

# Report



## Cabinet Member for Infrastructure and Assets

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### Part 1

Date: 23 August 2023

**Subject** Proposed 20 MPH and 30 MPH Speed Limits Order 2023, Various Roads, Newport

**Purpose** The purpose of this report is to advise on the outcome of the formal advertisement and objections received regarding proposals to exclude selected roads from the Welsh Government 20mph default speed limit changes (30 mph Exceptions), in accordance with the Welsh Government Place Criteria.

The report asks the Cabinet Member for Infrastructure and Assets, within delegated powers, to note the formal objections received during consultation, and decide upon the most appropriate option of those available

**Author** Head of Infrastructure

**Ward(s)** All Wards

**Summary** The council has carried out a full statutory consultation process including advertisement of the proposal to retain 30mph speed limits at locations where the Welsh Government guidance document "Setting exceptions to the 20mph default speed limit for restricted roads" dictates that they are an exception to the introduction of a default 20mph speed limit, due to their failure to meet with the nationally applied Welsh Government Place Criteria.

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

The council received four representations in response to the consultation on the proposed excepted 30mph speed limits, consisting of two valid objections and two non valid objections. The non valid representations were general concerns over the WG legislative changes which is out of scope of this consultation and not subject to this report. However, they have been included for information only.

In line with delegated powers, the Cabinet Member is required to consider all valid comments/objections and decide upon a resolution which is likely to include instructing officers to proceed with "making" the Traffic Regulation Orders (TRO's) as per the original advertisement, modify, or abandon the Order.

**Proposal** That the Cabinet Member for Infrastructure and Assets notes the recommendation and authorises officers to proceed with Option 1:

Option 1: To "Make" the Order as advertised

That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed with "making" the Order in its

original format having considered the objections and officer responses. Making this decision will:

- Allow the order to be made that prevents vehicles from proceeding in excess of 30mph along the lengths of road specified in Schedule 2 at Ponthir Road and Market Road, Newport

**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 Team, Infrastructure
- Highways & Engineering Services Manager
- Senior Strategy Manager
- Elected Members

Organisations

- Police Chief Officer
- GoSafe
- Ambulance Service
- Fire Service
- Haulage Companies
- Transportation / Bus Companies
- Accessibility Groups

**Signed**

## Background

Welsh Government has introduced new legislation where the default speed limit on restricted roads will be reduced from 30mph to 20mph (characterised by a system of street lighting or otherwise restricted by Order), which will come into force on the 17th September 2023. From that date, any restricted road will have a speed limit of 20 mph unless a different speed limit is set by the highway authority by Order.

Sections of Newport's road network currently subject to a speed limit of 30 mph or less have been assessed against the Place criteria set out in the Welsh Government document "Setting exceptions to the 20mph default speed limit for restricted roads" to ascertain if they meet the criteria to default to 20mph and those roads which can remain at 30mph, which will be introduced by way of a Traffic Regulation Order (TRO).

Newport City Council proposes to retain eighty-five 30 mph limits by "exception" and to implement nine 20mph speed limits on roads which do not meet the "restricted" road criteria across the city's network but would benefit from the introduction of a 20mph speed limit.

It is notable that no objections were received to the proposed 20mph by order proposals and only two objections to proposed 30mph exceptions at Ponthir Road and Market Road.

### Consultation Requirement

Since the eighty-five exceptions are a variation to the primary legislation effected by Welsh Government, the Council needs to establish a legal Order in accordance with the Road Traffic Regulation Act 1984.

The effect of the Order once created will be to introduce new 30 mph speed limits which ensures the locations described in Schedule 2 will be excluded from the default Speed Limit of 20mph and will remain / be subject to a 30mph Speed Limit by Order

### Main Considerations

Welsh Governments rationale for introducing the default 20mph limits and the benefits of Newport City Councils proposals include:

1. Reducing the number of collisions and severe injuries from them
2. Encouraging more people to walk and cycle in communities
3. Help to improve health and well-being
4. Make streets safer
5. Safeguard the environment for future generations

It is noted that Wales will be one of the first countries in the world, and the first nation in the UK, to introduce legislation to have a default 20mph speed limit on roads where motorised vehicles mix with pedestrians and cyclists.

The proposed 30mph exceptions within this report do not meet the Welsh Government "place criteria" to default to 20mph.

### Comments received from the Consultation process

The formal consultation commenced on the 6<sup>th</sup> July 2023 allowing consultees to submit their observations and / or objections by Friday 28<sup>th</sup> July 2023.

Consultees were given the opportunity to send feedback via royal mail or directly via emailing conveyancing as per the Notice of Intent.

A copy of the Notice of Intent (see **Appendix A**) was advertised in the Local Newspaper, as a means of engaging with communities. Additionally, Officers liaised with local Members and organisations such as

the emergency services and enforcement partners. The Council also erected Street Notices on roads directly affected by the consultation.

