

CEREDIGION COUNTY COUNCIL

Report to: Cabinet

Date of meeting: 14/02/2023

Title: Introducing default 20mph Speed Limits

Purpose of the report: To seek authorisation for recommended replies to first stage consultation responses and to advertise proposed changes to speed limits on county roads for the change to the national speed limit being introduced by the Welsh Government

For: Decision

Cabinet Portfolio and Cabinet Member: Councillor Keith Henson, Cabinet Member for Highways and Environmental Services and Carbon Management

The Welsh Government (WG) has introduced legislation that will change the existing national speed limit on restricted roads (street lit/residential streets) from 30mph to 20mph in September 2023.

Since there are no county roads with restricted status in Ceredigion, changes to speed limit arrangements in keeping with the national change must be undertaken via the Traffic Regulation Order process through the *Ceredigion County Council (20 mph, 30 mph, 40 mph and 50 mph Speed Limits and Derestricted Roads) (Consolidation) Order 2014 (Various Locations Change to National Speed Limit) (Amendment Order No.23) 2023*, which involves full statutory consultation

Individual meetings with each Local Member and Officers were held in spring/summer 2022 to discuss locations identified using the guidance and criteria provided by the WG and Transport for Wales Appendix 4, and as a result proposed changes to speed limit arrangements at approximately 370 locations across the county were identified.

These have included potential new 'buffer' speed limits in addition to the new 20mph speed limits.

First stage consultation has been undertaken based on the proposals presented to Local Members. Nine responses were received from Community Councils in response to the consultation and are included in Appendix 2, along with Officers recommendations. Three amendments were requested to the proposals:

1. Dyfed Powys Police requested a slight amendment at Llandre,
2. Llanwenog Community Council and with Cllr Euros Davies requested an amendment at Cwrtnwydd, and
3. An amendment at Henfynyw, Aberaeron was necessary due to building development.

Reconsultation on these three proposed amendments was subsequently completed, with no further objections/requests for amendments received.

Approval is now sought for the Officers recommended responses to the various requests received from Community Councils detailed in Appendix 2, and authorisation to advertise the proposals to the public. If no objections are received, this authorisation will include making the necessary Traffic Regulation Order, the publication of a Notice of Making in the Press, and implementation of the proposed changes.

Has an Integrated Impact Assessment been completed? If, not, please state why Yes

Wellbeing of Future Generations:	<p>Summary:</p> <p>Long term: Forms part of national policy being introduced by the Welsh Government</p> <p>Collaboration: Coordination with emergency services and other road user groups.</p> <p>Involvement: Compliant with requirements of Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and local policies and procedures.</p> <p>Prevention: Improves the safe movement of people and goods, encourages Active and Sustainable travel.</p> <p>Integration: Formal process to advertise and make Traffic Regulation Order and ongoing monitoring of impacts to ensure alignment with this principle.</p>
Recommendation(s):	IT IS RECOMMENDED THAT Cabinet approve Officers' replies to consultation responses; advertising the proposals to the public, and should no objections be received, the making of the necessary Traffic Regulation Order and the publication of a subsequent Notice of Making in the press to this effect.
Reasons for decision:	The proposed changes to speed limit arrangements are on the broad grounds provided by the Welsh Government for this national scheme; of road safety, reduction in the severity of injuries, and the encouragement of Active and Sustainable Travel.
Overview and Scrutiny:	Thriving Communities
Policy Framework:	Producing better and safer roads

Corporate Well-being Objectives:	<p>Boosting the Economy, supporting businesses and enabling employment</p> <p>Creating caring and healthy communities</p> <p>Providing the best start in life and enabling learning at all ages</p> <p>Creating sustainable, green and well-connected communities</p>
Finance and Procurement implications:	All costs will be met by the Welsh Government
Legal Implications:	Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, plus amendments.
Staffing implications:	Enforcement of the proposed new speed limit arrangements will be the responsibility of the Police
Property / asset implications:	New signage and road markings will become Highways Assets for future inspection and maintenance.
Risk(s):	Cabinet will be required to consider and determine the outcome of any objections received during public consultation.
Statutory Powers:	Road Traffic Regulation Act 1984
Background Papers:	Ceredigion County Council (20 mph, 30 mph, 40 mph and 50 mph Speed Limits and Derestricted Roads) (Consolidation) Order 2014 (Various Locations Change to National Speed Limit) (Amendment Order No.23) 2023
Appendices:	<p>Appendix 1 – TfW 20mph Technical and Procedural Guidance</p> <p>Appendix 2 – https://www.ceredigion.gov.uk/public-it/firststage/map.html (Electronic Map showing the extents of all existing and proposed new speed limits, plus location number spreadsheet. (best opened in either Microsoft Edge, Chrome, or Firefox)</p> <p>Appendix 3 – Responses to consultation with Officers' recommended replies.</p> <p>Appendix 4 - Integrated Impact Assessment.</p>
Corporate Lead Officer:	Rhodri Llwyd, Corporate Lead Officer: Highways and Environmental Services

Reporting Officer: Tom Delph-Janiurek

Date: 09/01/23



Llywodraeth Cymru
Welsh Government

20mph Default Speed Limit

Technical and Procedural Guidance

January 2023

1 Table of Contents

1	TABLE OF CONTENTS	2
2	INTRODUCTION	4
2.1	PURPOSE OF THIS GUIDANCE	4
2.2	THE CASE FOR CHANGE	4
2.3	LEGISLATION	5
2.4	PUBLIC CONSULTATION FINDINGS	7
2.5	KEY MILESTONES FOR DELIVERY OF THE NATIONAL PROGRAMME	7
3	DETERMINING SPEED LIMITS	9
3.1	SETTING LOCAL SPEED LIMITS IN WALES – AN UPDATE	9
3.2	THE EXCEPTIONS PROCESS (FOR RETAINING 30MPH)	9
3.3	PUBLISHING OF PROPOSED EXCEPTIONS	9
4	NATIONAL IMPLEMENTATION	11
4.1	EXISTING TRAFFIC SIGNS AND ROAD MARKINGS AUDIT	11
4.2	TRAFFIC REGULATION ORDERS	11
4.3	DESIGN GUIDANCE FOR LOCAL/HIGHWAY AUTHORITIES	12
5	COMMUNICATION	20
5.1	THE NATIONAL COMMUNICATION AND MARKETING CAMPAIGN	20
5.2	LOCAL COMMUNICATIONS AND ENGAGEMENT	21
5.3	FREQUENTLY ASKED QUESTIONS (FAQS)	21
6	LEARNINGS FROM PHASE 1	22
6.1	COMMUNICATION	22
6.2	MANAGING EXPECTATIONS	22
6.3	PRACTICAL ADVICE/IMPLEMENTATION	23
6.4	ENFORCEMENT	23
7	ENFORCEMENT BY GOSAFE AND THE POLICE	25

7.1 GENERAL	25
7.2 COMMUNITY SPEED WATCH	26
8 POST IMPLEMENTATION PROPOSALS	27
8.1 ADDITIONAL MEASURES IN COMMUNITIES	27
8.2 PACE VEHICLES	29
8.3 BEHAVIOUR CHANGE INITIATIVES LIKE WOW TRACKER	30
9 APPENDICES	31
9.1 APPENDIX 1 - DATA MAP WALES: DESK NOTES FOR HIGHWAYS AUTHORITIES	31
9.2 APPENDIX 2 – STANDARD STATEMENT OF REASONS	41
9.3 APPENDIX 3 – EXAMPLE LOCAL MEMBERS BRIEFING SLIDES	42
9.4 APPENDIX 4 - ILLUSTRATIVE EXAMPLES FROM PHASE 1	44
9.5 APPENDIX 5 - COMMUNICATION AND ENGAGEMENT IN THE FIRST PHASE	58

2 Introduction

2.1 Purpose of this Guidance

This Guidance Document has been prepared collaboratively by the 20mph Project Team to assist Local/Highway Authorities with the change in the default speed limit on 'restricted roads' from 30mph to 20mph. This is a working document that will be updated throughout the life of the project. We would therefore welcome your feedback on it and suggestions for any additional material to be considered for inclusion in future updates.

When the 20mph rollout is complete, this document will be withdrawn from circulation. It is intended for the sole use of local/highway authorities to inform their inputs on the 20mph Default Speed Limit Programme only. It is not intended to be public facing; hence it will not be published on the Welsh Government website.

2.2 The Case for Change

The [Explanatory Memorandum to the Restricted Roads \(20 mph Speed Limit\) \(Wales\) Order 2022](#) sets out the problems and why government action/intervention is needed in line with the Welsh 20mph Task Force Group Final Report (July 2020) or [TFG Report](#).

Objectives of the scheme are characterised as

Reduce injuries on the road network.

- There is moderate to strong evidence¹ that lower speeds result in fewer collisions and in reduced severity of collisions and injuries.
- Success of the policy rests largely on the measured reduction in the number of people killed or seriously injured on Welsh roads which move from 30mph to 20mph.

Encourage a change in travel behaviour, with people feeling confident, safe, and secure enough to increase their use of active travel modes

- A measured increase in cycling and walking related to this policy will be a marker of success. Evidence from pilot schemes in Bristol and Edinburgh reported positive results, finding small increases in walking and cycling after implementation of 20mph speed limits^{2,3}

Improve the environment and economy of local communities by reducing the negative externalities associated with vehicle use.

- Lower speeds should⁴ result in less non-exhaust particulate pollution (PM2 & PM10) associated with less brake wear, tyre wear and road abrasion. Increased levels of

¹ Davis, A. 2018. [The state of the evidence on 20mph speed limits with regards to road safety, active travel and air pollution impacts. A literature review of the evidence](#)

² <https://uwe-repository.worktribe.com/output/875541>

³ [The Bristol Twenty Miles Per Hour Limit Evaluation \(BRITE\) Study \(worktribe.com\)](#)

⁴ [Williams, D., North, R. 2013. An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London. Prepared for the City of London on behalf of the central London local authorities. London: Imperial College](#)

active travel, in contributing towards reduced car usage, will also help reduce pollution / emissions.

- Given current combustion engine technologies the direct impact of the policy could at first increase⁵ NO₂ and particulate exhaust emissions; however, the indirect impact from increased levels of active travel could result in less overall exhaust emissions. As the stock of vehicles transitions to zero emissions technology the exhaust emissions impact becomes less salient.
- An improved and safer environment that encourages more cycling and walking combined with lower levels of noise pollution⁶ is likely to increase social interaction within communities, leading to reduced loneliness and improved social cohesion. It could also lead to higher land values and retail spending^{7,8}. A measured increase in footfall in retail and hospitality service areas would be indicative of success of the policy in this area.
- To date, noise has not been quantified despite an increasing interest in promoting 20 mph speed limits as an effective way to reduce noise exposure and indications that traffic related

2.3 Legislation

Section 81(1) of the Road Traffic Regulation Act 1984 provides that it shall not be lawful for a person to drive a motor vehicle on a restricted road at a speed exceeding 30 miles per hour. Subject to the provisions of sections 82 and 84(3) of the Act, a road is a restricted road for the purposes of section 81 of the Act if, in England and Wales, there is provided on it a system of street lighting furnished by means of lamps placed not more than 200 yards apart. Section 81(2) of the Act enables the national authority (being the Welsh Ministers in relation to Wales) by order to increase or reduce the rate of speed fixed by section 81(1), either as originally enacted or as varied under that subsection. Section 81(3) (aa) of the Act provides that such an order, made by the Welsh Ministers, is to be made by statutory instrument and approved by a resolution of Senedd Cymru.

In July 2022, the Senedd approved the Statutory Instrument (SI) to reduce the speed limit on restricted roads. When the SI comes into force on 17th September 2023 the general speed limit for restricted roads will reduce from 30 miles per hour to 20 miles per hour in relation to Wales.

The provisions of the Act are not otherwise amended by the Order. The traffic authority for a highway (the Welsh Ministers in relation to trunk roads and special roads and the relevant county or county borough council in relation to other roads) will therefore retain the power under section 82(2) of the Road Traffic Regulation Act 1984 to direct that a road which is a restricted road for the purposes of section 81 of the Act shall cease to be a restricted road for those purposes, with the result that the general speed limit for restricted roads would not

⁵ Ricardo-AEA (2014). [Production of Updated Emission Curves for Use in the National Transport Model. Report to Department of Transport.](#)

⁶ Davis, A. 2018. The state of the evidence on 20mph speed limits with regards to road safety, active travel and air pollution impacts. A literature review of the evidence.

⁷ National Bicycle and Pedestrian Clearinghouse. The Economic and Social Benefits of Off-Road Bicycle and Pedestrian Facilities; National Bicycle and Pedestrian Clearinghouse: Washington, DC, USA, 1995.

⁸ [Raijé, F., & Saffrey, A. \(2016\). The Value of Cycling. Cycling Embassy of Great Britain](#)

apply to such a road.

