted by this decision through various methods including; email, publicising a Notice of Intent (NI) in the local press newspaper, erecting street Notices along the stretch of roads in question.

Please note, details of the consultation including dates appear in the previous text field.

The Council communicated with stakeholders and interested partners to try and encourage as much feedback as possible. Specific stakeholders who received written notification regarding the consultation include;

1. National Private Hire Association
2. The Manager, Newport Transport Ltd
3. Newport Hackney Driver Association
4. Disability Wales
5. Freight Transport Association
6. Director of Services Delivery, Welsh Ambulance Service NHS Trust
7. ICT Mapping Team, South Wales Fire and Rescue Services
8. Gwent Police
9. GoSafe
10. Newport Transport

2. What do you know about the views or experiences of people who may be affected by your decision?

The Council relies on feedback from individuals in order to consider the likely future success of schemes. Based on experience, in instances where traffic proposals are likely to cause concerns, we would usually expect to hear from individuals and/or organisations either objecting or requesting modifications. Low level or zero response would usually indicate that stakeholders are happy and/or have no comments to make. The consultation generated feedback from four individuals in total including; two valid objections, one neutral response/enquiry and one invalid objection as a result of failing to explain their reason for objecting, in addition to making a representation anonymously (i.e. no name or contact details) regarding the proposals.

In summary, valid objections are made based on the following; Not all comments are relevant to the proposal. However, a decision has been taken to include all feedback for completeness.

- Skinner Lane will not be a free flowing as there are gates at either end to control usage and the junction with Skinner Street needs to be maintained for larger vehicles
- An agreed protocol is needed to prevent unnecessary hardship whilst loading
- Residents & contractors moving into properties require access at various locations
- Shops in Skinner Lane, Skinner Street and Stow Hill require better delivery access
- A policy change to allow bikes flowing in the city centre
- Analysis has not been provided in the proposal and there is no reference in the Council's statement as to what form of (remaining) traffic would benefit
- What is the basis for claiming the proposals help to protect local amenities?
- Did the consultation include members of the local business community directly affected?
- What is the basis for claiming or inferring that 'social distancing' being a desirable goal? What is the science behind the claim? Where is the evidence that 'social distancing' would have yielded benefits for the population, including psychological burden and distress
- Potential negative environmental effect for city centre users being forced to take longer routes
- The proposal not listed on the website under 'open consultations'. Comments in relation to the proposals should be made public

With regards to the is deemed to be a neutral enquiry from one individual, a summary is provided below;

- Details of the proposal appeared the The Argus. A copy of the consultation documents would be appreciated.

The consultation generated one invalid objection, a summary is provided below;

- Strongly disagree with the proposal to ban vehicles in Stow Hills to Skinner Street

In response to the above objections, Highway Officers note the four areas of concern being business deliveries, NCH maintenance crews, new residents, and parcel deliveries. It is worth noting that the council introduced the prohibition of driving measures; albeit temporarily, in August 2020. Therefore, with regards to the way in which businesses operate in the area, contractors undertaking maintenance works and residents moving in and out of residential properties, the current situation on the ground will largely remain unchanged. The only difference being is that the Traffic Order will be made permanent in order to facilitate continued enforcement, in addition to including Stow Hill and

Skinner Street in the draft Order; prohibition of driving at any time except for local buses and loading and disabled blue badge holders between the hours of 6am and 10am in order to improve public transport provisions and services.

With regards to concerns surrounding Skinner Lane not being able to accommodate free flowing traffic due to gates being positioned at either end to control usage; it is understood that access is currently restricted in order to facilitate building works temporarily. However, the road will re-open fully and access will be managed by a manual barrier.

Turning movements in Skinner Lane onto Skinner Street will be maintained. In designing suitable schemes, engineers use swept path analysis software for analysing the movements of steered and wheeled vehicles. By tracking a vehicles simulated movements in relation to geometry, based upon vehicle dimensions, chassis and steering specifications, we can ensure that the flow of traffic is maintained for all types of vehicles, especially waste disposal, fire engines and large lorries/trucks. The concerns raised are therefore not substantiated.