A total of four representations were received in relation to the proposals contained within the Newport City Council (Various Roads, Newport) (20mph and 30mph Speed Limits) Order 2023, consisting of two valid objections and two general enquiries. The valid objections received are listed in **Appendix B** and summarised in the table below:

Location	Comments
Market Road, Parc Seymour (30mph exception)	<p>The road is too short to justify the exception according to Welsh Government Guidance.</p> <p>There is a shared-use foot and cycle path alongside the A48. It is felt that a 20mph limit would be safer when accessing these areas and cycling along Market Road.</p>
B4236 Ponthir Road, Caerleon (30mph exception)	Cannot see any justification that the road would benefit from remaining 30mph, rather than the Welsh Government 20mph Speed Limit.

In response to the objections, it is noted that the communication relates to the 30mph exception proposals in Market Road, Parc Seymour. It is considered that the information quoted with regards to the Welsh Government (WG) 30mph exception guidance and principles, has been viewed out of context.

The context being, where an existing street lit road meets the WG Place Criteria, it automatically defaults to 20mph. (Primarily on the factor of being residential). The guidance refers to the recommended minimum length of 30mph exception that could be applied should road lengths between built up areas be at such a minimum, we would not look to set an exception before reintroducing the next 20mph limit.

It is not proposed to create a new section of 30mph speed limit on Market Road, only to maintain the existing as a 30mph exception from its current starting point at the A48 up to the point where the road becomes residential and defaults to 20mph as dictated by the WG Place Criteria.

With regards to the B4236 Ponthir Road, the Place Criteria set by Welsh Government (WG) dictates which roads remain 30mph as an exception and those that will automatically default to 20mph. The Criteria has been developed to guide highway authorities to ensure a consistent Wales-wide application.

Having revisited the decision on this section of Ponthir Road following the consultation, officers have confirmed that it does not meet the Welsh Government 20mph default place criteria Criteria and should retain a 30mph speed limit.

Plans showing the relevant sections of road at Ponthir Road and Market Road can be found in **Appendix C**.

Details of the two general enquiries (i.e. not considered to be valid objections) are summarised in the table below for information purposes only:

<b>Location</b>	<b>Comments</b>
Larch Grove, Rowan Way and 20mph in general	Already placed 20mph signs at the junction of Larch Grove and Rowan Way. Is there an Order? Who is enforcing them?  Transport Minister opinion(s).
Magor Road, Langstone	Suggests that the Council have recently altered the 30mph Speed Limit to 40mph (in one direction only), and now a new 20mph Speed Limit is proposed.

In response to the enquiries, there is an existing 20mph “Zone” on Pillmawr Road and an existing 20mph “speed limit” on Almond Drive which are presently signed in accordance with the current regulations. With regards to enforcement, the Police/ GoSafe remain responsible for moving traffic contraventions which includes vehicle speed enforcement.

All redundant signs will be removed when the roads default to 20mph as part of the Welsh Government (WG) legislative change. This will include the existing 20mph Zone signs and 20mph repeater signs. With regards to Magor Road, the feedback is not considered a valid objection by the Council as the existing 30mph speed limit was not changed to 40mph. Unfortunately a signing error was identified which was subsequently rectified on-site.

In clarification, the 20mph limit will only be implemented where the road becomes more residential in nature in accordance with Welsh Government (WG) Place Criteria.

In line with statutory obligations, full responses have been issued to all objections/ comments received

## Financial Summary

- The cost of making & implementing the Traffic Regulation Order (TRO) will be met by the Welsh Government Grant. Therefore there are no financial implications for the council as a result of this report or any decision taken.

	<b>Year 1 (Current) £</b>	<b>Year 2 £</b>	<b>Year 3 £</b>	<b>Ongoing £</b>	<b>Notes including budgets heads affected</b>
<b>Income</b>					<b>Costs for TRO and implementation are fully met by Welsh Government</b>
<b>Net Costs (Savings)</b>	<b>0</b>				
<b>Net Impact on Budget</b>	<b>0</b>				

## Risk Table

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?
Challenge of the decision to make the orders	Medium	Low	Adhere to Guidance and Regulations such as “Setting exceptions to the 20mph default speed limit for restricted roads”, The Local Authorities’ Traffic Orders (Procedures) (England and Wales) Regulations 1996 and The Road Traffic Regulation Act 1984  Full statutory consultation	Head of Infrastructure

## Links to Council Policies and Priorities

### **Gwent WellBeing Plan 2023-2028**

The Well-being Plan for Gwent, sets out how the members, including Newport City Council, are working together to respond to some of the key issues identified in our most recent Well-being Assessment. This five year plan sets out what we will be doing to improve well-being across the region, now and for future generations.

The plan has 2 cross cutting wellbeing objectives, with the second being ‘We want a climate-ready Gwent, where our environment is valued and protected, benefitting our well-being now and for future generations’

The highlighted step in the plan that supports the achievement of this objective is ‘Take action to reduce our carbon emissions, help Gwent adapt to climate change, and protect and restore our natural environment’.