A second Statutory Instrument is required by the Senedd to make sufficient provisions within the Traffic Signs Regulations and General Directions 2016 (TSRGD) for traffic signage and marking arrangements for the 20mph default speed limit. The Welsh Government will be consulting with stakeholders on the proposed changes by way of an online survey undertaken from January until the 16th February 2023.

The proposed differences associated with the change would be that:

- All current 30mph terminal signs and carriageway roundels on restricted roads will need to be changed to display 20mph unless a Traffic Regulation Order (TRO) has been made so that it remains 30mph (exception)
- 20mph zones are no longer required on a restricted road, consequently any TROs for 20mph zones must be revoked if they are on street-lit roads so as to reinstate restricted status
- 20mph repeater signs (Diagrams 670 & 1065), 20mph zone/limit signs and end of zone signs must be removed within a 6-month 'Savings' period.
- End of 20mph zone signs, Diagrams 675A and 675B need to be removed by Coming into Force date if they show the wrong speed limit for the adjacent area.
- Roads that will remain at 30mph (exceptions) will need a TRO and 30mph repeater signs put up
- Any 20mph limits made by TRO that are not in lit areas will need to retain the repeaters they should already have.

The Legal Order to change TSRGD will be prepared following the completion of the stakeholder consultation.

Some policy and guidance documents will need to be changed by Welsh Government and/or UK Government. These include, but are not limited to, the following:

- Highway Code – Draft list of rules are listed in Appendix E of the Welsh 20mph Task Force Group Report July 2020 – Wales Addendum
- Safety at Street Works and Road Works: A Code of Practice (Red Book) - Wales Addendum
- Manual for Streets
- Know Your Traffic Signs
- Setting Local Speed Limits in Wales (guidance)
- Traffic Signs Manual (Addendum)

It is currently understood by the Welsh Government that the following documents will remain unaffected:

- The Road Vehicles Lighting Regulations 1989
- New Roads and Street Works Act 1981
- Highways (Road Humps) Regulations 1999
- Design Manual for Roads and Bridges (DMRB)

- Active Travel Guidance

2.4 Public Consultation Findings

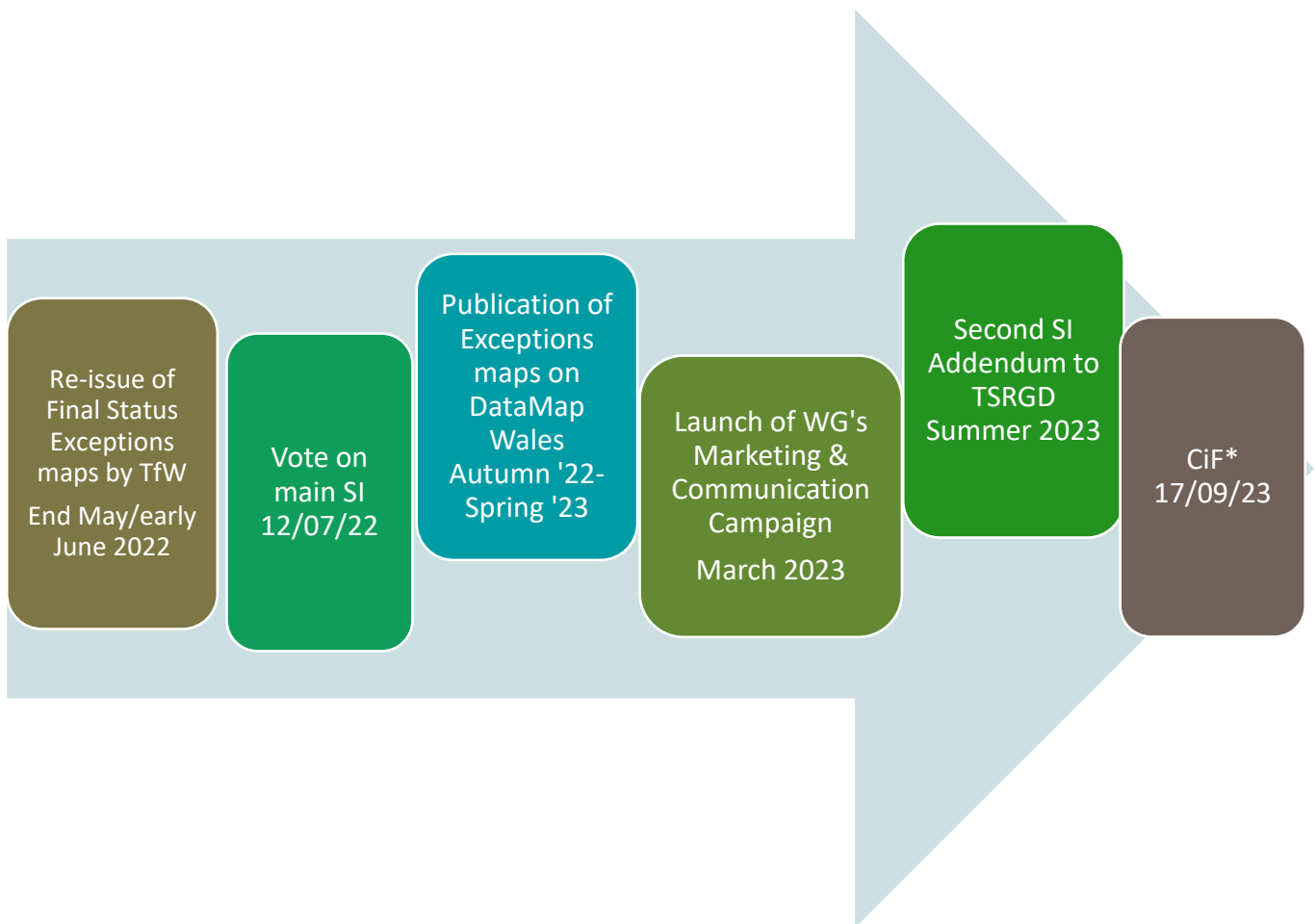
A Public Consultation exercise was launched on 9 July 2021 to seek views on the proposal to reduce speed limits to 20mph. The Consultation ran until 1 October 2021 and was available online and in printed form. The sample for the Public Consultation was self-selecting, whilst the opinion survey sample conducted in November 2020 was structured to be representative of the general population, thus minimising self-selection bias.

In the qualitative research, participants in two of the three Phase 1 (aka 'Pilot') settlements taking part were very much in favour of the default 20mph speed limit introduced in their community, whilst reaction was more mixed in the third area where the speed limit had been reduced more recently. Regardless of opinion on the new 20mph speed limit, focus group participants agreed it was essential to control vehicle speeds in residential areas and almost all wanted to keep the 20mph speed limit on their street going forward.

The full [Public Consultation Report](#) was published on the Welsh Government's website on 11 March 2022.

2.5 Key Milestones for Delivery of the National Programme

The dates provided in the graphic below are indicative and for guidance, to assist Local/Highway Authorities with the programming of their own works in order to meet key deadlines. **It is the responsibility of the Local/Highway Authorities to ensure that all the required changes are in place prior to the CiF date.** This is to guarantee that roads will be safe for all road users and speed limits will be enforceable by GoSafe and/or the Police, if required.



*CiF = Coming into Force date i.e., commencement of the Statutory Instrument (aka 'Go Live' date).

Note - the priority of the 20mph Programme is for Local/Highway Authorities to get all the speed limit signs ready for the CiF date (with due consideration of the 'RAG status' allocated to roads by GoSafe and the Police – refer to Section 4.4 later). Other measures such as new roundel markings on the carriageway, buffer speed limits, gateway features etc, if required, should be seen as a lesser priority because they are supplementary and can be implemented after the CiF date.

3 Determining Speed Limits

3.1 Setting Local Speed Limits in Wales - An Update

The Welsh Government is in the process of updating the current [Setting Local Speed Limits](#) in Wales guidance to reflect the change to default speed limit to 20mph, the 30mph exceptions criteria outlined below, as well as the ambitions of the Wales Transport Strategy. The update to the guidance will also cover speed limits in settlements which have roads without a system of street lighting. Welsh Government expect the revised guidance to be published later in 2023.

3.2 The Exceptions Process (for retaining 30mph)

It is acknowledged that it will not be appropriate to place a speed limit of 20mph on all existing 30mph roads. The Welsh Government has prepared guidance '[Setting exceptions to the 20mph default speed limit for restricted roads](#)' based on place and function criteria. All highway authorities need to assess the risks of making exceptions and where their decision deviates from the guidance they should have a clear and reasoned case. If, for example, a section of road is on a bus route, this is not in itself a justification for making an exception.

This guidance supersedes section 3.2 of the previous issue of this document.

3.3 Publishing of Proposed Exceptions

As part of a first phase of awareness raising and engagement with the public about the new 20mph default speed limit on restricted roads, and in light of the lessons learnt from the rollout of 20mph in Phase 1 settlements, the Welsh Government is recommending that Exceptions maps are published on [Roads affected by changes to the speed limit on restricted roads | DataMap Wales \(gov.wales\)](#)

Highway Authorities are invited, at a point at which they are ready, to provide proposals to DMW to be included on the interactive portal. Source maps can either be supplied to DMW by Highway Authorities directly, or the exception maps developed by Transport for Wales can be provided at the request of Authorities. The tool will also provide the capability for an additional layer displaying indicative 20mph limits at the request of the highway authority.

A guide for registering for DMW, uploading and editing data has been circulated to local authority officials and is included in [Appendix 1](#).

Proposals will be illustrated on DMW as follows, with roads that will need a TRO to change the speed limit (categories 'a' and 'd' below) appearing on the map in three stages:

STAGE 1 roads show where highway authorities are preparing draft traffic regulation orders.

STAGE 2 roads show where the length of the proposed speed limit has been finalised and the highway authority has advertised the draft TRO. Please select these roads to find the relevant highway authority website to review the proposal and comment.

STAGE 3 roads indicate that a consultation has closed and relevant procedures to deal with objections and sealing the TRO are being undertaken.

Category	Stage	Colour
Exception by Order (a)	Stage 1	Light red
	Stage 2	Red
	Stage 3	Dark red
20mph by Order (d)	Stage 1	Light blue
	Stage 2	Blue
	Stage 3	Dark blue
Existing 30mph by Order (b)	No stages	Yellow
20mph restricted roads (c)	No stages	Orange

4 National Implementation

In order to audit, assess and regularise existing speed limit signing and TROs in Wales, ahead of the change in legislation, two packages of support have been made available to Highway Authorities by Welsh Government.

The first package of work included site surveys and an assessment of existing speed limit signage and extents on both the Strategic Road Network (SRN) and the Local Authority (County) roads. This work was completed in August 2022 for Highway Authorities who had requested support. The second package of work is a service offering assistance to Highway Authorities in initial drafting of their new TROs before the work is handed over for completion by the Authorities themselves, drawing on their local knowledge and in-house TRO-making expertise. The Welsh Government recognises that Highway Authorities will have differing needs and expectations from this service on offer.

4.1 Existing Traffic Signs and Road Markings Audit

A number of highway authorities procured the services of digital mapping specialists Gaist to undertake signs and lines video surveying for the 20mph project.

This work is now complete and highway authorities.

4.2 Traffic Regulation Orders

4.2.1 TRO Consultant Support

The services of Buchanan Order Management (BOM) were also used to support with the preparation of Traffic Regulation Orders.

BOM offered two levels of support

LEVEL I SERVICE: Review and proposed sign and road roundel replacement schedule for extracted features

The survey data will be reviewed by TRO specialists, who will enhance the attribute data and flag up any inconsistencies, such as missing signage. The TRO specialist team will generate a dataset of Street-lit areas based on the extracted light column survey data. Where applicable, features will be attributed with their Street name, OSGBNG co-ordinates and NSG. The resultant dataset will be provided to the authority as a GIS compatible dataset and made available for 12 months within a web app, which can be used to help manage the replacement of existing signs and lines to comply with the switch over to the new 20mph by virtue of street lighting limit.

LEVEL II SERVICE: TRO Ready

In addition to the Statement of Works for level I, the TRO specialist Team will work with the Authority on addressing the existing 20mph and 30mph speed limits within the Street-lit

areas, the 30mph exceptions highlighted via local authority and Transport for Wales work, and the existing 30mph speed limits that abut the street-lit area. This will result in a new draft map-based traffic order, for both 20 and 30mph limits within the local authority for areas surveyed. NB for an additional charge (POA) this service can be enhanced to include all speed limits, review of existing orders, and the production of a drafted text-based rather than map-based orders.

It is stressed that although assistance may be afforded by the Welsh Government and their Consultant(s), ultimately the drafting and approval of TROs remains the responsibility of the highway/local authorities in Wales.