We note a number of concerns regarding access to existing and new residential properties/developments under construction in the city centre. We understand that rear access may be more suitable in certain circumstances depending on the type of load and alternative solutions for when it is not possible for contractors to park under Olympia House. According to the feedback, this relates to Albany Chambers, Olympia House, Upper Dock Street, Griffin Island and Griffin Street. Whilst we actively promote the use of sustainable travel, especially within the city centre due to good transport links and an increasing number of provisions for both residents and visitors, we do understand the heavy reliance upon motor vehicles, including removal van when moving in and/or out of a property. Under exceptional circumstances, permission can be given for the parking of commercial vehicles during the restricted times in order to facilitate certain activities. Applications can be made by contacting City Services and each application will be assessed on its own merits.

With regards to everyday deliveries, it is impossible to provide parking directly outside of any property/premise, especially in a city centre location. However, provisions are provided in the form of formalised parking bays and on single and double yellow lines within close proximity. It is also not considered unreasonable to cause a temporary obstruction in order to deliver goods/parcels, understanding that Royal Mail or Amazon would only require a minimal amount of time.

In line with the regulations, Civil Enforcement Officers (CEOs) are required to “observe” genuine loading and unloading activity for a set period of time. In instances where activity is not observed frequently, a Penalty Charge Notice (PCN) is likely to be issued for contravening the parking restrictions.

The policy change request in relation to cyclists is noted and in response the Council is mindful of the Sustainable Transport Hierarchy as set out within the Wales Transport Strategy (2021) for determining transportation priorities for the City. Where we are creating or amending transportation infrastructure we will give priority to interventions that support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles. We will also future-proof our infrastructure to adapt to climate change and facilitate more sustainable transport choices.

We are committed to creating further active travel infrastructure and contraflow cycle lanes across the city and this is supported by the retention of existing segregated cycle ways in various locations. With regards to any Policing activity; we can only presume that cyclists’ being targeted are contravening restrictions and /or riding irresponsibly.

In accordance with the regulations, reasons for the proposal can be found in the Councils "Statement of Reasons". Traffic Regulation Orders (TROs) are legal documents that restrict or prohibit the use of the highway network, in line with The Road Traffic Regulation Act 1984. They help manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities. A TRO can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly. Examples of schemes that require a TRO typically include;

16. On-street Parking Restrictions
17. One-Way Streets and Banned Turns
18. Prohibition of Driving
19. Speed Limits
20. Weight Limits/Restrictions

As a means of "controlling" traffic by restricting movements the measures are intended to improve road safety in an area where there is a high pedestrian footfall. Allowing traffic during a specified time helps to facilitate the movement of traffic, improve access and facilitate activities of businesses in the area.

It is worth noting that many cities restrict vehicular movements in busy streets within City Centres, not only to improve road safety but to minimise negative environmental and well-being effects. Improved public /sustainable transport links benefits access to facilities without the need for a car in certain circumstances. Nowadays, this is one of the reasons why we are seeing an increasing number of car-free developments.

With regards to helping to protect local amenities; a window of opportunity allows local businesses to receive their goods during what is deemed to be a quiet time, which in turn improves services, reduces congestion, keeps traffic moving and provides a safer environment for motorists and vulnerable pedestrians alike.

In line with legal statutory procedures, the Council is obliged to advertise its intent in the local press newspaper, allowing a minimum of 21 days to receive feedback. The advertisement not only allows local individuals to comment, but also the wider community. It is the Council's procedure that street Notices detailing the proposals are also provided to enable and/or encourage feedback from those directly impacted, including businesses and visitors.

The proposal no longer appears on the website, because the formal consultation periods expired and we can no longer accept comments. The website will be updated to reflect the status in due course; including the outcome following the decision making process.