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 through the informed implementation of the defaulted 20mph and associated 30mph excepted road networks

### **Options Available and considered**

#### **Option 1 – To “Make” the Order as advertised .**

That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed with “making” the Order in its original format having considered the objections and officer responses. Making this order as advertised will:

- a) Allow the order to be made that prevents vehicles from proceeding in excess of 30mph along the lengths of road specified in Schedule 2 at Ponthir Road and Market Road, Newport

#### **Option 2 – To “Make” the Order with modification to reflect the objections received for Ponthir Road and Market Road**

It should be noted that this option would deviate from the Guidance as dictated in the Welsh Government document “Setting exceptions to the 20mph default speed limit for restricted roads” which has been applied consistently across the city

#### **Option 3 - To abandon the Speed Limit Traffic Orders for Ponthir Road and Market Road**

The primary legislation comes into effect on the 17<sup>th</sup> September 2023. Without the stated exceptions, the two limits subject of this report would default to 20mph. This would not be in accordance with “Setting exceptions to the 20mph default speed limit for restricted roads” or consistent with how the place criteria has been applied across the city.

### **Preferred Option and Why**

#### **Option 1 – To “Make” the Order as advertised**

That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed with “making” the Order in its original format having considered the objections and officer responses. Making this order will:

- Allow the order to be made that prevents vehicles from proceeding in excess of 30mph along the lengths of road specified in Schedule 2 at Ponthir Road and Market Road, Newport
- This will ensure that the council meets its obligations under the Welsh Government legislative change and ensures compliance with the Welsh Government “Setting exceptions to the 20mph default speed limit for restricted roads” guidance document.
- Adherence to this guidance will ensure a consistent application of this nationally applied criteria across the whole of the city's highway network

## **Comments of Chief Financial Officer**

As outlined in the report, the cost of making and implementing the Traffic Regulation Order will be funded in its entirety by a Welsh Government grant, and Highway colleagues have indicated that this is sufficient. It will need to be included on the Council's Capital programme when that is next considered by Cabinet.

There are no immediate financial implications as a result of this report for the Council therefore though this may increase on-going maintenance/replacement/renewal costs of signage etc over the medium term which the Highways Department will need to cover from existing budgets at this point.

## **Comments of Monitoring Officer**

The proposed Traffic Regulation Orders are 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 revised WG legislation, certain restricted roads will default to 20mph, however, the Council may exempt certain roads from becoming restricted to 20MPH by default by applying the WG "Setting exceptions to the 20mph default speed limit for restricted roads" criteria. It is therefore the intention to MAKE the "30MPH speed limit" Traffic Orders for the roads listed, applying the relevant exemptions.

The Orders have been formally advertised and two valid objections have been received during the public consultation period, based around the interpretation of the exempt criteria. Officers have revisited the applications of the exemptions in light of the representations made, but remain of the view that the exemptions have been applied correctly. Therefore, the Cabinet Member is now required to have regard to the objections and consider whether, in the light of the representations made, the TROs should be confirmed.

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**

Welsh Government has introduced legislation to reduce the default speed limit on restricted roads from 30mph to 20mph, with the intention of reducing collisions and severe injuries, encouraging more people to walk and cycle, making streets safe and protecting the environment for future generations.

The Council has carried out a statutory consultation on proposals to retain 30mph speed limits at locations where Welsh Government guidelines suggest they should be excepted from the reduced speed limit. A very low number of valid objections have been received, which would suggest there is general acceptance of the proposals for exclusions from the default speed limits. This report responds to the two valid objections and proposes the application of Welsh Government's exception criteria across the whole of the city's highway network.

A FEIA has been undertaken to consider potential impacts on protected groups and this is included with this report.

There are no direct human resources implications arising from this report.

## **Comments of Non-Executive Members**

### Councillor Whitehead:

My comments are only that this will be problematic regarding it being policed, it will undoubtedly hamper the response times of emergency services who will have to navigate slower moving traffic, business will also be affected, it is massively costly at the very time the Welsh Government laments cuts in other areas and finally we will see ebikes and scooters whizzing past slow moving traffic which defeats the whole object. This is a massively unpopular decision with the Welsh public. As a footnote I have no issues with a reduction in speed around schools and hospitals.



### Response:

The report is in relation to proposed 30mph exceptions to the 20mph default speed limit not the introduction of 20mph limits, therefore these comments are out of context with the subject of the report. However, for completeness, the following comments are provided in response to the points raised. Police, fire and ambulance services are already legally allowed to exceed speed limits in the course of their emergency response duties. This is not changing because of the introduction of the 20mph default speed limit and emergency services have recently reaffirmed their support for the new 20mph default speed limit.

Levels of enforcement of both current and future speed limits remain an operational matter for GoSafe. Therefore, any concerns or enquiries regarding enforcement should be brought to their attention. Behaviour of riders of ebikes and scooters is a matter for Gwent Police. Therefore, any concerns regarding behaviour or speed of these vehicles, should be brought to their attention.

As with all such legislative changes, there will be sectors of our communities both for and against the introduction of the 20mph default changes.

### **Local issues**

Processes include advertisement in the local newspaper, council web pages and notices erected at each location and full consultation and engagement with Members and stakeholders has been undertaken through the statutory consultation process.

The extremely low levels of objection received suggests that the proposals have been largely positively reviewed by consultees .

### **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.

### **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 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. The application of exceptions is designed to balance vehicle flow with community safety and has been

determined in line with the Welsh Government Guidance. The proposals avoid danger to persons and traffic and prevents the likelihood of any such danger arising. The exceptions 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, ensuring that residents live in neighbourhoods that are clean, green, safe and active.