4.2.2 Standard Statement of Reasons

Standard Statement of Reasons has been drafted and is available for use by highway authorities for exception TROs. This can be found in [Appendix 2](#)

4.3 Design Guidance for Local/Highway Authorities

This guidance supersedes section 4.3, 4.4 and 4.5 of the previous issue of this document.

4.3.1 Design Principles and Objectives

The introduction of 20mph on restricted roads is a change in default speed limit. It will need to be accompanied by an important national and local Marketing and Communications Campaign, together with behaviour change messages that are part of a wider Behavioural Change Campaign led by Welsh Government. Changes to behaviour are not expected to happen overnight and we cannot expect full compliance in the first months or indeed years, but any drop in average speeds is to be welcomed.

In the past the policy of Welsh Government has been to make 20mph limits and zones self-enforcing through their design, typically by installing traffic calming devices, with the aim being to achieve compliance without the need for enforcement. The wider extension of 20mph limits to encompass most built-up areas across Wales means that the extensive re-engineering of roads and streets to fully achieve self-enforcement will not be possible, at least for the foreseeable future. Therefore, for the National implementation of 20mph the Welsh Government's strategy is to adopt a 'light-touch' approach initially. The priority for highway authorities should be to introduce new and amended traffic signs for the revised speed limits to be enforceable.

Some physical measures to reduce speeds will still be necessary after September 2023 but should be targeted at locations where speed and road danger are highest. Low-cost techniques that change drivers' perception of the road should also be used first in preference to more costly interventions

4.3.2 Dealing with Traffic Signs

The main difference associated with the change in legislation is that 20mph will generally become the new 30mph on restricted roads. Therefore, all current 30mph terminal signs and carriageway roundels on restricted roads will need to be changed to display 20mph.

Any Exceptions that will remain at 30mph will need a TRO and 30mph repeater signs put up. Also, any 20mph limits made by new TROs will need repeaters.

The Welsh Government are required to pass a second SI to introduce the above provisions to the Traffic Signs Regulations and General Directions 2016 (TSRGD) in relation to Wales. Stakeholders will be invited to provide feedback on the proposed changes via a consultation in 2023, with formal guidance for the changes to be issued once the legislation has been passed.

Highway authorities are advised to proceed with the procurement of the necessary terminal and repeater signs in advance of the legislation. As part of this project Welsh Government is prepared to fund the direct replacement of 30mph sign faces with new 20mph sign faces and the provision of new 30mph repeater signs and road markings.

Note: Welsh Government is unlikely to consider funding requests for the replacement of signposts (and their bases) e.g., due to their poor condition and/or non-compliance with current design standards and provision of an electrical supply to an existing sign which is currently unlit.

From a logistics perspective, it will be physically impossible to change all signs across Wales on the CiF date. In recognition of this, there are two recommendations being proposed by the Welsh Government in order to assist Highway Authorities in managing this task:

- Using temporary 30mph vinyls to cover the new, permanent 20mph gateway signs thereby enabling signs to be changed on site in the months leading up to the CiF date. There are four vinyl manufacturers, all of whom supply to the UK sign manufacturers. Some of the sign manufacturers use several vinyl companies, others only use their chosen one. All of the vinyl manufacturers - Orafol, Avery Dennison, 3M and Rennicks have provided product for supply in Wales via many of the sign manufacturers. ARTSM members are listed on their website - the majority are in the UK, a very small number in Wales. These can be accessed via the following links:

[Products & Services Screen Printed Retroreflective & Non-retroreflective Sign Faces to EN12899 | ARTSM](#)

[Products & Services Retroreflective & Non-retroreflective Sheeting to EN12899 | ARTSM](#)

[Products & Services Permanent Retroreflective & Non-retroreflective Signs to EN12899 | ARTSM](#)

- Then, once the new default speed limit comes into force, the temporary 30mph stickers can be peeled off to reveal the permanent 20mph sign face underneath. 30mph

repeater signs can be erected before the CiF date as well but temporarily covered with grey paint or covered in some other way e.g., bagging.

- In advance of the CiF date the Police and GoSafe will be in contact with all Highway Authorities to discuss and agree the roads that are most often enforced and/or where speeds/risks are highest (based on the current GoSafe Red-Amber-Green (RAG) risk rating). In the hierarchy of rollout, roads classified in the 'Red' category are the ones that must have the new signs in place in time for the legislation coming into force, so that there can be no ambiguity when it comes to enforcement. Signs on 'Amber' and 'Green' roads can follow shortly afterwards although strenuous efforts should be made by Highway Authorities to change all signs on all routes in time for the CiF date. The Welsh Government recognise the difficulties Highway Authorities are likely to experience in resourcing tasks associated with the 20mph National Rollout Programme but also, that arrangements on the highway network will not be perfect immediately after the new law comes into effect.
- Diagram 880 signs as shown below should be taken down ahead of the CiF date.



Figure 8-17 Diagram 880 (S11-2-64) Speed camera ahead on a lit road and reminder of 30 mph speed limit

4.3.3 Dealing with Road Markings

As well as the need to alter traffic signs, any existing 30mph road markings must also be removed before the CiF date, to avoid confusing messaging for the public. Wherever possible this work should be undertaken as part of a Highway Authority's routine road maintenance programme during the months leading up to the CiF date. As road markings are supplementary to upright speed limit signs, it is not critical that the new 20mph carriageway markings are in place by the CiF date.

The most appropriate method of removal of old road markings will vary from one location to another. Highway Authorities are encouraged to share their own suggestions with other Authorities drawing on their own experiences and trialling of methods over recent years. Burning, resurfacing, chiselling parts off and hydro blasting are solutions which have been suggested so far but proper consideration of the environmental and Health & Safety impacts of different methods should be carefully considered in the decision-making process.

As part of this project Welsh Government is prepared to fund the replacement of 30mph roundel road markings with 20mph roundel road markings. Resurfacing will only be considered where there is evidence that the road surface is in poor condition, and it is not possible to re-mark the surface effectively without doing so. For this programme of works the Welsh Government is unlikely to consider new road markings (other than stated above i.e. dealing with existing ones).

In one of their settlements the Vale of Glamorgan Council is currently testing the overlaying of 20mph roundels on top of the existing 30mph roundels, using a special highly resilient, cold-applied, surface dressing manufactured by Stirling Lloyd. Its long-term performance is currently being monitored but confidence is high based on its performance elsewhere over the last two years. Further information can be obtained from the Council representatives and/or Transport for Wales.

4.3.4 Dealing with Existing 20mph Zones

It is proposed that all 20mph zones must be removed, as they will become redundant with the new 20mph default speed limit on restricted roads.

Therefore, under Schedule 10, Part 2, Signs Diagram 674, 675 A, 675B are to be removed.

We propose to include saving period of at least 6-months for these signs to be removed after the Coming into Force date of the 17th of September 2023 to allow highway authorities to concentrate on erecting the necessary 20mph terminal signs and removing redundant 30mph signs.

Many of the 20mph 'zones' may have physical traffic-calming features in place, such as road humps. It is proposed, the attention of approaching drivers may be drawn to the humps by erecting new, individual hump signs as found under Schedule 2, Part 2, Diagram 557.1. The TSRGD requires a subplate to be placed with the hump sign. It is proposed, a new additional text option to the first associated plate legend will be prescribed for Wales: '*Traffic calmed area/Ardal tawelu traffig*' to cover situations where a zone covers a wider area, so that each side-road will not have to be signed individually. In addition, it is proposed a second optional subplate will be permitted depicting a child's drawing to inform of the vicinity to a school, to be added to Schedule 2, Part 3. (See also Signs near schools below). It is proposed, a new optional sign to inform of the end of a traffic calmed area could be placed where an 'end of 20mph zone' sign would have been, if the authority considers it necessary. It is proposed, this sign will be prescribed in a new Diagram 896 (S11- 2-87).

Changes: Schedule 2-Part 3-5 and Schedule 11 Part 2-87



Neither the TSRGD nor the [Highways \(Road Humps\) Regulations 1999](#) make the hump warning sign mandatory or require it to be directly lit if it is placed. The word ‘*may*’ in the below text suggests that this is optional and indicates a permissible action ([TSM, Chapter 4, 1.3. Definitions](#))

The Road Humps Regulation 6 states:

Placing of traffic signs:

‘Subject to regulation 7, where a road hump is constructed in a highway the highway authority for that highway shall cause to be placed and thereafter cause to be maintained appropriate traffic signs as prescribed in the Traffic Signs Regulations in such positions (if such positions are not prescribed in the Traffic Signs Regulations) as the authority may consider requisite for the purpose of providing adequate warning of the presence of a road hump or series of road humps to persons using the highway.’

This gives flexibility for local/highway authorities to make decisions about hump signs based on their detailed, local knowledge of individual sites.

Signs near schools

All 20mph signs close to schools will have to be removed if they are embedded in an entrance zone sign or repeater sign. Also, internally illuminated/Vehicle Activated Signs and part-time 20mph signs outside schools cannot be retained if they are repeaters. Some 20mph zone signs will currently have a subplate of a child’s drawing. To continue highlighting the presence of schools, the Welsh Government is proposing to prescribe the use of a new national school sub-plate depicting a child’s drawing. A drawing competition will be organised with the help of RoSPA to select a winning design.

This subplate can be placed as a subplate to the hump sign or as an additional subplate to the triangular ‘children going to or from school’ sign Diagram 545.

4.3.5 Vehicle-activated Signs (VAS)

The effectiveness of road traffic signs which display a message conditional upon the speed of a road vehicle has been mixed over the years. For instance, the 2002 [TRL Report 'Vehicle-activated signs – a large scale evaluation'](#) concluded that “*Vehicle-activated signs appear to be very effective in reducing speeds ...they are capable of reducing the number of drivers who exceed the speed limit...*” and that “*There is no evidence that in time, drivers become less responsive to the signs, even over three years.*” The average reduction in mean speed was 4mph (range 1mph to 7mph) and public opinion surveys found “...*overwhelming approval of the signs* [from drivers].” Conversely however, a [recent \(2021\) study carried out by Edinburgh Napier University on the 20mph trial they undertook in the Scottish Borders](#) reached the following conclusion:

- Marginal speed reductions (<0.5 mph) at sites **with electronic signs**
- Marginal speed increases (<0.8 mph) at sites **with electronic signs**
- No observable impact of other interventions (such as buffer zones and speed limit repeater signs) on vehicle speeds

It would appear therefore that the effectiveness of VAS devices is still somewhat open to debate. More may be known in the months to come following ongoing monitoring and evaluation work carried out in some of the Phase 1 settlements.

Discussions held in 2021 with Local Authorities across Wales suggest that residents within settlements appear to be in favour of VASs, as they serve to remind speeding motorists that they are not complying with the speed limit set for that stretch of road.

Unless there is a particular need to introduce a new VAS at sites with a historical issue with speeding traffic, the Welsh Government do not propose installing such devices with the initial rollout of the 20mph National Programme. It is possible that grant-funding may be made available to assist Highway Authorities with the cost of introducing these measures in the future but that would be subject to a strong case being put forward (with supporting analytical and safety-related evidence), and the availability of funding at the time (which unfortunately cannot be guaranteed by Welsh Government). The same applies for any additional intervention(s) the Local/Highway Authority may wish to introduce over and above the signage and road markings initial measures introduced at the outset.

Existing VAS devices may need to be re-programmed at locations where the current speed limit is altered following the change in legislation. It may also be prudent for Highway Authorities to review their locations as their original installation in a particular location may no longer be justified. It is not possible to provide a list of devices which can be re-programmed (or equally cannot be re-programmed) as this is a matter which Highway Authorities will need to discuss with the manufacturer of the particular device. It will vary from site to site depending on the make and model.

4.3.6 Temporary Signs

We are proposing to change the temporary (white text on red background to TSRGD Diagram 7032) sign with a new text reading: ‘*New 20mph speed limit*’. We are proposing that these temporary signs can stay up for a period of 12 months and can be placed not only where a

new 20mph speed limit begins, but also on roads subject to a 20mph limit in these circumstances:

- On roads where the limit is or changes to 20mph when driving into Wales
- Where a 20mph Zone/20mph limit would have ended when the default on restricted roads was 30mph
- In locations, where there are concerns over compliance with the speed limit

Change: Schedule 13-Part 12, General Direction 13 will need to be modified accordingly.



4.3.7 Buffer Speed Limits

The Setting Local Speed Limits in Wales Guidance (WAG Circular No 24/2009) Paragraph 6.15 stipulates:

"In some circumstances it may be appropriate to consider a 'buffer' speed limit of 40mph prior to the 30mph terminal speed limit signs at the entrance to a community, in particular where there are outlying houses or features beyond the community boundary or roads with high approach speeds.

For the latter, highway authorities might also need to consider other speed management measures to support the speed limit message and encourage compliance."