We note the queries regarding the Council claiming or inferring that social distancing being a desirable goal and your subsequent concerns. In response to this, we are unaware of such claims in relation to this proposal. As detailed above and outlined in the attached; the Council's reasons include the following;

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;
- Preserving and improving the amenities of the local area;
- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

With regards to City Centre users being forced to take longer routes, in designing a scheme we've already concluded that the benefits associated with restricting vehicle movements to improve road safety far outweigh the negative impacts associated with any-rerouting. The alternative routes are also better designed to carry higher volumes of traffic.

In response to the Council not listing this proposal on its website under "open consultations". We do in fact list all "open-consultations" on the website at the following [Traffic Regulation Orders | Newport City Council](#)

The proposal no longer appears on the website, because the formal consultation periods expired and we can no longer accept comments. The website will be updated to reflect the status in due course; including the outcome following the decision making process.

The neutral enquiry is noted and a full response has been issued; including copies of the consultation material as requested.

The "invalid" objection is noted. However, as a result of failing to explain their reason for objecting, in addition to making a representation anonymously (i.e. no name or contact details) it cannot be considered, nor can any formal response be issued.

Part 3: Assessment

This section requires you to assess the potential impact of your decision on a range of groups who may experience specific disadvantages. Your assessment should be supported by evidence – either from your own engagement/consultation, similar or previous engagement, what you already know about the people who access your service, or from local and national sources of information.

Useful documents which set out information about how communities are impacted by inequalities include [EHRC – Is Wales Fairer?](#) and the council’s [COVID-19 Community Impact Assessment](#). Your decision may have both positive and negative impacts – if this is the case, please place a cross in both boxes.

1. Impact on people that share Protected Characteristics

[Protected Characteristics](#) are defined under the Equality Act 2010, and describe groups of people who are protected from discrimination, either in the workplace, or through the provision of goods and services. The council must consider how decisions may impact on people differently because of a protected characteristic, and how any negative impact could be reduced. National guidance on assessing equality impacts and the Public Sector Equality Duty can be found [here](#). You can also access further advice and examples of positive and negative impacts [here](#).

Protected characteristic	Impact:			<p>Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to:</p> <ol style="list-style-type: none"> Promote equal opportunity across different groups Promote community cohesion Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
Age	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The “positive” impact associated with the proposals include a safer highway network for vehicular and other traffic due to better managing the network and reducing the number of accidents and improving access to facilities and a reduction in harmful pollutants.</p> <p>The potential “negative” impacts may include slightly longer journey times. However, the road safety benefits far outweigh any concerns.</p> <p>With regards to the Public Sector Equality Duty, all people who travel along the route will benefit from improved road safety, fewer accidents, improved safer access and lower congestion and pollutant levels.</p>
Disability	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Protected characteristic	Impact:			Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to: <ol style="list-style-type: none"> 1. Promote equal opportunity across different groups 2. Promote community cohesion 3. Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
				<p>As per the above, the “positive” impact associated with the proposals include a safer highway network for vehicular and other traffic due to better managing the network and reducing the number of accidents. This applies to all road users.</p> <p>There may be negative impacts associated with the implementation of a permanent Prohibition of Driving should motorists’ choose to contravene the restrictions. This could result in a Fixed Penalty Notice (FPN) being issued, in addition to driving licence endorsements.</p>
Gender Reassignment/Transgender	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Marriage or civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Pregnancy or maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Religion or Belief or non-belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.

Protected characteristic	Impact:			Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to: 1. Promote equal opportunity across different groups 2. Promote community cohesion 3. Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.

2. Impact on Welsh Language

The Welsh Language (Wales) Measure specifies that for all policy decisions, the council must consider the effects (both positive and negative) on the Welsh language. For further guidance on Welsh language considerations see [here](#).

	Impact:			
	Positive	Negative	Neither	
Welsh Language	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	All public documents, including the consultation material and Notice of Intent (legal Notice) were made available in both English and Welsh. Any future signage (if required), including the TRO (legal Order) and any issued PCNs will be issued bilingually/available in Welsh.




	Impact:			
	Positive	Negative	Neither	
				There will be no impact, either positive or negative in relation to this specific protected characteristic.