### Prevention

This preferred option will seek to maintain the current benefits of 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, improved access to facilities, 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

## **Background Papers**

See Appendix A-C

**Dated: 23 August 2023**

# APPENDIX A

## NOTICE ADVERTISED

### NEWPORT CITY COUNCIL (VARIOUS ROADS, NEWPORT) (20 MPH AND 30 MPH SPEED LIMITS) ORDER 2023

**NOTICE** is hereby given that Newport City Council (hereinafter referred to as “the Council”) in exercise of its powers under Section 84 of the Road Traffic Regulation Act 1984 (as amended) and of all other enabling powers, intends to make the above named Order, the general effect of which will be;

- a. to prevent Vehicles from proceeding in excess of 20 mph along the lengths of road specified in Schedule 1 below.
- b. to prevent Vehicles from proceeding in excess of 30 mph along the lengths of road specified in Schedule 2 below.

In September 2023 the default Speed Limit along restricted roads will be reduced to 20 mph. This proposal if implemented will introduce a 20 mph speed limit on the said lengths of road within Schedule 1, which due to limited street lighting would not meet the criteria of a restricted road, as well as excluding the said lengths of road within Schedule 2 from the default Speed Limit of 20 mph.

An exemption will be permitted for military and emergency vehicles only.

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 by scanning the QR code below or 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 28 July 2023.

DATED: 06 July 2023

E Bryant, Head of Law and Standards, Civic Centre, Newport, NP20 4UR.

### **SCHEDULE 1**

The following lengths of road will be subject to a 20 mph speed limit.

1. Chapel Road: from its junction with Goldcliff Road for a distance of 160 metres.
2. Chapel Lane: from its junction with Llandevaud Lane for a distance of 40 metres.
3. Church Lane: throughout its length.
4. Goldcliff Road: from a point 585 metres west of its junction with Chapel Road to a point 290 metres south east of said junction.
5. Millbrook Lane: from its junction with Rectory Road and Windmill Road to its junction with Lime Kiln Court.
6. Llandevaud Lane: from a point 210 metres north of its junction with Lower Road to a point 430 metres south of its junction with Chapel Lane.
7. Llanvaches Lane: from its junction with Wentwood Drive for a distance of 210 metres.
8. Lower Road: throughout its length.
9. Rectory Road: from its junction with Wentwood Drive to its junction with Millbrook Lane and Windmill Road.
10. Tabernacle Road: from its junction with Llanvaches Lane for a distance of 200 metres.

## **SCHEDULE 2**

The following lengths of road will be subject to a 30 mph speed limit.

1. A4042 on slip: from its junction with Harlequin Roundabout for a distance of 70 metres.
2. A4042 off slip: from its junction with Harlequin Roundabout for a distance of 85 metres.
3. A4042 Northbound: from its junction with Old Green Interchange to its junction with Harlequin Roundabout.
4. A4042 Southbound: from its junction with Harlequin Roundabout to its junction with Old Green Interchange.
5. A4042 on slip: from its junction with Old Green Interchange for a distance of 125 metres.
6. A4042 off slip: from its junction with Old Green Interchange for a distance of 135 metres.
7. A4051 Malpas Road: from a point 105 metres south east of its junction with Redland Street to its junction with Harlequin Roundabout.
8. A4042 link to Albany Street: from its junction with A4042 to a point 45 metres west of its roundabout junction with Albany Street.
9. A48 Southern Distributor Road (eastbound carriageway): from a point 115 metres south west of its junction with Usk Way (A4042) to a point 160 metres east of its junction with Corporation Road.
10. A48 Southern Distributor Road (westbound carriageway): from a point 160 metres east of its junction with Corporation Road to a point 65 metres south west of its junction with Usk Way (A4042).
11. Afon Ebbw Road: throughout its length.
12. Asda Roundabout (Pencarn Way): throughout its length for the full circumference.
13. Azalea Road: throughout its length.
14. Barrack Hill: from its junction with Queens Hill for a distance of 12 metres north west.
15. Belmont Hill: from its junction with Old Hill for a distance of 80 metres east.
16. Blacksmiths Way: from its junction with A48 to a point 35 metres east of its junction with Nant-Y-Moor Close.
17. Broadstreet Common, B4239: from a point 155 metres north east of its junction with Green Lane for a distance of 85 metres north east.
18. Broad Quay Road: throughout its length.
19. Broadwater Road: throughout its length.
20. Brunel Street: from its junction with Usk Way (A48) for 35 metres east.
21. Caerleon Road: from a point 305 metres east of its junction with Beaufort Road for a distance of 970 metres east.
22. Caerleon Road: from its junction with New Road for a distance of 95 metres south.
23. Caerphilly Road: from a point 155 metres west of its junction with Pentre Tai Road for a distance of 605 metres east.
24. Cardiff Road: from a point 155 metres west of its junction with Ebbw Bridge Roundabout to a point 30 metres north east of said junction.
25. Caswell Way: throughout its length.
26. Catsash Road: from its junction with Old Hill and Christchurch Road to its junction with Royal Oak Hill.
27. Chartist Drive: from its junction with Tregwilym Road (southern section) for a distance of 210 metres north west, including the full circumferences of both roundabout.
28. Christchurch Hill: throughout its length.
29. Christchurch Road: from its junction with Old Hill and Catsash Road for a distance of 660 metres.
30. Church Street: from its junction with Mill Parade for a distance of 230 metres east.
31. Clarence Place: from its junction with Old Green Interchange for a distance of 22 metres east.
32. Clearwater Road: throughout its length.
33. Cleppa Park: throughout its length.
34. Coast Road, B4239: from a point 110 metres north of its junction with Church Close for a distance of 110 metres north.
35. Coast Road, B4239: from a point 60 metres south west of its junction with Neville Park for a distance of 85 metres south west.
36. Coast Road, B4239: from a point 20 metres north east of Church Road for a distance of 155 metres north east.
37. Coomassie Street: throughout its length.

