



REPORT

Agenda Item 4

SUBJECT: PROPOSED 20MPH SPEED LIMIT, CALDICOT.
MEETING: Individual Cabinet Member
DATE: 14th JANUARY 2015
DIVISION/WARDS AFFECTED: DEWSTOW, GREEN LANE, CASTLE

1. PURPOSE:

To consider the proposed order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1994.

2. RECOMMENDATIONS:

Not to hold a public inquiry and to proceed to approve and implement the proposed order. Those persons that have forwarded objections are informed of the Councils decision.

3. KEY ISSUES:

Representations have been received from the local community to extend the existing 20mph speed limit order to include a number of additional streets. Speed assessments were undertaken which indicated the identified roads would meet the criteria for provision of a 20mph speed limit.

4. REASONS:

The new traffic order is proposed in order to increase the levels of road safety and to provide a consistent speed limit through a high density populated area. The proposals should increase the level of road safety for all highway users.

Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 enables the Council to hold a public inquiry into the proposal if there are unresolved objections. In this instance there has been no objections received

5. RESOURCE IMPLICATIONS:

The cost of making the Traffic Regulation Order will be funded from the Council's Road Safety and Traffic Management budget.

6. SUSTAINABLE DEVELOPMENT IMPLICATIONS:

There are no sustainability issues regarding the introduction of a 20mph speed limit along these routes.

7. CONSULTEES:

Senior Leadership Team

County Councillor S. B. Jones, Cabinet Member for Transportation & Infrastructure

County Councillor A Easson, Local Member for Dewstow Ward

County Councillor P Watts, Local Member for Castle Ward

County Councillor J Marshall, Local Member for Green Lane Ward

8. RESULTS OF CONSULTATION

No objections were received, however, Caldicot Town Council requested that Church Road be added to the scheme.

9. BACKGROUND PAPERS:

Schedule of Measurements, Statement of Reasons, Drawing No.1415-1

10. AUTHOR: Paul Keeble – Traffic & Network Manager

11. CONTACT DETAILS:

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Email: paulkeeble@monmouthshire.gov.uk

Proposed 20mph Speed Limit, Caldicot – Summary of Consultation Responses

Name/Details	Representations	Officer's Response
Heddlu Gwent Police	Supports the proposal	Noted
Caldicot Town Council	Requested that Church Road is added to the 20mph speed limit.	Church Road is outside the scope of this scheme, however, the road will be considered for inclusion in a 20mph speed limit in the future.

MONMOUTHSHIRE COUNTY COUNCIL

VARIOUS ROADS, CALDICOT

20MPH SPEED LIMIT ORDER 2015

Order to be Revoked:

MONMOUTHSHIRE COUNTY COUNCIL (SANDY LANE AND SURROUNDING AREAS) (20MPH SPEED LIMIT) TRAFFIC REGULATION ORDER 2007

Schedule of Measurements

30mph Speed Limit

1. Oakley Way

(i) For its entire length.

2. Sycamore Avenue

(i) For its entire length

3. Hazel Avenue

(i) For its entire length

4. Elm Road

(i) For its entire length

5. Birbeck Road

(i) For its entire length

6. Beech Road

(i) For its entire length

7. Park Road

(i) For its entire length

8. New Road

(i) For its entire length

9. Westfield

(i) For its entire length

10. Westfield Avenue

(i) For its entire length

11. Cae Mawr Grove

(i) For its entire length

12. Longcroft Road

(i) For its entire length

13. Cae Mawr Road

(i) For its entire length.

14. Cae Mawr Avenue

(i) For its entire length

15. Green Avenue

(i) For its entire length

16. Dewstow Road

(i) From its junction with the B4245 to a point 10 metres North West of its junction with Kirrlach Close