1. Please describe how you have ensured your engagement has considered the view of Welsh speakers in Newport.

We have worked closely with the City Council's Welsh Language Officer, to ensure that all public documents have been compliant.

3. The Sustainable Development Principle

The Well-being of Future Generations Act puts in place a sustainable development principle which helps organisations consider the impact they could have on people living in Wales in the future, and ensure they are focused on tackling long-term challenges. Below, consider how your decision promotes, advances, or contradicts the [5 ways of working](#) which underpin the sustainable development principle. You can access further guidance on considering the sustainable development principle [here](#).

<p>Long term</p> 	<p><i>The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.</i></p>	<p>It is important for us to balance short-term needs with the need to safeguard the ability to also meet long-term needs. The proposals promote regeneration, whilst improving road safety and protecting the environment. Reducing congestion and encouraging alternative transport modes will help lower air quality and improve congestion making the environment safer and greener.</p>
<p>Prevention</p> 	<p><i>Putting resources into preventing problems occurring or getting worse</i></p>	<p>We seek to act as promptly as feasibly possible in order to prevent problems from getting worse. The proposals meet the objectives of the Council by improving sustainable transport links and better managing the highway network.</p>
<p>Integration</p> 	<p><i>Considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.</i></p>	<p>Traffic Regulation Orders are legal documents that restrict or prohibit the use of the highway network, in line with the Road Traffic Regulation Act 1984.</p> <p>They help the Council to manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.</p> <p>A Traffic Regulation Order can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly.</p> <p>The proposals will make the highway network safer for motorists' and improve the environment and quality of life.</p>

<p>Collaboration</p> 	<p><i>Working together to deliver objectives.</i></p>	<p>The well-being of others is considered in our proposal by better improving access to facilities and encouraging individuals where possible to make greener choices.</p> <p>Processes include engagement with the Police in order to obtain their feedback from a policing and enforcement aspect. Formal consultees also include the Ambulance & Fire Service, Haulage and Transportation Firms, Disability Groups and local Ward Members. Members of the public can review details of the proposal by reviewing the Notice of Intent (NI) in the local press or by engaging with the Council.</p>
<p>Involvement</p> 	<p><i>Involving those with an interest and seeking their view - ensuring that those people reflect the diversity of the area.</i></p>	<p>The authority is legally obliged to formally consult and engagement includes a variety of ways to reach out to as many individuals as possible, as a means of increasing the number of customer responses. A well-managed network makes a safer environment and helps to reduce conflict and driver frustrations.</p> <p>Consultation includes publishing the Notice of Intent in the local press, allowing the wider community to comment. In addition to Local Ward Members, Ambulance & Fire Service, Police, Haulage Firms, Transportation Companies and Disability Groups.</p>

4. Socio-economic Duty

The [Socio-economic Duty](#) is set out in the Equality Act 2010, and requires the council, when making strategic decisions, to pay due regard to the need to reduce the inequalities of outcome that result from socio-economic disadvantage. Inequalities of outcome are felt most acutely in areas such as health, education, work, living standards, justice and personal security, and participation.

A 'strategic decision' is defined by Welsh Government as a decision **which affects how the council fulfils its statutory purpose over a significant period of time and does not include routine 'day to day' decisions.** Strategic decisions include:

- Corporate plans
- Setting wellbeing, equality and other strategic objectives
- Changes to, or development of public services
- Strategic financial planning
- Strategic policy development

If you do not think your decision meets this definition, and you do not plan on carrying out a Socio-economic Duty Assessment in this section, please provide your rationale below. Any decision which is presented to a Cabinet Member, at Cabinet or Council will be viewed as a strategic decision.

The Road Traffic Regulation Act 1984 does not consider socio-economic factors in progressing a proposal. The Socio-Economic Duty Assessment is therefore not considered appropriate.