Observations from the implementation of a wide area 20mph speed limit in the Scottish Borders where some buffer zones (of either 30 or 40mph) were introduced at the onset of the trail found that "comparative analysis of speeds with and without buffer zones did not provide evidence to suggest that they would help to reduce speeds further. However, the

evidence shows that buffer speed limits are popular with communities.”⁹ As such, highway authorities will need to apply their own discretion and judgement in determining whether a buffer speed limit is appropriate in areas where the speed limit reduces to 20mph from a higher speed.

Other options to improve compliance such as signing on the approach may be more appropriate. Gathering analytical speed data post-intervention, as well as other suitable records such as safety-related evidence, will enable the Authority to compile a case justifying the need to consider introducing supplementary measures at a problematic site.

4.3.8 Phase 1 - Illustrative Examples

Examples of scheme designs are included in [Appendix 6](#) based on records provided by Local/Highway Authorities who took part in Phase 1 of the 20mph Rollout. The information is illustrative however and is provided to all Authorities across Wales for general guidance and assistance.

When looking at the examples from the Phase 1 settlements please keep in mind that:

- There will be no repeaters on restricted 20mph roads when the default speed limit changes to 20mph
- The immediate priority for the National Programme is to get the terminal signs changed in time for the CiF date
- Buffer limits, gateways and roundels can be introduced a later stage, where/if required

⁹ P. Gilhooly, 'Twenty's Plenty - With a data-led trial of lower speed limits, Scottish borders council has implemented a 20mph limit to provide a safer space for active travel' *CHIT Transportation Professional Magazine, January 2023 P.41*

5 Communication

5.1 The National Communication and Marketing Campaign

The Welsh Government recognises the important role communication and engagement has in supporting the behaviour change that underpins the policy objective and is starting to lay out a positive proactive narrative around the changes.

A campaign agency (Lynn) has been procured and is working towards a March 2023 start for a paid-for campaign.

5.1.1 Campaign Objectives

The communications objectives for this activity are to support behaviour change on 20mph in Wales by:

- Increasing public support (and Motivation) for 20mph and its benefits
- Building capability in our target audiences to comply with the new speed limits

This approach is underpinned by the COM-B model, with a focus on increasing capability and motivation amongst drivers in Wales.

5.1.2 Audiences

The Wales Centre for Public Policy have identified three key audiences for 20mph comms activity

1. Defiers
2. Conformers
3. Champions

The campaign will seek to work broadly across these audiences, as Welsh Government will not have marketing spend with which to target segments directly.

The aim is to build a general consensus for the changes across audiences 2 and 3, recognising that segment 1 will likely be difficult convince and most likely need enforcement activity.

5.1.3 Initial Campaign

Ahead of the launch of the campaign in 2023 and in line with the Cabinet Office and Lynn recommendations, Welsh Government will use PR and social media to proactively promote 20mph by:

- Having a consistent narrative with clear key messages on the benefits of 20mph in three key themed areas: road safety, communities and health
- Focusing on facts people in Wales need to know (widespread support for policy, road safety benefits, how to identify a 20mph street, health benefits, transforming communities etc)
- Monitor misinformation and use the Lynn toolkit to help manage this issue
- Using a range of channels including trusted messengers

5.2 Local Communications and Engagement

Highway Authorities will also need to plan their local communications and engagement activities alongside the National Campaign. Welsh Government has prepared a toolkit to give Local Authority communication teams the key narrative, topline and assets to use in their engagement on the changes and proposed exception roads.

The toolkit and associated assets are available bilingually [20mph campaign: promotional material | GOV.WALES](#) or [Ymgych 20mya: deunyddiau hyrwyddo | LLYW.CYMRU](#)

An updated version of the toolkit that reflects the final campaign will be provided once available.

Briefings to Local Members are a useful way to engage members in the exceptions process. Welsh Government have led briefings earlier in the year, these are being supplemented by officials in a number of authorities. An example of a members briefing slide deck has been included in [Appendix 5](#) courtesy of Powys CC.

5.3 Frequently Asked Questions (FAQs)

The Welsh Government Communications team continue to review and refresh their frequently asked questions regarding the default 20mph speed limit. The most recent FAQ's can be accessed here: [Introducing 20mph speed limits: frequently asked questions | GOV.WALES](#)

FAQs can be used to aid briefings with Members and, could be passed on to Local Authority contact centres to inform their communications with external parties.

6 Learnings from Phase 1

Based on the recommendations of the 20mph Task Force Group 8 Phase 1 Settlements have been implemented to assist with development and refinement of the various processes needed to implement wide area 20mph limits and to capture and collate a comprehensive data set to evaluate the impacts of the 20mph nationwide programme.

Observations/Lessons Learnt from Phase 1 following feedback received from Highway Authorities has been collated and is summarised in this chapter.

Welsh Government also have a shared 20mph Objective Connect Folder which contains useful information which all Group members have access to e.g., marketing assets produced to date.

6.1 Communication

- Early, effective and timely consultation with the public and others is key – refer to Section 5 ‘Communication’ for guidance.
- When informing the public of proposals, highway authorities should not just rely on the Statutory Consultation phase of the TRO process. It is strongly urged that all authorities take part in the Welsh Government’s DataMap Wales Initiative as described in Section 3.3 earlier. Early engagement should help to offset issues or objections raised later on during the Statutory Consultation phase of the TROs.
- The importance of having a good working relationship and regular communication with Police and GoSafe.
- Community newsletters and promotion (lamp-post banners, bin stickers, bus stop shelter posters) of 20mph to residents and visitors is worthwhile but does require support from Welsh Government in reinforcing the message. There is only so much the Highway Authorities can do on their own. Some best practice examples of Local Authority led engagement has been included in [Appendix 4](#).
- Local Authorities will need to rely on Welsh Government communication and marketing and toolkits being made available.
- Highway Authority Employees, Fleet Drivers etc, whether directly employed or within their supply chain, must always comply with the law – 20mph is a speed limit. Again, early and timely engagement is key.

6.2 Managing expectations

- A need to manage community expectations and demands in relation to compliance (because compliance is unlikely to be immediate) and requests for buffers, VAS etc.
- A need to manage expectations for requests for slower speed from rural communities that will not default to 20mph
- The importance of early and ongoing engagement, not just informing communities of the proposals. If you get their buy-in, they will support you and take ownership and want to make their communities look nicer by using soft measures like planting etc.
- There may be an expectation from a community that there will be immediate enforcement carried out by the Police/GoSafe, whereas the new arrangements will

need to be given time to bed in before enforcement is even considered (and speed data collected to identify if there is an issue with compliance).

- Community Speed Watch – registering volunteers can be a slow process and the initial enthusiasm to participate can soon wear off, especially going into the tail end of the year when nights start drawing in.
- There may be mixed feedback on introducing enforcement from community and external visitors – not everybody will agree with the proposals

6.3 Practical advice/Implementation

- Where a trunk road runs through a community, liaison is needed with the Trunk Road Agent when developing feedback on exception maps to Transport for Wales, to explore delivery options for trunk road speed limits (for design and works), potentially undertaking the Statutory Consultation on any speed limit Orders at the same time, and on the programme for implementing site works e.g., the unbagging of signs and/or the removal of vinyls (refer to Section 4.3.2 earlier)
- When new signs are erected highway authorities must ensure that old ones are taken down **at the same time**. If that is not possible then careful planning and coordination of work between site operation teams is needed, in order to avoid a situation where conflicting signs (and roundels) remain on the highway network. Not only is this a danger, a distraction and confusing to the travelling public, GoSafe and the Police will not be able to enforce the law. It could also lead to Authorities rapidly receiving a large number of complaints and concerns from the travelling public.
- Additional site remedial works are sometimes required in order to ensure clear forward visibility of signs. Site visits are recommended at some proposed locations of signs in order to assess any vegetation clearance requirements, which may require the programming of additional resources by other teams at short notice. Inspections should be carried out ideally when vegetation is in full leaf (late spring/summer) as site conditions of hedges, verges etc in winter can be misleading.
- Programming the implementation of scheme requirements into colleagues' existing 'Business as Usual' workload can be challenging. Early discussion is recommended.

6.4 Enforcement

- When considering enforcement, altering driver behavioural change through effective partnership working may be the first option. Working closely with partners within existing road safety frameworks to deliver education as opposed to the fixed penalty options can 'bring the public with us' as we move through this transition. GoSafe and the Fire Service have developed an educational package that delivers this exact product and outcome. These packages can be accessed by linking in with GoSafe and Fire Road Safety Services through the Road Safety Officers within each Local Authority.
- Making use of existing school networks, again, in a partnership approach. Altering driver behaviour through careful and risk assessed engagement operations, inviting

children to deliver the message of safe and slow driving on the new 20mph roads. Again, this can be achieved in partnership with local neighbourhood policing teams through the Road Safety Officers within each Local Authority.

- When carrying out enforcement, utilising either the GoSafe Partnership or policing teams, it is imperative that those roads that are enforced are justified through careful scrutiny and enforced considering threat risk and harm to the road user. We have learnt that heavy saturation in one area alienates the public and does not by itself alter driver behaviour.
- When carrying out enforcement, utilising either the GoSafe Partnership or policing teams, if teams use historic (pre-legislation change) enforcement sites it is made abundantly clear (to the road user) that the road speeds continue to be altered to the default speed limits of 20mph. We have learnt that carrying out enforcement just outside an 'old school site' that has been extended as part of the Phase 1 areas, has meant drivers automatically speed up when outside of those 'old school sites' and appear to be unaware that the new 20mph limit has been extended. This has resulted in many 'ordinary' drivers being caught speeding and in-so-doing alienated rather than encouraged motorists to drive slower or change their behaviour.

7 Enforcement by GoSafe and the Police

7.1 General

The initial learnings from the Phase 1 20mph settlements have been invaluable. GoSafe and the Police have learnt that collectively, they need to be very clear with members of the public and ensure that all communication options are explored to correctly inform drivers in advance, and during any road speed alterations. The communications for these road speed alterations will be the duty and responsibility of each Highway Authority with support from Welsh Government.

As we move towards the CiF date, GoSafe will continue to support /Highway Authorities and the Police, working in partnership to address operational, community concern and core enforcement sites. Enforcement can be considered as part of the site selection criteria, a key point of which is the following:

The Local/Highway Authority must undertake a site survey demonstrating that:

- (a) The speed limit has been reviewed confirming that camera enforcement is the right solution;
- (b) Analysis into the causes of the collisions has demonstrated that camera enforcement is the correct solution;
- (c) There is no other cost-effective engineering solution that is more appropriate;
- (d) That the Traffic Regulation Order (where applicable) and signing are lawful and correct; and
- (e) That all signs comply with The Traffic Signs Regulations and General Directions 2016 (as amended).

GoSafe will work closely with each Local/Highway Authority prior to the change in legislation in 2023 to ensure that those roads that are deemed the 'most dangerous' continue to receive the attention and enforcement that they deserve. This considered approach will be managed locally between existing relationships with the GoSafe and Local/Highway Authority partnership.

The position of Policing across Wales will remain as where operational demand allows, the Police will continue to address road safety or community concerns in relation to road safety, on a Threat, Risk and Harm basis. The Police have always worked closely with partners within this arena and will continue to do so as we move into this new era of the default road speeds across Wales. Within the existing Phase 1 trial areas both the Police and GoSafe have employed several enforcement and educational tactics that have been proportionate in response to the speed data. To employ those tactics in the future, the Police will continue to make best use of an existing framework of partnerships and good relationships that already exist between them, GoSafe, Local/Highway Authorities and other road safety practitioners. Policing in Wales will align to the NPCC Roads Policing Strategy and its key objectives, as well as supporting Welsh Government steps to make our roads safer.

7.2 Community Speed Watch

A very successful initiative operated by the Police and their partners GoSafe is Community Speed Watch or CSW. This is a locally driven initiative where active members of the community join together, with the support and training provided by the Police, to monitor speeds of vehicles using speed detection devices loaned to them. Details of vehicles exceeding the speed limit are referred to the Police and letters are issued to offenders with the aim of educating drivers to be mindful of their speeds, particularly in built-up areas. Local/Highway Authorities could encourage residents complaining or concerned about speed compliance within their communities to sign up to this initiative. More information on CSW can be found here: [Community Speed Watch Wales \(gosafe.org\)](https://www.gosafe.org) .



School children questioning motorists stopped for speeding

8 Post Implementation Proposals

The change in the national default speed limit from 30mph to 20mph on all restricted roads will put Wales at the forefront on the international road safety scene. 20mph (30kmh) is advocated by the UN (see [Stockholm Declaration on Road Safety](#)) and also the [WHO](#), as the safe speed on roads where cars and more vulnerable road users come into contact. This change is expected to become a catalyst for broader Behaviour Change in terms of a modal shift and the way we think about safety, mobility and wellbeing on our roads. This change very much aligns with the [changes introduced to the Highway Code](#) on 29 January 2022, improving road safety for pedestrians, cyclists and horse riders. The changes include a hierarchy of road users, where those that can cause most harm, carry most responsibility.