38. Corporation Road: from a point 140 metres north of its junction with Spytty Road to its southern closed end.
39. Curlew Close: throughout its length.
40. Cwm Lane: from a point 95 metres north of its junction with Brunel Avenue to its junction with Groes Road.
41. Docks Way, A48: from its junction with Ebbw Bridge Roundabout for a distance of 225 metres.
42. Docks Way: from its junction with Usk Way (A48) to a point 40 metres south west of its junction with Medalgief Road.
43. Docks Way (A48) – eastbound: from its roundabout junction with Usk Way (A48) for a distance of 255 metres.
44. Docks Way (A48) – westbound: from its roundabout junction with Usk Way (A48) for a distance of 75 metres.
45. Duffryn Drive: from its junction with Ebbw Bridge Roundabout to a point 130 metres north of its junction with Jamaica Drive.
46. Duffryn Way: from its junction with Pencarn Way to a point 40 metres south west of its junction with Morgan Way.
47. East Bank Road: throughout its length.
48. East Way Road: throughout its length.
49. Ebbw Bridge Roundabout: throughout its length for the full circumference.
50. Estuary Road: throughout its length.
51. Forge Road Roundabout: throughout its length for the full circumference.
52. Freshwater Road: throughout its length.
53. George Street Bridge: from a point 55 metres east of its junction with Lower Dock Street to a point 50 metres south west of its junction with Corporation Road.
54. Goldcliff Road: from a point 290 metres south east of its junction with Chapel Road for a distance of 85 metres east.
55. Greenmoor Arch Way: from a point 35 metres north of its junction with Queen's Way for a distance of 285 metres north
56. Green Street: from its junction with North Row for a distance of 95 metre north east.
57. Greenwich Road: throughout its length.
58. Groes Road from its junction with Cwm Lane to a point 15m north of its junction with Mountain Road.
59. Harlequin Roundabout: throughout its length for the full circumference.
60. Imperial Way: from its junction with Pencarn Way to its junction with South Lake Drive.
61. Kingsway (northbound carriageway): from a point 70 metres north of its junction with Corn Street for a distance of 120 metres north.
62. Kingsway (southbound carriageway): from a point 255 metres north of its junction with Corn Street to a point 70 metres north of said junction.
63. Lake Road: throughout its length.
64. Langland Way: throughout its length.
65. Lee Way: throughout its length.
66. Leeway Court: throughout its length.
67. Longditch Road: throughout its length.
68. Magor Road: from a point 40 metres south east of its junction with Ford Farm Lane for a distance of 320 metres south east.
69. Magor Road: from a point 320 metres north west of its junction with Waltwood Road to a point 490 metres south east of said junction.
70. Malpas Road: from a point 75 metres north west of its junction with Goodrich Crescent for a distance of 210 metres north west, including the full circumference of its roundabout junction with M4.
71. Mariner Way: throughout its length.
72. Market Road: from a point 25 metres north of its junction with A48 to a point 15 metres south of its junction with Rockfield Glade.
73. Marshfield Road: from a point 45 metres south east of its junction with Ty Mawr Lane for a distance of 155 metres south east.
74. Meadowland Drive: from a point 60 metres south west of its junction with Camellia Avenue to its junction with A467.
75. Mill Parade: throughout its length.
76. Nash Mead: throughout its length.