If your decision does meet the definition, please consider the impact of your decision on the socio-economically disadvantaged groups, and areas of inequality that may arise from socio-economic disadvantage contained in the matrix below. The groups listed are not exhaustive and you should consider any additional groups relevant to your decision who may experience socio-economic disadvantage in the following ways:

- **Low Income/Income Poverty** - cannot afford to maintain regular payments such as bills, food, clothing, transport etc.
- **Low and/or no Wealth** - enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provisions for the future
- **Material Deprivation** - unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, hobbies etc.)
- **Area Deprivation** - where you live (rural areas), where you work (accessibility of public transport)
- **Socio-economic Background** – for example, parents' education, employment and income

Indicate a positive or negative impact, or both where they apply, and the severity of this impact by coding the sections of the grid based on the below. *If there is no/neutral impact, please leave blank.*

Negative Impact		Positive Impact	
N1	Negative impact – mild	P1	Positive impact – mild
N2	Negative impact – moderate	P2	Positive impact – moderate

N3	Negative impact – significant	P3	Positive impact – significant
N4	Potential for negative impact (but unsure)	P4	Potential for positive impact (but unsure)

Areas of inequality that may arise from socio-economic disadvantage – definitions

Education :The capability to be knowledgeable, to understand and reason, and to have the skills and opportunity to participate in the labour market and in society

Work: The capability to work in just and favourable conditions, to have the value of your work recognised, even if unpaid, to not be prevented from working and to be free from slavery, forced labour and other forms of exploitation

Living Standards: The capability to enjoy a comfortable standard of living, in appropriate housing, with independence and security, and to be cared for and supported when necessary.

Justice, Personal Security and Community Safety: The capability to avoid premature mortality, live in security, and knowing you will be protected and treated fairly by the law

Health: The capability to be healthy, physically and mentally, being free in matters of sexual relationships and reproduction, and having autonomy over care and treatment and being cared for in the final stages of your life

Participation: The capability to participate in decision making and in communities, access services, know your privacy will be respected, and express yourself

Groups	Areas of inequality						
	Living Standards	Work	Health	Education	Justice and community safety	Participation	Physical Environment
Children living in poverty							
Low income households without dependent children							
Unemployed young people							
Long term unemployed							
Homeless households							
Refugees, migrants and asylum seekers							
Deprived neighbourhoods - WIMD rank in 10% most deprived LSOA							
People on Universal Credit / income related benefits							
Adults with no qualifications or low qualifications							
People living in low quality housing or in Houses of Multiple Occupation							

1. What evidence do you have about socioeconomic disadvantage and inequalities of outcome in relation to this decision?

Please expand on the information provided in the matrix, giving reasons for your assessment of both positive and negative impacts. You may like to consider your experience of current service delivery, recent engagement or consultation or any national/local research relevant to your policy decision.

For any positive impacts, please indicate the [Wellbeing Goal](#) and/or [Wellbeing Objective](#) that this contributes to as set out in the previous section.

2. Please describe how you have ensured your engagement has considered the views of people living in Newport who are affected by socio-economic disadvantage.

3. Does this decision contribute to a cumulative impact?

- A. Consider your decision in the wider context of your service area and the organisation. Is this part of, or does it contribute to, a series of decisions that have negative impacts for the same groups of people, or the same area of Newport (e.g. withdrawal of multiple services).
- B. Consider whether your decision has a cumulative impact because of intersectionality – i.e. have you identified impacts on people that share Protected Characteristics who will be further disadvantaged by socio-economic impacts.

Part 3: Actions and Outcomes

Considering any negative impacts that you have identified, indicate below how you will reduce these, and how you will monitor potential impact. Further guidance on how to complete your action plan can be found [here](#).

IMPACT ON PEOPLE THAT SHARE PROTECTED CHARACTERISTICS			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
IMPACT ON WELSH LANGUAGE			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
SOCIO-ECONOMIC IMPACTS			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner

SUSTAINABLE DEVELOPMENT PRINCIPLE			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner

Once your FEIA is complete, please forward to nccequality@newport.gov.uk

This page is intentionally left blank