Behaviour change will not happen overnight and achieving compliance cannot be expected in the first few months or indeed years. We must recognise that any reduction in speed limits will bring safety benefits and wider benefits for the communities.

For this change to be a success, everyone needs to play their part. Whilst Welsh Government (with support from others including Transport for Wales, the WLGA and the Police) are ultimately in charge of the overall delivery of the project, the local and highway authorities, communities and individuals within those communities will all have a hugely important part to play too.

8.1 Additional Measures in Communities

8.1.1 General

The initial 'light-touch' signs and lines approach should be seen as a starting point in making changes to our 'streetscape', making cities, towns and villages more attractive for people and, more welcoming for pedestrians and cyclists. For instance, where there are no separate cycle tracks, facilities should be in place for cyclists to share the road with motorists, signalised crossings changed to zebra or parallel crossings, guard-railing removed to stop the corralling of pedestrians and protect cyclists (who are at risk of being crushed if caught between the fence and a vehicle), whilst still providing a clear thoroughfare for vehicles.

Post implementation of the 20mph rollout, Local/Highway Authorities should start to consider ways of changing the streetscape within some of their settlements, in line with good practice valid at the time such as Placemaking, Active Travel Act Guidance and the Manual for Streets (which is currently under review), as appropriate.

Some of these measures could be funded through a Local Authority's core allocation from the Active Travel Fund. The core allocation allows Local Authorities flexibility in identifying and making smaller scale improvements to walking and cycling routes. Among the purposes this allocation can be used for that are particularly relevant in this context are:

- Widening of routes and surface enhancements
- Junction improvements
- New or upgraded crossings
- Installation of buildouts

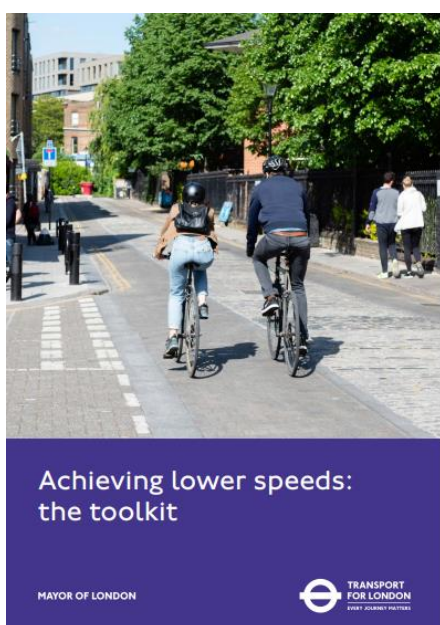
- Barrier and street furniture clutter removal
- Seating
- Enrichment of active travel schemes through the implementation of artwork and space for play
- Biodiversity enhancements on existing or new routes

It is possible that further dedicated grant-funding may be made available to assist Local Authorities with the cost of introducing more of these measures in the future, but that would be subject to the availability of funding at the time, which cannot be guaranteed by Welsh Government.

Local/Highway Authorities should note that a wider review of speed limits not falling under this Programme may need to be undertaken, taking into account the updated Setting Local Speed Limits in Wales guidance (when published).

8.1.2 Transport for London Toolkit

It is worth noting that TfL developed and published a document in September 2019 called '[Achieving lower speeds: the toolkit](#)'. TfL's Toolkit was developed using a series of case studies where different street-based interventions (physical measures) were introduced in London Boroughs to change the look and feel of existing streets. *"How a street looks and feels has a measurable effect on traffic speeds and is one of the most effective means of promoting compliance with the speed limit."*



Courtesy of Transport for London

TfL's Toolkit is structured around five different types of speed reduction measures and the cost and level of each escalates as you move from one to another. This is in recognition of

the demanding programme for the implementation of measures on site, the logistics involved and the impact on the public purse

In their document TfL make it clear that their toolkit is not intended to constitute a Design Guide and is to be used as an options palette. It is the most comprehensive guidance currently available but being primarily focused on boroughs in London, Local/Highway Authorities in Wales will need to consider how it should be applied within their own context.

8.1.3 Simplified Zebra and Parallel Crossings

Simplified Zebra crossings (without Belisha beacons or zig-zag road markings) are used all around Europe and are commonplace across the mouth of side roads, enabling people to make journeys on foot in urban areas without regularly having to stop and wait.

Subject to successful trialling in Cardiff, the Welsh Government may prescribe the use of such simplified Zebra crossings on quieter side roads (see image below). This variation on the conventional form of crossing would perform best where traffic speeds are low, thereby allowing time for motorists to make eye contact with pedestrians and give way.



Courtesy of Transport for Wales

8.2 Pace Vehicles

The Welsh Government is intending to use its own TrawsCymru and Fflecsi buses as 'pace' vehicles whilst also using them to display promotional material to get the message across to the general public. Indeed, pace vehicles can help in reaching the 'tipping point' of having enough vehicles going at a lower speed on the road network, thereby helping to bring traffic speeds closer to full compliance.

Highway Authorities are asked to become part of this generational change by altering their own behaviour, ensuring their drivers stick to the law and using their own fleet of vehicles (buses, refuse vehicles etc) to set the pace. Furthermore, there is an opportunity to cascade this initiative down to organisations operating fleets of vehicles within their own supply chain (through the writing of tender/contract documents for example), to achieve ‘the domino effect’.

8.3 Behaviour Change initiatives like WOW Tracker

The organisation Living Street’s WOW Initiative is a pupil-led initiative where children self-report how they get to school every day using the interactive WOW Travel Tracker. If they travel sustainably (walk, cycle or scoot) for an agreed period every week, they get rewarded with a badge.



Courtesy of Living Streets

On average, WOW schools see a 30% reduction in car journeys taken to the school gate and a 23% increase in walking rates.¹⁰ All eight settlements in Phase 1 have taken part in launching the WOW tracker in a selection of schools across their areas. Local Authorities are encouraged to use initiatives such as the WOW Tracker as an opportunity to speak to parents, schools and children about the benefits of walking and cycling to school rather than travelling by car – facilitated by the lower road speeds.

¹⁰ [WOW - the walk to school challenge | Living Streets](#)

9 Appendices

9.1 Appendix 1 - Data Map Wales: Desk notes for Highways Authorities

Desk notes for Highways Authorities

Contents

<u>Optimising your experience of DataMap Wales</u>	332
<u>Before uploading your data to DataMap Wales</u>	333
<u>Exception by Order</u>	334
<u>20mph by Order</u>	334
<u>Registering for DataMap Wales</u>	34
<u>Uploading your data to DataMap Wales</u>	336
<u>Editing your data on DataMap Wales</u>	338

1. Optimising your experience of DataMap Wales

For the best user experience, you should use a computer, laptop or tablet with one of the following internet browsers:

- Microsoft Edge
- Google Chrome
- Apple Safari (only available on Apple products) – Safari does not allow for full-screen map viewing

Users are reminded to always keep operating systems, browsers and applications up to date.

You can enlarge the map canvas by using your browser's zoom settings.

Please be aware, DataMap Wales uses PDF as its output format for printing. The local settings on your device will determine how PDFs are handled.

2. Before uploading your data to DataMap Wales

The table below provides the fields and possible attributes you'll need to include when creating your data. We recommend saving the data in GeoPackage or Shapefile format. Please ensure the geometry type is line or multi line format, in British National Grid (27700). We ask that you upload all of your highway authority's data as a single layer. Please include your highway authority's name in the filename for your data.

Each highway authority will decide which category of data they want to show on the map i.e. exceptions, 20mph restricted road, 20mph by Order, existing 30mph by Order, as appropriate.

Field name (case sensitive)	Field type	Possible attributes (category and stage fields must be input as below)
cat_en	String	20mph restricted road
		20mph by Order
		Exception by Order
		Existing 30mph by Order
cat_cy	String	Ffordd gyfyngedig 20mya
		Ffordd 20mya trwy orchymyn
		Ffordd sydd wedi ei eithrio trwy orchymyn
		Ffordd sydd eisoes yn 30mya trwy orchymyn
ha_en	String	*Your highway authority's name
ha_cy	String	*Your highway authority's name in Welsh
stage_1	Date	Today's date in following format: dd-mm-yyyy
stage_2	Date	The date the consultation commences in the following format: dd-mm-yyyy
stage_3	Date	The date the consultation ends in following format (this can be updated at the same time you update stage_2): dd-mm-yyyy
url_en	String	*Leave this blank until the URL is available

url_cy	String	*Leave this blank until the URL is available
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For 20mph restricted roads and Existing 30mph by Order roads, you only need to populate cat_en, cat_cy, ha_en and ha_cy fields.

When the highway authority is content with the information shown on DataMap Wales and it is ready to be made public, [please email](#) us so we can update the stage_1 field and add the layer to the map. At this stage, on clicking the line on the map, the user will see more information about the responsible highway authority.

3. Exception by Order

At stage 2 the exceptions data will be visible to users as a red line on the map, indicating that the draft Traffic Regulations Order has been advertised and is available for consultation comments. On clicking on the exceptions data, the user will see more information about the responsible highway authority, as well as a link to the authority's page with the draft Order. When the draft Orders are published, complete the date in Stage 2 and add the URLs to link to your published draft Order. If you'd prefer, you can email us a spreadsheet with the lengths of road you are updating with a Stage 2 date, Stage 3 date, and URLs.

At stage 3 the exceptions data will be visible to users as a dark red line on the map. On clicking the exceptions data, the user will see more information about the responsible highway authority; the consultation on the draft Traffic Regulation Order has closed, and relevant procedures to deal with objections and sealing the TRO are being undertaken. You can enter this date when you populate Stage 2, as you will know the date when the consultation on the draft Order closes.

4. 20mph by Order

You can optionally provide your authority's 20mph by Order data.

At stage 2, on clicking on a 20mph road by Order, the user will see more information about the responsible highway authority, as well as a link to the authority's page with the draft Order. When the draft Orders are published, complete the date in Stage 2 and add the URLs to link to your published draft Order. If you'd prefer, you can email us a spreadsheet with the lengths of road you are updating with a Stage 2 date, Stage 3 date, and URLs.

At stage 3, the consultation on the draft Traffic Regulation Order has closed, and relevant procedures to deal with objections and sealing the TRO are being undertaken. You can enter this date when you populate Stage 2, as you will know the date when the consultation on the draft Order closes.

5. Registering for DataMap Wales

Before you can upload data and view certain data sets on DataMap Wales, you need to register for an account. To do so:

1. Go to the [DataMap Wales sign in page](#).
2. Click on Sign in with your Government Gateway ID. This will take you to an external GOV.UK page.
3. Click Create sign in details.
4. Enter your work (e.g., gov.uk) email address. You will receive a one-time access code which has a 30-minute expiry.
5. Enter the access code and continue.
6. Enter your personal details and continue.
7. Create a password for use with DataMap Wales
8. You will then be given a Government Gateway user ID. Make a note of this as you will need your Government Gateway user ID for logging into DataMap Wales.
9. Continue to set up additional security, in the way of 2-factor authentication. You can set this up using text, voice call or by using the authenticator app for smartphone or tablet. Select your preferred method and continue to complete registration.

Once you have completed the registration process, go back to the [DataMap Wales sign in page](#) and sign in using the Government Gateway user ID associated with your account, and the password you created when signing up to Government Gateway.

Once you have successfully logged into DataMap Wales, please [email](#) to let us know that you have completed the registration process, and you'll be assigned to the correct work group.

6. Uploading your data to DataMap Wales

Once you have signed in to DataMap Wales, you'll be able to view restricted data sets (for which you have been granted permission), upload spatial data and edit both spatial data and metadata. When uploading spatial data to DataMap Wales, please be aware that we can only accept spatial data in Shapefile or GeoPackage formats.

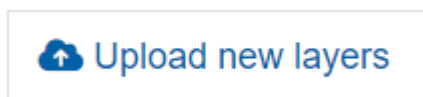
Please note: some authorities are having Transport for Wales upload their data on their behalf. In this case, highway authority users do not need to upload any data, but they will be responsible for checking the data and confirming the maps can move to Stage 1 i.e., become visible to the public. Please see Editing your data on DataMap Wales for information on how to edit data to update the stage and URL for your authority's data.

