

# Report



## Cabinet Member for Infrastructure and Assets

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### 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 1<sup>st</sup> January 2017 and 31<sup>st</sup> 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 5<sup>th</sup> October 2022 allowing consultees to submit their observations and / or objections by Wednesday 2<sup>nd</sup> 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 1<sup>st</sup> January 2017 and 31<sup>st</sup> 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 5<sup>th</sup> October 2022 allowing consultees to submit their observations and / or objections by Wednesday 2<sup>nd</sup> 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](mailto: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 1<sup>st</sup> January 2017 and 31<sup>st</sup> 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 1<sup>st</sup> January 2017 and 31<sup>st</sup> 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 1<sup>st</sup> January 2017 and 31<sup>st</sup> 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.

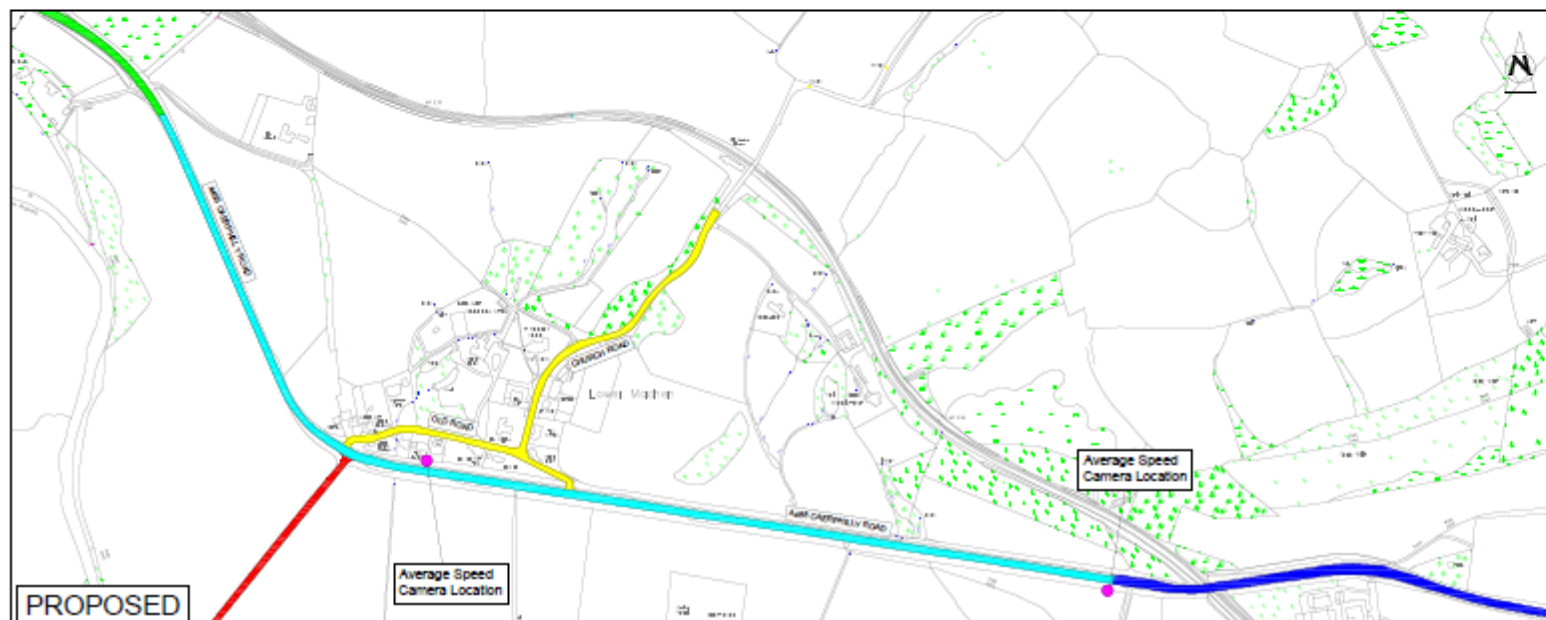
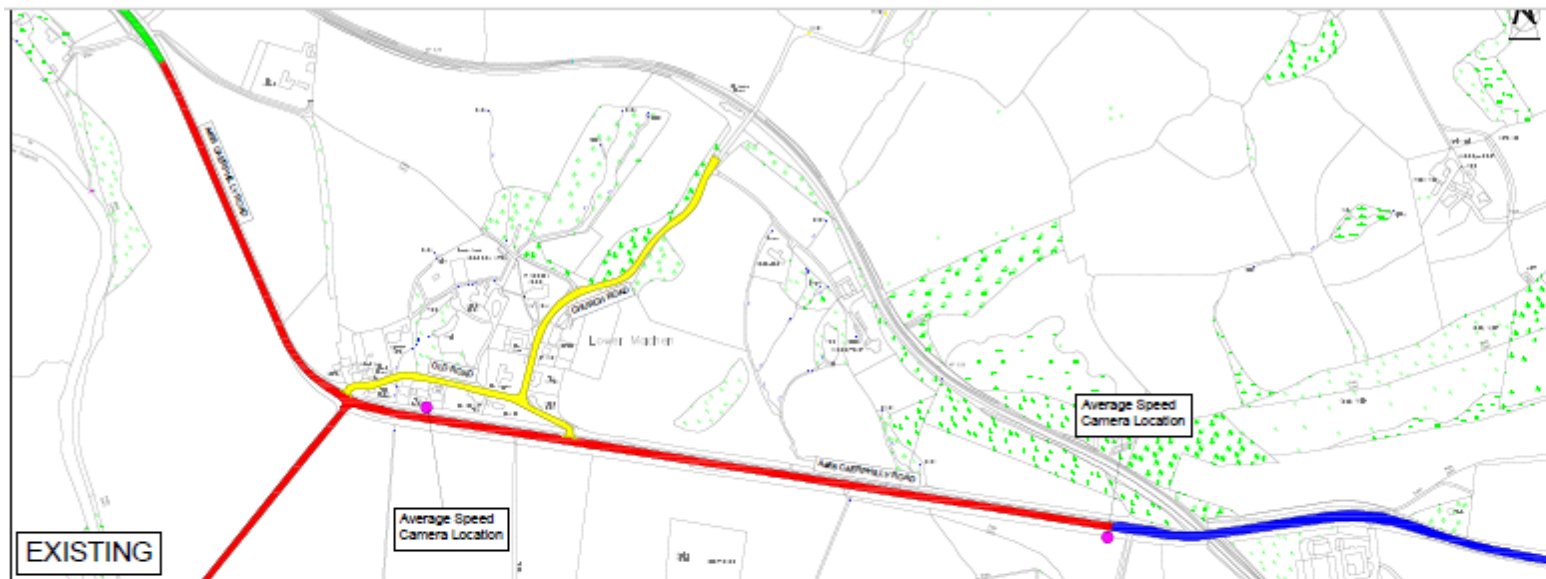
The council's processes and legal procedures following objections can be quite lengthy and we thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage.