77. New Road: from its junction with Caerleon Road for a distance of 280 metres.
78. New Quay Road: throughout its length.
79. North Lake Drive: throughout its length.
80. North Row: from its junction with Green Street for a distance of 685 metres.
81. Old Green Interchange: throughout its length for the full circumference.
82. Oxwich Road: throughout its length.
83. Park View: from its junction with Forge Road Roundabout to a point 75 metres south west of its junction with Park View Gardens.
84. Pencarn Lane: throughout its length.
85. Pencarn Way: from its junction with A48 to its junction with Duffryn Way.
86. Pillmawr Road: from a point 340 metres east of its junction with The Firs for a distance of 370 metres east.
87. Plover Close: throughout its length.
88. Ponthir Road: from a point 95 metres south east of its junction with Afon Gardens to a point 145 metres south of its junction with Forge Close.
89. Port Road: throughout its length.
90. Queens Hill: from its junction with Harlequin Roundabout for a distance of 90 metres south west.
91. Queen's Way: from its roundabout junction with Longditch Road up to, and including the full circumference, of the roundabout junction with Baldwin Drive.
92. Royal Oak Hill: from its junction with Christchurch Hill for a distance of 95 metres south.
93. South Lake Drive – from its junction with Imperial Way to its junction with Celtic Way.
94. Stephenson Street: throughout its length.
95. The Coldra – westbound: from a point 155 metres west of its junction with A48 roundabout for a distance of 210 metres west.
96. The Coldra – eastbound: from a point 245 metres west of its junction with A48 roundabout for a distance of 110 metres west.
97. Traston Road: From its junction with Corporation Road to a point 500 metres east of its junction with Caswell Way.
98. Tredegar House Roundabout (Pencarn Way): throughout its length for the full circumference.
99. Tregwilym Road (northern section): from its junction with Chartist Drive for 270 metres.
  - 1a. Usk Road: from a point 60 metres east of its junction with East Lynne Gardens for a distance of 185 metres east.
  - 2a. Usk Way (A4042): from a point 125 metres north west of its junction with Granville Street to its junction with Usk Way (A48).
  - 3a Usk Way: from its junction with Docks Way to its stub end.
  - 4a Usk Way (A48): from a point 100 metres south west of its junction with Alexandra Road to a point 200 metres north east of said junction.
  - 5a Usk Way (A48) – eastbound: from its roundabout junction with Docks Way (A48) for a distance of 20 metres.
  - 6a Usk Way (A48) – westbound: from its roundabout junction with Docks Way (A48) for a distance of 170 metres.
  - 7a Waltwood Road: from its junction with Magor Road for a distance of 130 metres.
  - 8a Waltwood Road: from a point 85 metres north east of its junction with Waltwood Park Drive to a point 60 metres south west of said junction.
  - 9a West Way Road: throughout its length.

DATED: 06 July 2023 E Bryant, Head of Law and Standards, Civic Centre, Newport, NP20 4UR

# APPENDIX B

## OBJECTIONS

**NEWPORT CITY COUNCIL  
(VARIOUS ROADS, NEWPORT)  
(20MPH AND 30MPH SPEED LIMITS) ORDER 2023**

### Objection No.1:

**From:**

**Sent:** 7 July 2023 21:09

**To:** NCC-Conveyancing Team

**Subject:** Object to Newport councils Traffic Regulation Orders:Project: WG STATUTORY 20MPH ROLL-OUT Exception Extents Caerleon Ward NCC-NJ 1064-02- TRO Exception Location 2 Ponthir Road

Please find my objection to the proposed Road traffic order on the 06.07.23 of which Newport Council submitted Objection to Proposed 20 mph speed limit from the Welsh Government for Ponthir Road B4236. See drawing SP1302-EXCEPTIONS-1064-02.

I cannot see any justification that the road would benefit being 30mph rather than that imposed by the welsh government of 20mph.

### Officer Response to Objection

#### Acknowledgement Email

**From:** NCC - Traffic

**Sent:** 10 July 2023 17:19

**To:**

**Subject:** RE: WG National Speed Limit Changes - Formal Objection B4236 Ponthir Road 30mph exception - Acknowledgement Email

Thank you for your recent correspondence (below), regarding the Welsh Government (WG) national statutory speed limit changes. Your feedback relates to the following proposed Order:

### Newport City Council (Various Roads, Newport) (20mph and 30mph Speed Limits) Order 2023

Firstly, we note you have submitted two emails. However, we are processing your second email at your request (below). Officers will collate and review all content and provide individuals with a full response at the end of the consultation period (i.e. after the 28<sup>th</sup> July 2023). Unless you have any further comments to submit, you do not need to do anything further.

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Officers will create a Cabinet Report which will include details of any objection(s) 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. Therefore, we would like to thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage at the following [Traffic Regulation Orders | Newport City Council](#) .

Thank you for your active engagement.

### **Full Response to Objection**

**From:** NCC - Traffic

**Sent:** 03 Aug 2023 11:35

**To:**

**Subject:** RE: WG National Speed Limit Changes - Formal Objection B4236 Ponthir Road 30mph exception – Full Response

Further to our earlier acknowledgement email (below), the formal consultation period has now expired. Council Officers have reviewed your feedback and would like to make the following comments:

Firstly, we note you cannot see justification for the indicated length of Ponthir Road to remain a 30mph speed limit. In response, please kindly note that the Place Criteria set by Welsh Government (WG) dictates which roads remain 30mph as an exception and those that will automatically default at 20mph. The Criteria have been developed to guide highway authorities to determine in a consistent way Wales-wide.

Having reviewed this section of Ponthir Road again we have concluded that it does meet the Place Criteria as an exception to the default, by positively answering the principal questions set out in the Welsh Government (WG) Guidance documentation, and to remain at a 30mph speed limit . It is worth adding that Newport City Council have not deviated away from the guidance. Further information on this and the reduced speed limit(s) can be found at the following <https://www.newport.gov.uk/en/Transport-Streets/20mph-streets/20mph-streets.aspx>

Although we appreciate the points raised in relation to collisions, casualties and concerns surrounding noise and pollution, these did not form part of the Place Criteria which set out what qualifies as an exception or not. However, these are considered positive benefits.