To upload a data set to DataMap Wales:

Click on the profile button (person icon followed by your name):

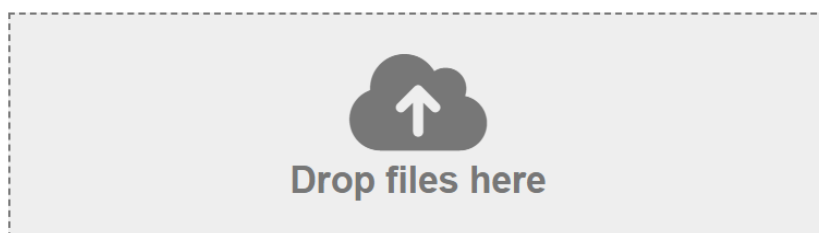


From the profile page, click Upload new layers:



Add your files by either:

- a. Clicking-and-dragging to drop files onto the file uploader:



- b. Clicking Choose files to select files from your File Explorer:



Once you are happy with your selection, click Upload files:

Upload files

If you are unhappy with your selection, click Clear all and repeat step 3:

Clear all

Once you have clicked Upload files, your upload will commence:

Your upload has started

Please don't leave your session whilst the upload is in progress.

You won't need to update the metadata for your layer. Nor will you need to set permissions or publish the layer. Styling will be applied to the layer once it has been added to the map.

Once your layer has been uploaded, you can search for it in the data catalogue. The newly created layer will have as its title the file name it was uploaded with. You can find more details on how to find layers using the data catalogue under [Editing your data on DataMap Wales](#).

Once you have uploaded your spatial data and you are happy that it is as it should be, please [email us](#) so we can add your layer to the Exceptions map.

7. Editing your data on DataMap Wales

When it is time to update your data's stage or URL, you can either:

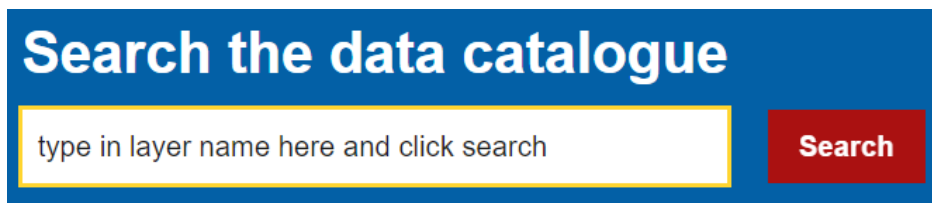
- Email us with a spreadsheet containing the lengths of road that need updating, the date that they will enter stage 2, the date they will enter stage 3, and the URL for the TRO
- Update the stage and URL for the lengths of road on DataMap Wales

To update the stage and add or edit your highway authority's URL for a length of road:

1. Sign in to DataMap Wales
2. Go to the DataMap Wales homepage using the page breadcrumb:

[Home](#) > [Profile of superuser](#)

3. Search the data catalogue for the layer you want to amend:

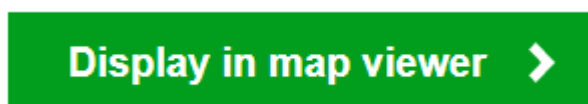


4. Select the layer from the data catalogue by clicking on the layer name:

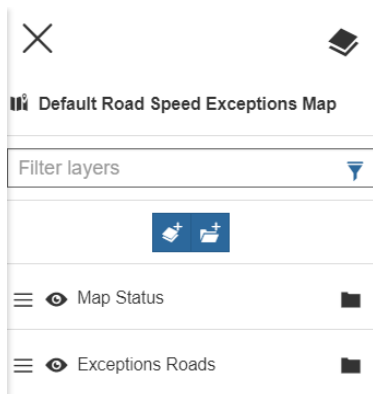
A highway authority's exceptions data

Abstract...
Spatial data
31/12/2011

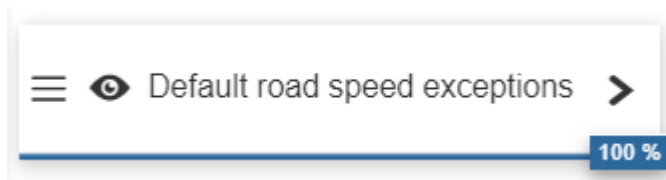
5. Click Display in map viewer:



6. Open the table of contents:



7. Select the layer you intend to edit, by clicking on the layer name:



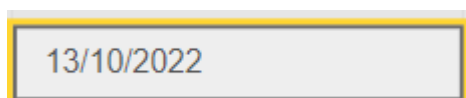
8. Click the Open attributes table button:



9. On the attributes table, click the Edit button:



10. Update the stage and/or URL fields by double-clicking on the field you wish to edit and inputting the correct information (see Before uploading your data to DataMap Wales for correct formatting), e.g.:



11. Click the Save changes button:



These changes should now be reflected on the layer you have edited, as well as on the Exceptions map.

12. If you make changes to fields on the attributes table, and do not wish to save these changes, click the Cancel changes button:



13. Once you have finished updating your layer, make sure to exit editing mode, by clicking the Quit edit mode button:



The first time you update the stage_2 field for any of your data, please [email us](#) to let us know so that we can update the map. Any subsequent changes you make to stage_2 or any other fields, you do not need to let us

9.2 Appendix 2 - Standard Statement of Reasons

[Legislation to lower the default national speed limit](#) on restricted roads from 30mph to 20mph was approved by the Senedd on the 12th of July 2022. The new default 20mph speed limit on roads where there is a system of street lighting will come into force on 17th September 2023. From that date any restricted road will have a speed limit of 20mph unless a different speed limit is set by the highway authority by Order.

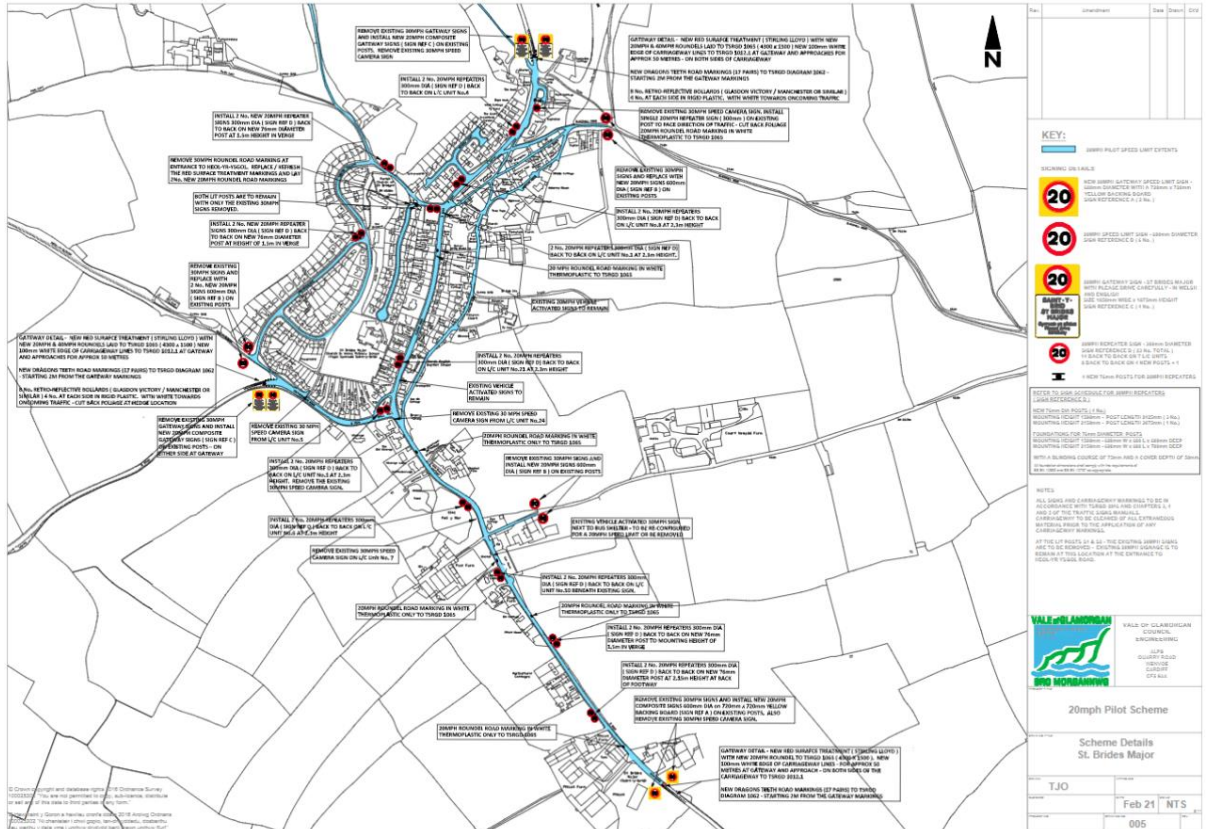
The following sections of road ... (*insert name of road/location*) currently subject to 30mph have been assessed against the place criteria set out in [Setting exceptions to the 20mph default speed limit for restricted roads](#) to ascertain if they meet the exception criteria, and should remain at 30mph.

The sections of highway in this order have been assessed; they meet the exception criteria set out in the guidance (*specify the reasons*), and we therefore propose 30mph by Order.

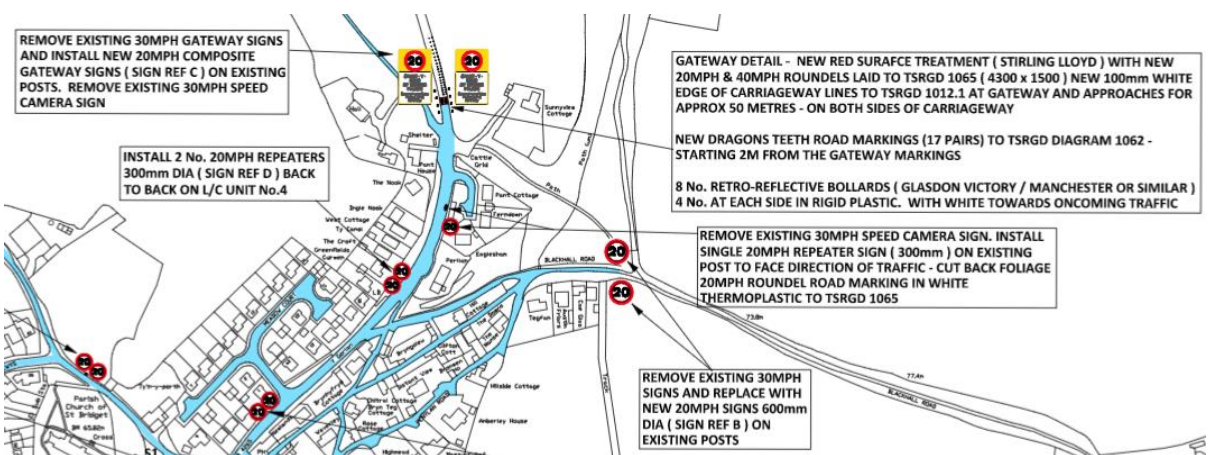
9.3 Appendix 3 - Example Local Members Briefing slides

9.4 Appendix 4 - Illustrative Examples from Phase 1

St Brides Major (Vale of Glamorgan) – General Arrangement Plan Examples (with extracts) and Photographs of Completed Gateways on Roads In/out of the Village