17. Kirrlach Close

(i) For its entire length

18. Churchfield Avenue

(i) For its entire length

19. Monks Close

(i) For its entire length

20. Budden Crescent

(i) For its entire length

21. Green Lane

(i) For its entire length

22. Fernleigh Road

(i) For its entire length

23. The Close

(i) For its entire length

24. Woodland View

(i) For its entire length

25. Firs Road

(i) For its entire length

26. Herbert Road

(i) For its entire length

27. Ash Grove

(i) For its entire length

28. Willow Close

(i) For its entire length

29. Sandy Lane

(i) For its entire length

30. Castle Gardens

(i) For its entire length

31. Cas Troggy

(i) For its entire length

32. Neddern Court

(i) For its entire length

33. Brookside

(i) For its entire length

34. Neddern Way

(i) For its entire length

35. Avon Close

(i) For its entire length

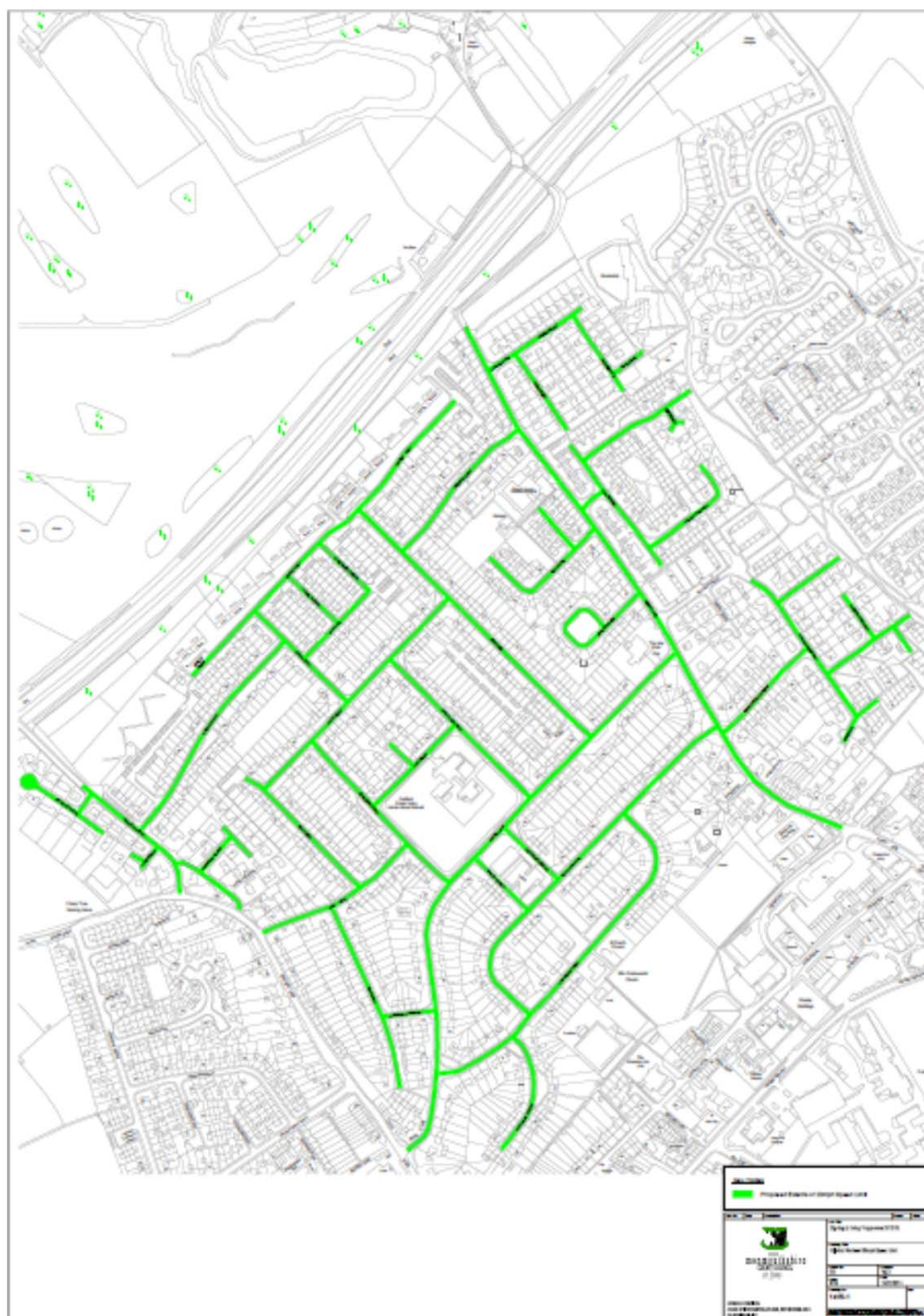
MONMOUTHSHIRE COUNTY COUNCIL

VARIOUS ROADS, CALDICOT

20 MPH SPEED LIMIT ORDER 2015

Statement of Reasons

Monmouthshire County Council proposes to introduce a 20mph speed limit on Oakley Way, Sycamore Avenue, Hazel Avenue, Elm Road, Birbeck Road, Beech Road, Park Road, New Road, Westfield, Westfield Avenue, Cae Mawr Grove, Longcroft Road, Cae Mawr Road, Cae Mawr Avenue, Green Avenue, Dewstow Road, Kirrlach Close, Churchfield Avenue, Monks Close, Budden Crescent, Green Lane, Fernleigh Road, The Close, Woodland View, Firs Road, Herbert Road, Ash Grove, Willow Close, Sandy Lane, Castle Gardens, Cas Troggy, Neddern Court, Brookside, Neddern Way and Avon Close to improve the level of highway safety for all road users.