Lastly, in our opinion, a blanket 20mph statutory speed limit would lose its effectiveness and a positive reason for retaining existing 30mph speed limits in certain locations.

Thank you for your active engagement. We trust this response provides the level of detail required in order to understand the reasons behind the proposals.

In line with reporting procedures, your objection will be included in the Cabinet Report for a decision to be made regarding how best to proceed. As per the below, we will provide further updates on this process via our webpage accessible via the above link.

### **Objection No.2:**

**From:**

**Sent:** 7 July 2023 11:37

**To:** NCC-Conveyancing Team

**Subject:** Market Road 30mph exception objection



I am writing to object to the proposed 30mph exception on Market Road in the Bishton and Langstone Ward.

The length of road is only about 150m, which seems too short to justify the exception. The Welsh Government's "Setting Objections" document ([Setting exceptions to the 20mph default speed limit for restricted roads \[HTML\] | GOV.WALES](#)) states:

### **Minimum lengths of speed limits**

2.2.20 Where applying this guidance would result in short sections of 30mph speed limits, no exception should be made.

2.2.21 SLSLW recommends the minimum length of a speed limit, in exceptional circumstances, should be 300m on roads with a local access function.

Also, there is a shared use footpath/cycling path running alongside the A48. The proposed exception includes the dropped kerb areas where people using this path cross Market Road. 20mph is obviously safer for people using this and in particular for anyone cycling along Market Road and turning right onto the shared use path, or vice versa.

### **Officer Response to Objection**

#### **Acknowledgement Email**

**From:** NCC - Traffic

**Sent:** 10 July 2023 16:58

**To:**

**Subject:** RE: WG National Speed limit Changes - Formal Objection Market Road, Bishton 30mph exception - Acknowledgement Email

Thank you for your recent correspondence (below), regarding the Welsh Government (WG) national statutory speed limit changes. Your feedback relates to the following proposed Order:

#### **Newport City Council (Various Roads, Newport) (20mph and 30mph Speed Limits) Order 2023**

Officers will collate and review all content and provide individuals with a full response at the end of the consultation period (i.e. after the 28<sup>th</sup> July 2023). Unless you have any further comments to submit, you do not need to do anything further.

In line with reporting procedures associated with Traffic Regulation Order (TRO) process, Officers will create a Cabinet Report which will include details of any objection(s) 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. Therefore, we would like to thank you in advance for your patience. We will endeavour to provide further updates on this process via our webpage at the following [Traffic Regulation Orders | Newport City Council](#) .

Thank you for your active engagement.

## **Full Response to Objection**

**From:** NCC - Traffic

**Sent:** 03 Aug 2023 11:43

**To:**

**Subject:** RE: WG National Speed limit Changes - Formal Objection Market Road, Bishton 30mph exception - Full Response

Further to our earlier acknowledgement email (below), the formal consultation period has now expired. Council Officers have reviewed your feedback and would like to make the following comments:

Firstly, we note your communication relates to the 30mph exception proposals in Market Road, Parc Seymour. In response, it is believed that the information quoted with regards to the Welsh Government (WG) 30mph exception guidance and principles, has been viewed out of context in this instance, where it is in relation to a short and/or minimum length of 30mph exception. The context being, where an existing street lit road meets the WG Place Criteria, it automatically defaults to 20mph. (Primarily on the factor of being residential). The guidance refers to the recommended minimum length of 30mph exception that could be applied should road lengths between built up areas be at such a minimum, we would not look to set an exception before reintroducing the next 20mph limit.

To help clarify, it is not proposed to create a new section of 30mph speed limit on Market Road, only to create a 30mph exception from its current starting point up to the point where the roads becomes residential and defaults to 20mpgh as dictated by the WG Place Criteria.