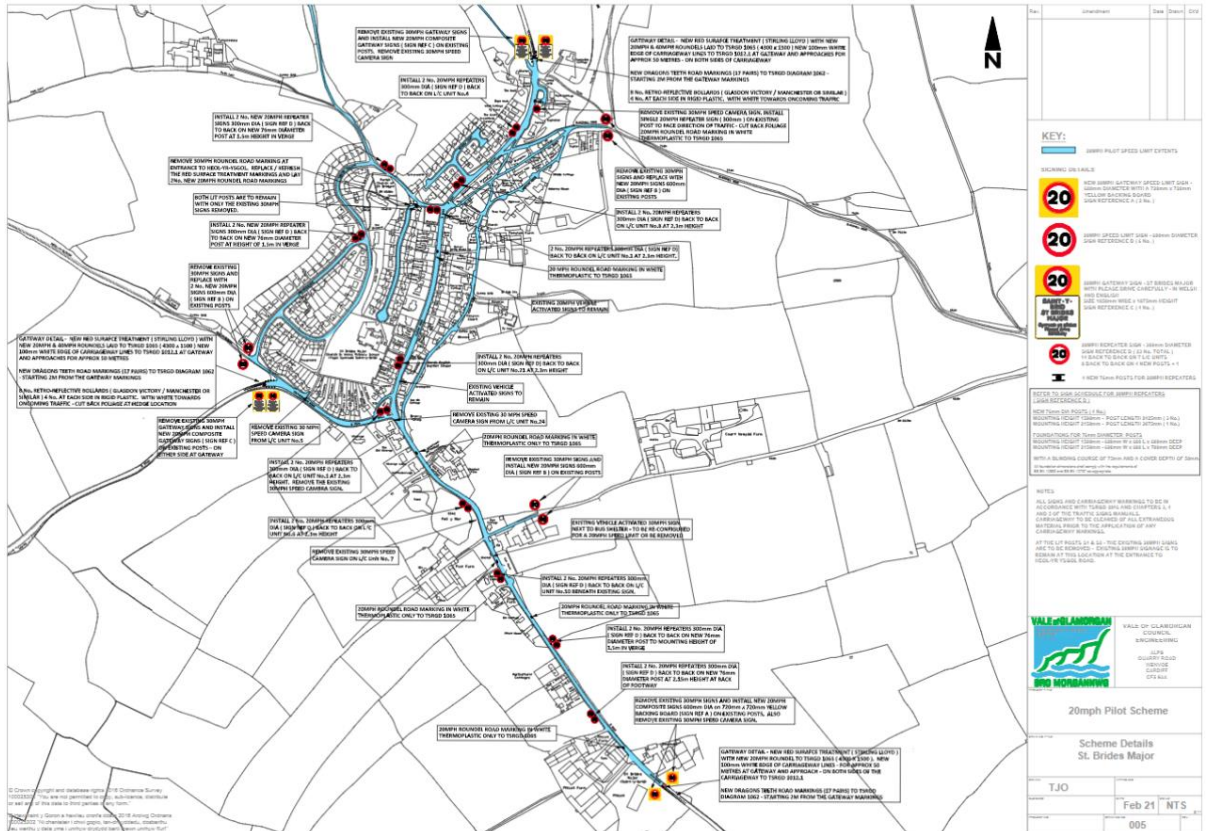


Courtesy of Vale of Glamorgan Council

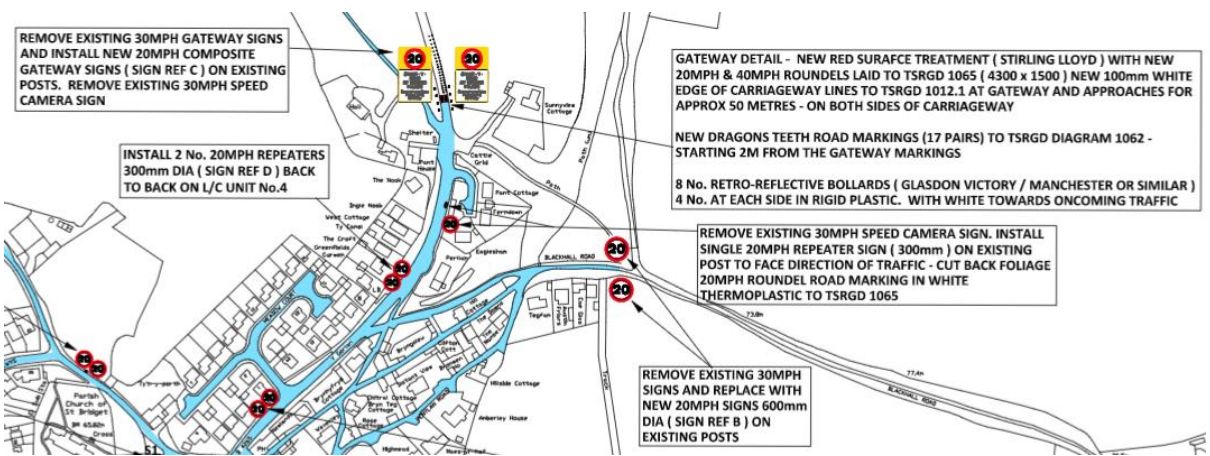


Courtesy of Vale of Glamorgan Council

St Brides Major (Vale of Glamorgan) – General Arrangement Plan Examples (with extracts) and Photographs of Completed Gateways on Roads In/out of the Village



Courtesy of Vale of Glamorgan Council



Courtesy of Vale of Glamorgan Council

KEY:

 20MPH PILOT SPEED LIMIT EXTENTS

SIGNING DETAILS



NEW 20MPH GATEWAY SPEED LIMIT SIGN - 800mm DIAMETER WITH A 720mm x 720mm YELLOW BACKING BOARD
SIGN REFERENCE A (2 No.)



20MPH SPEED LIMIT SIGN - 800mm DIAMETER
SIGN REFERENCE B (6 No.)



20MPH GATEWAY SIGN - ST BRIDES MAJOR WITH PLEASE DRIVE CAREFULLY - IN WELSH AND ENGLISH
SIZE 1050mm WIDE x 1875mm HEIGHT
SIGN REFERENCE C (4 No.)



20MPH REPEATER SIGN - 300mm DIAMETER
SIGN REFERENCE D (22 No. TOTAL)
14 BACK TO BACK ON 7 LJC UNITS
8 BACK TO BACK ON 4 NEW POSTS = 1



4 NEW 78mm POSTS FOR 20MPH REPEATERS

REFER TO SIGN SCHEDULE FOR 20MPH REPEATERS (SIGN REFERENCE D)

NEW 78mm DIA POSTS (4 No.)

MOUNTING HEIGHT 1500mm - POST LENGTH 2425mm (3 No.)
MOUNTING HEIGHT 2160mm - POST LENGTH 3075mm (1 No.)

FOUNDATIONS FOR 78mm DIAMETER POSTS

MOUNTING HEIGHT 1500mm - 800mm W x 800 L x 800mm DEEP
MOUNTING HEIGHT 2160mm - 800mm W x 800 L x 700mm DEEP

WITH A BLINDING COURSE OF 75mm AND A COVER DEPTH OF 60mm.

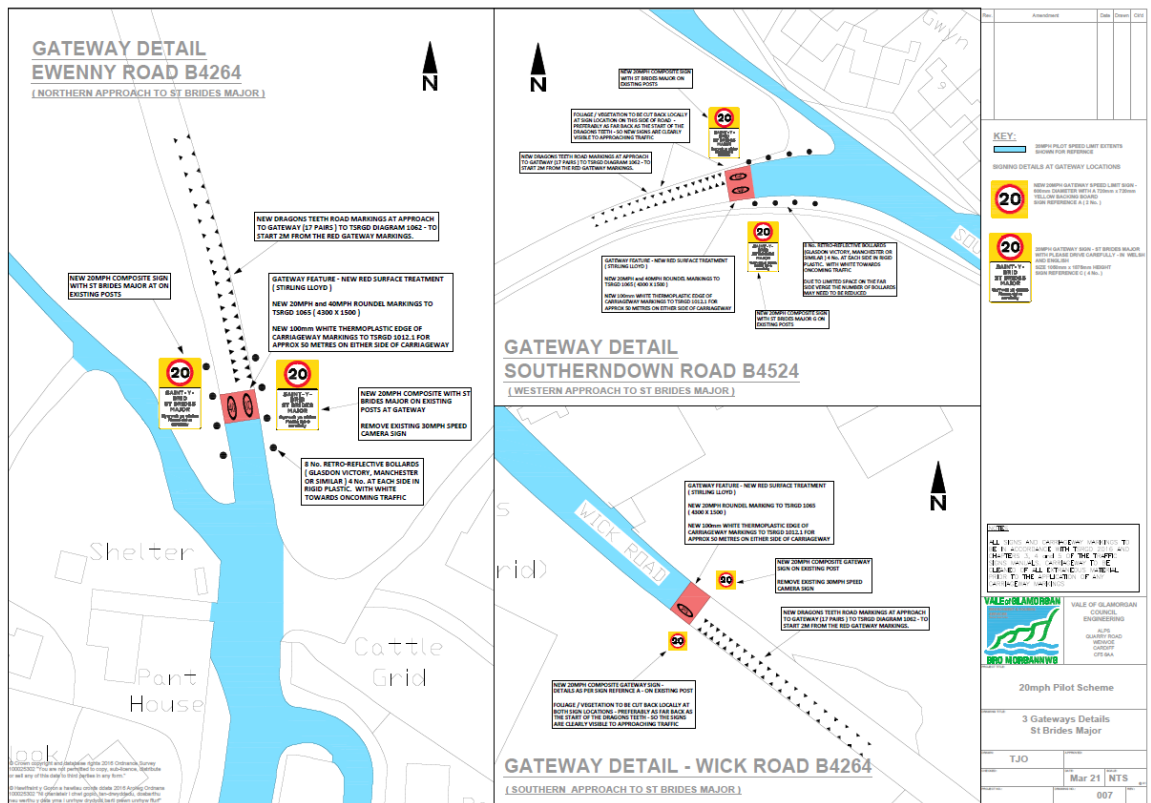
All foundation dimensions shall comply with the requirements of BS EN 12880 and BS EN 12787 as appropriate.

NOTES

ALL SIGNS AND CARRIAGEWAY MARKINGS TO BE IN ACCORDANCE WITH T BROAD 2018 AND CHAPTERS 2, 4 AND 5 OF THE TRAFFIC SIGNS MANUAL.
CARRIAGEWAY TO BE CLEANED OF ALL EXTRANEOUS MATERIAL PRIOR TO THE APPLICATION OF ANY CARRIAGEWAY MARKINGS.

AT THE LIT POSTS S1 & S2 - THE EXISTING 30MPH SIGNS ARE TO BE REMOVED - EXISTING 20MPH SIGNAGE IS TO REMAIN AT THIS LOCATION AT THE ENTRANCE TO HEOL-YR YSGOL ROAD.

Courtesy of Vale of Glamorgan Council



Courtesy of Vale of Glamorgan Council



Courtesy of Vale of Glamorgan Council



Courtesy of Vale of Glamorgan Council



Courtesy of Vale of Glamorgan Council

Sign Reference A (2 No.)

Gateway Composite Sign 600mm diameter roundel on 720mm x 720mm yellow backing board



Scheme Ref.			
Sign Ref.	20 Limit	x-height	
Letter colour	N/A	SIGN FACE	
Background	YELLOW	Width	720mm
Border	N/A	Height	720mm
Material	Class R3B Microprismatic	Area	0.52m ²

Courtesy of Vale of Glamorgan Council

Sign Reference B (6 No.)

600mm diameter sign



Scheme Ref.			
Sign Ref.	20 Limit TSRGD 670	x-height	
Letter colour	N/A	SIGN FACE	
Background	N/A	Width	600mm
Border	N/A	Height	600mm
Material	Class Ref 2	Area	0.28m ²

Courtesy of Vale of Glamorgan Council

Sign Reference C (4 No.)

St Brides Gateway Composite Sign - 600mm roundel on yellow backing board section - with text below in Welsh and English - Sign dimensions 1050mm x 1875 height



Scheme Ref.			
Sign Ref.	670-20	x-height	
Sign Ref.	St Brides	75.0	
Letter colour	BLACK	SIGN FACE	
Background	YELLOW	Width	1050mm
Border	BLACK	Height	1875mm
Material	Class R3B Microprismatic	Area	1.97m ²

Courtesy of Vale of Glamorgan Council

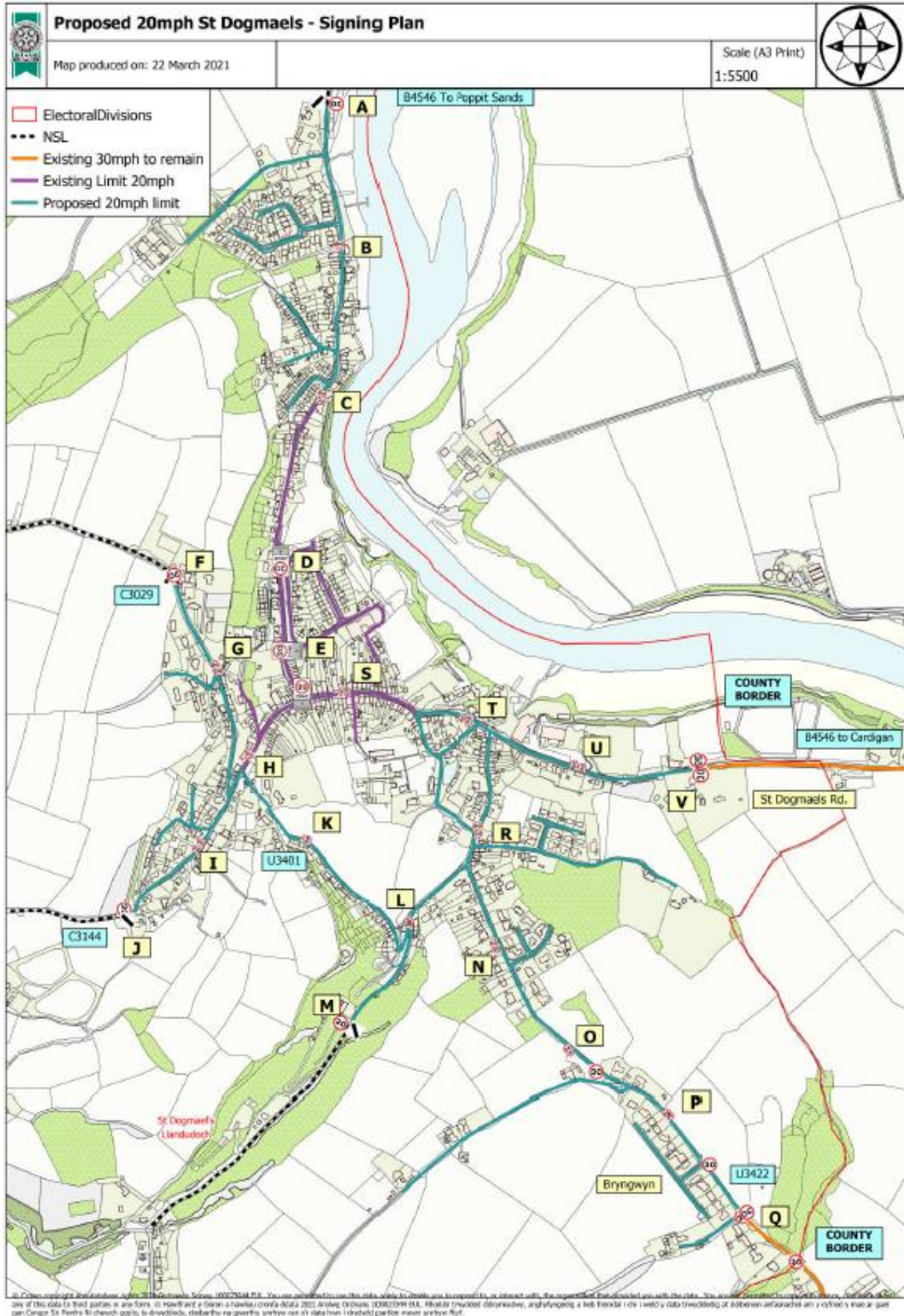
Sign Reference D (23 No.) 300mm diameter sign (repeater)