The “Equality Initial Challenge”

Name: Paul Keeble Service area: Traffic & Development Date completed: 03/12/14		Please give a brief description of what you are aiming to do. To implement new or amendment of existing traffic orders to improve safety and movement of traffic set out in accordance with the Road Traffic Regulations Act 1984.	
Protected characteristic	Potential Negative impact Please give details	Potential Neutral impact Please give details	Potential Positive Impact Please give details
Age		X	
Disability		X	
Marriage + Civil Partnership		X	
Pregnancy and maternity		X	
Race		X	
Religion or Belief		X	
Sex (was Gender)		X	
Sexual Orientation		X	
Transgender		X	
Welsh Language		X	

Please give details about any potential negative Impacts .	How do you propose to MITIGATE these negative impacts
➤ N/A	➤
➤	➤
➤	➤
➤	➤

Signed P Keeble

Designation Traffic & Network Manager

Dated 03/12/14

EQUALITY IMPACT ASSESSMENT FORM

What are you impact assessing	Service area
Various roads Caldicot, 20mph Speed Limit	Traffic & Development
Policy author / service lead	Name of assessor and date
Paul Keeble	Graham Kinsella 03/12/14

1. What are you proposing to do?

Introduce a revised/extended 20mph speed limit within a residential area in Caldicot

2. Are your proposals going to affect any people or groups of people with protected characteristics in a **negative** way? If **YES** please tick appropriate boxes below.

Age		Race	
Disability		Religion or Belief	
Gender reassignment		Sex	
Marriage or civil partnership		Sexual Orientation	
Pregnancy and maternity		Welsh Language	

3. Please give details of the negative impact

N/A

4. Did you take any actions to mitigate your proposal? Please give details below including any consultation or engagement.

N/A

5. Please list the data that has been used to develop this proposal? eg Household survey data, Welsh Govt data, ONS data, MCC service user data, Staff personnel data etc..

Traffic speed and volume surveys have been undertaken to determine whether the roads would meet the criteria for provision of a formal 20mph speed limit

Signed P Keeble.... Designation Traffic & Development Manager.... Dated 03/12/14.....

The “Sustainability Challenge”

Name of the Officer completing “the Sustainability challenge” Paul Keeble		Please give a brief description of the aims proposed policy or service reconfiguration Introduce a revised/extended 20mph speed limit within a residential area in Caldicot	
Name of the Division or service area Traffic & Development		Date “Challenge” form completed 03/12/14	
Aspect of sustainability affected	Negative impact Please give details	Neutral impact Please give details	Positive Impact Please give details
PEOPLE			
Ensure that more people have access to healthy food			Reduced speed and a safer road environment will improve access and encourage the community to use local facilities
Improve housing quality and provision			Reduced speed and a safer road environment will improve quality of housing through better access to local facilities and transport links
Reduce ill health and improve healthcare provision			Reduced speed and a safer road environment will encourage more people to walk and cycle leading to a healthier lifestyle.
Promote independence			Reduced speed and a safer road environment will support greater independence especially for those without access to the private car or transport

Encourage community participation/action and voluntary work			Reduced speed and a safer road environment will encourage community participation through improved access and greater independence
Targets socially excluded			Reduced speed and a safer road environment will improved access for those within the community who do not have access to a motor car or other form of transport
Help reduce crime and fear of crime		X	
Improve access to education and training			Reduced speed and a safer road environment will encourage community participation through improved access and greater independence
Have a positive impact on people and places in other countries		X	
PLANET			
Reduce, reuse and recycle waste and water		X	
Reduce carbon dioxide emissions			Reduced speed result will in reduced petrol consumption and energy use
Prevent or reduce pollution of the air, land and water			Reduced speed result in reduced petrol consumption and energy use resulting in a reduction in pollution
Protect or enhance wildlife habitats (e.g. trees, hedgerows, open spaces)			Reduced speed permit a relaxation of verge maintenance standards etc which supports wildlife habitat

Protect or enhance visual appearance of environment			Reduced speed negates the need for excessive signage etc
PROFIT			
Protect local shops and services		X	
Link local production with local consumption			Reduced speed and a safer road environment will encourage local production with local consumption through improved access and greater independence
Improve environmental awareness of local businesses			Reduced speed and a safer road environment will improve environmental awareness of local businesses through improved access and greater independence
Increase employment for local people			Reduced speed and a safer road environment will increase employment opportunities for local people through improved access and greater independence
Preserve and enhance local identity and culture			Reduced speed and a safer road environment will help to preserve and enhance local identity and culture through improved access and greater independence
Consider ethical purchasing issues, such as Fairtrade, sustainable timber (FSC logo) etc			Reduced speed and a safer road environment will help to promote more ethical purchasing such as Fairtrade etc through improved awareness of

			benefits of local community involvement access and greater independence
Increase and improve access to leisure, recreation or cultural facilities			Reduced speed and a safer road environment will improve access to leisure and recreation facilities through improved access and greater independence

What are the potential negative Impacts	Ideas as to how we can look to MITIGATE the negative impacts (include any reasonable adjustments)
➤	➤
➤	➤
➤	➤
➤	➤

The next steps

- If you have assessed the proposal/s as having a **positive impact please give full details** below

The implementation of a reduced speed limit will overall positively contribute to sustainability. The reduction in speed will provide a safer environment for all highway users, which in turn should encourage the use of more sustainable transport methods. Comments provided above indicate the specific benefits.

- If you have assessed the proposal/s as having a **Negative Impact** could you please provide us with details of what you propose to do to mitigate the negative impact:

Signed P Keeble

Dated 03/12/14