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.

<b>Equity</b>	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?
<b>Priority</b>	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?
<b>Inclusion</b>	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?
<b>Communication</b>	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	<b>Team Manager, Parking and Road Safety</b>
Date of completion	<b>23 November 2022</b>
Head of Service who has approved this FEIA	<b>Stephen Jarrett</b>

### 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 1<sup>st</sup> January 2017 and 31<sup>st</sup> 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 5<sup>th</sup> October 2022 allowing consultees to submit their observations and / or objections by Wednesday 2<sup>nd</sup> 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 1<sup>st</sup> January 2017 and 31<sup>st</sup> 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](#).

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"> <li>Promote equal opportunity across different groups</li> <li>Promote community cohesion</li> <li>Help eliminate unlawful discrimination/ harassment/ victimisation</li> </ol>
	Positive	Negative	Neither	
<b>Age</b>	<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>
<b>Disability</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

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"> <li>Promote equal opportunity across different groups</li> <li>Promote community cohesion</li> <li>Help eliminate unlawful discrimination/ harassment/ victimisation</li> </ol>
	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>
<b>Gender Reassignment/ Transgender</b>	<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.
<b>Marriage or civil partnership</b>	<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.
<b>Pregnancy or maternity</b>	<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.
<b>Race</b>	<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.
<b>Religion or Belief or non-belief</b>	<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.
<b>Sex</b>	<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.
<b>Sexual Orientation</b>	<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	
<b>Welsh Language</b>	<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](#).

Long term		<i>The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.</i>	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.
Prevention		<i>Putting resources into preventing problems occurring or getting worse</i>	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.
Integration		<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>	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.  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>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 &amp; 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 &amp; 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

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

Once your FEIA is complete, please forward to [nccequality@newport.gov.uk](mailto:nccequality@newport.gov.uk)