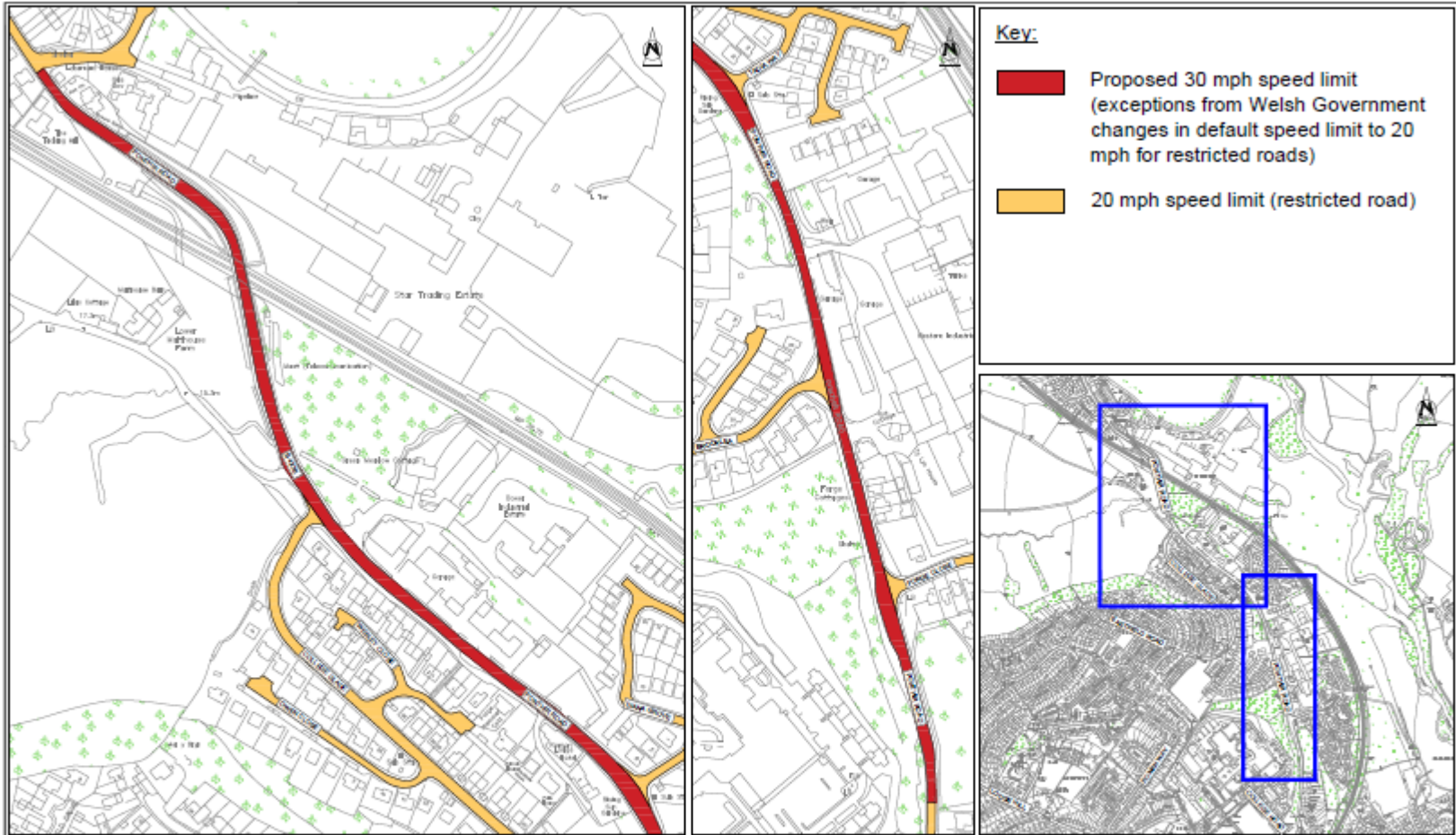
Please kindly note that the Place Criteria set by WG dictates which roads remain 30mph. The Criteria have been developed to guide highway authorities to determine in a consistent way Wales-wide. Further information on this and the reduced speed limit(s) can be found at the following <https://www.newport.gov.uk/en/Transport-Streets/20mph-streets/20mph-streets.aspx> .

In line with reporting procedures, your objection will be included in the Cabinet Report for a decision to be made regarding how best to proceed. As per the below, we will provide further updates on this process via our webpage accessible via the above link.

# **APPENDIX C**

## **DRAWINGS**

**NEWPORT CITY COUNCIL  
(VARIOUS ROADS, NEWPORT)  
(20MPH AND 30MPH SPEED LIMITS) ORDER 2023**



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AD	Notes	Rev	Scale	Dr	Dr	App	Date

**City Services**  
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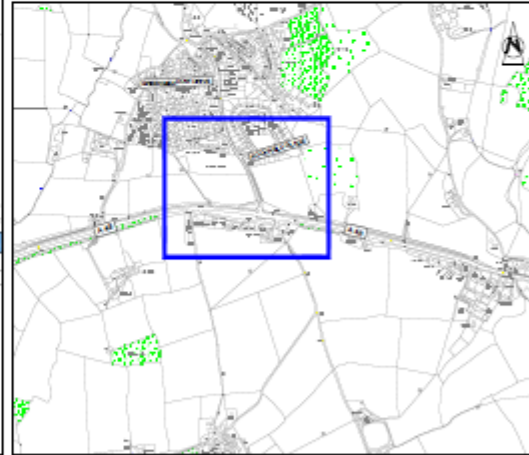
Project:  
**WG STATUTORY 30MPH ROLL-OUT  
 Exception Extents**  
 Caerleon Ward NCC-NJ  
 1064-02- TRO Exception Location 2  
 Ponthir Road

File No.	Status
Drawn	CH
Checked	LAN
Approved	
Date	05/23
Date	05/23
Date	
Scale	NTS
Drawing No.	SP1303-EXCEPTIONS-1064-02



**Key:**

- Proposed 30 mph speed limit (exceptions from Welsh Government changes in default speed limit to 20 mph for restricted roads)
- 20 mph speed limit (restricted road)
- Existing 50 mph speed limit



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AS	100000	Rev	Details	Dr	Ch	Ap	Date

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**Project**  
 WG STATUTORY 20MPH ROLL-OUT  
 Exception Extents  
 Langstone Ward NCC-NK  
 1064-11- TRO Exception Location 11  
 Market Road

File No.	Status
Drawn: CH	Checked: LNB
Date: 05/23	Date: 05/23
Scale: NTS	
Drawing No.:	SP1302-EXCEPTIONS-1064-11