Scheme Ref.			
Sign Ref.	20 Limit TSRGD 670	x-height	
Letter colour	N/A	SIGN FACE	
Background	N/A	Width	300mm
Border	N/A	Height	300mm
Material	Class Ref 2	Area	0.07m ²

Courtesy of Vale of Glamorgan Council

St Dogmaels (Pembrokeshire) – General Arrangement Plan (with extract taken from the Signs Schedule) and a Photograph of their Bespoke Village Sign



Courtesy of Pembrokeshire County Council

Sign Requirements – St Dogmaels

Sign Location Ref	Quantity	Size	Sign Face	Posts	Notes
A	1 No.	600mm	20mph Roundel	Existing	
	1 No.		Combined 20mph 600mm roundel & Village	2 No	
	2 No.	600mm	NSL	Existing	
B	2 No.	300mm	20mph Repeater Roundel	1 No.	Mount Back to Back
C	2 No.	300mm	20mph Repeater Roundel	1 No.	Mount Back to Back
D	1.No		20mph Zone		Existing KEEP
E	1.No		20mph Zone		Existing KEEP
F	2 No.	600mm	20mph Roundel		Existing Posts
	2 No.	600mm	NSL		Existing Posts

Courtesy of Pembrokeshire County Council












Courtesy of Pembrokeshire County Council

Cardiff North – Extract from a General Arrangement Plan with Accompanying Key
(as issued to an external Contractor)



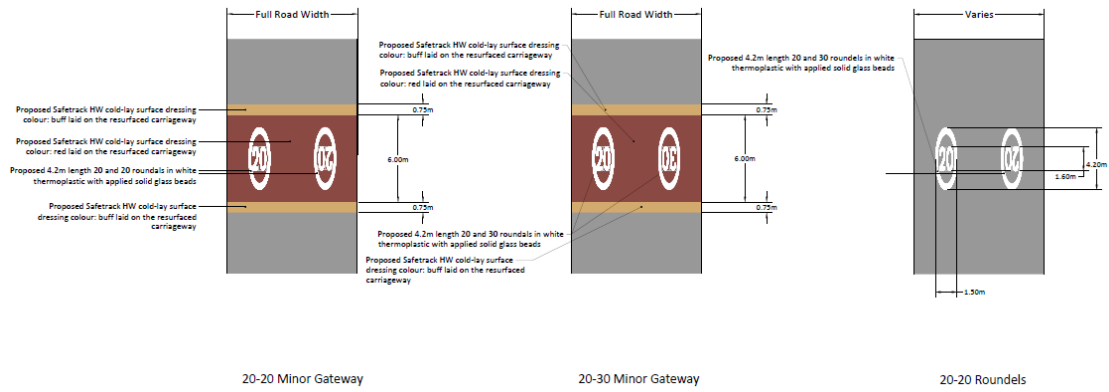
Courtesy of Cardiff Council

KEY

-  20mph GATEWAY - 2 No. SIGN POSTS ON EITHER SIDE OF CARRIAGEWAY WITH 600mm ϕ (20)/(30) SIGN PLATES INSTALLED BACK TO BACK. IF SPEED LIMIT PLATES ARE DIFFERENT THEY ARE INDICATED ON PLAN.
-  20mph REPEATER - 300mm ϕ (20) BACK TO BACK SIGN ON LIGHTING COLUMN
-  TCA INSTALL 'TRAFFIC CALMED AREA' SIGN ON EXISTING LIGHTING COLUMN
-  REMOVE EXISTING SIGN PLATES AND POSTS TO TIP OFF SITE
-  DISCONNECT ILLUMINATED SIGN AND REMOVE PLATES AND POST TO TIP OFF SITE
-  REMOVE ALL EXISTING PLATES FROM EXISTING SIGN POST AND REMOVE TO TIP OFF SITE. REPLACE 'ZONE' ENTRY SIGN WITH 'TRAFFIC CALMED AREA' SIGN
-  REMOVE ALL EXISTING PLATES FROM EXISTING SIGN POST BUT RETAIN SCHOOL LOGO PLATES AND REMOVE TO TIP OFF SITE. REPLACE 'ZONE' ENTRY SIGN WITH DIAG. 545 'SCHOOL' SIGN
-  PLANE OUT EXISTING CARRIAGEWAY GATEWAY FEATURE TO 40mm DEPTH AND REINSTATE WITH 40mm ASPHALT - MATERIAL TO MATCH EXISTING (HRA OR AC10)
-  GLASDON ENSIGN BOLLARD WITH 600mm ϕ (20) SIGN ON BOTH SIDES.

In addition to the information above, Cardiff Council have supplied the following Standard Details for gateways in 20mph Zones. **It should be stressed however that these were not developed for their Phase 1 trial in north-west Cardiff. They are just for reference.**

Standard Detail for Minor Gateways and Roundels



Courtesy of Cardiff Council

Note: A 'Minor' gateway would just have a set of roundels, no 'dragon's teeth'.

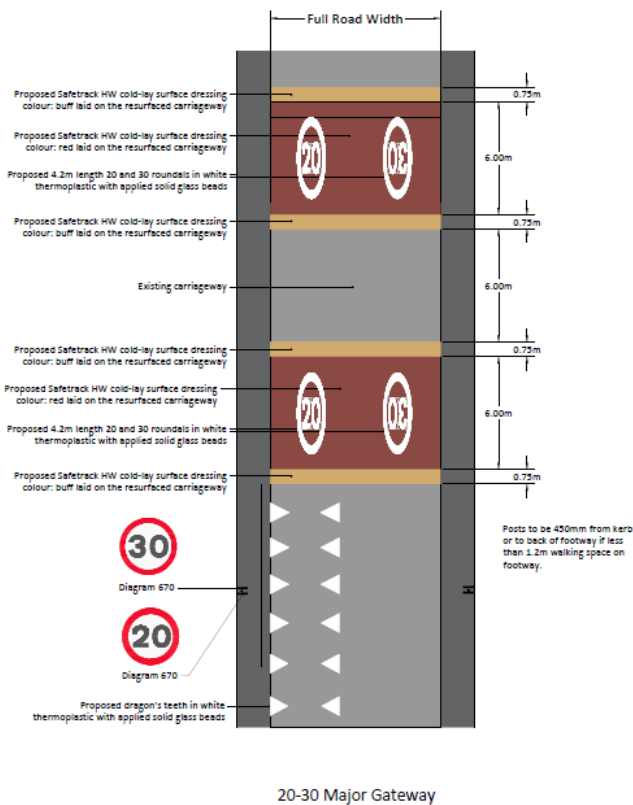


Courtesy of Cardiff Council



Courtesy of Cardiff Council

Standard Detail for a Major Gateway



Courtesy of Cardiff Council

Note: A 'Major' gateway would have a double set of roundels, with 'dragon's teeth' on the approach if necessary.



Courtesy of Cardiff Council



Courtesy of Cardiff Council

9.5 Appendix 5 - Communication and Engagement in the First Phase

Included below are examples of local communications and engagement activities carried out as part of the Phase 1 (trial sites) work. All materials will need to be produced bilingually.

Local press releases

[New 20MPH speed limit to be introduced in St Brides \(valeofglamorgan.gov.uk\)](http://valeofglamorgan.gov.uk)

[New 20MPH speed limits introduced to three Vale of Glamorgan villages](#)

[Cilfrew school children say ‘Twenty’s Plenty’ as new 20mph speed limit is introduced](#)

Newsletters Distributed Across Phase 1 Areas



Slower speeds benefit the community

Llanelli North has been selected as one of 8 communities in Wales to introduce a **20mph speed limit** ahead of a proposed national rollout by Welsh Government.

Llanelli North covers Dafen, parts of Felinfoel and the Llanerch area.

Evidence shows that lower speeds result in fewer collisions and a reduced severity of injuries. Research shows, where 20mph speed limits are introduced, it leads to a reduction in the number of casualties.




Why are we changing to 20mph?

Safety
Lowering the speed limit will help make the streets safer for all road users. Those hit by a car at 20mph are far more likely to walk away with bruises and minor injuries than those hit at 30mph.

The 20mph speed limit introduction is not a standalone project, other measures such as community safety activities and our continued work with schools will also help improve road safety. **Stopping distances are almost halved by reducing your speed from 30mph to 20mph.**

Typical Stopping Distances

Speed	Thinking Distance	Braking Distance	Total Stopping Distance
20 mph (32km/h)	6m	6m	12 metres (40 feet) or 3 car lengths
30 mph (48km/h)	9m	14m	23 metres (75 feet) or 6 car lengths

The distances shown are a general guide. The distance will depend on your attention (braking distance), the road surface, the weather conditions and the condition of your vehicle at the time.

Helps boost active travel
20mph makes streets feel safer and more attractive to cycle, walk and encourages people to be more active within the neighbourhood, leading to healthier lifestyles.

We will continue to work with schools in the area by offering cycle and pedestrian skills training.

Reducing your speed to 20mph will make it safer for children to walk and cycle to school. Please keep to the limit.

Community
20mph is a friendly limit and enhances people's local quality of life.

Slower vehicle speeds can help make our communities more pleasant places to live. Calmer communities will help encourage use of local shops and facilities.

A better environment
With some drivers making the switch to more sustainable modes of transport, there will be a reduction in traffic.

The streets will also be quieter - traffic is far less noisy at 20mph than at 30mph, which will benefit people's mental wellbeing, as it will be much easier to stop and talk to a neighbour with a quieter and calmer environment.

Myths and misconceptions
Community concern: "A 20mph limit through the area will increase journey times significantly."
REALITY: "Driving from Co-op Felinfoel to Halfway School within the existing speed limit, takes 4 mins 39 seconds."
Driving within the 20mph speed limit would take approximately +26 seconds longer".

Get involved
The more awareness there is locally, the more likely it is that people will slow down and make the community's streets safer.

By driving at 20mph, you will act as a pace car. The more people we get driving at 20mph, the greater impact, and an increase in the change of driving behaviours within the community.

Please share your support of 20mph in the area by posting a message on social media giving your reasons why you support the reduced limit. Please use #LlanelliNorth20 and mention us on Facebook/Instagram/Twitter

Sign up to get updates
To get updates on the Llanelli North 20mph scheme and further information on road safety activities in Carmarthenshire, please visit our website and sign up to our new e-newsletter.

Please follow us on social media to get further updates on the scheme:

- Facebook: @Carmarthenshireroadsafety
- Twitter: @Carmarthenshireroadsafety
- Instagram: @Carmroadsafety



www.cymru/dib-gelwchffyrdd | carmarthenshire.gov.wales/road-safety



Cyngor Sir Gâr
Carmarthenshire
County Council

20 Share our streets

Issue 2 / August 2021

Going first - St Dogmaels is the first of the eight Welsh Government phase 1 settlements to introduce a safer, friendlier 20mph limit right across our little village.

St Dogmaels was closely followed by St Brides Major in the Vale of Glamorgan and the remaining 6 settlements will be going live during 2021.



Initial Feedback

20 The new speed limit has been welcomed by community group St Dogmaels 20s Plenty for Us. Member Sally Davies, who lives with her young family on the High Street, said: "Living in such a wonderful village with a 20mph speed limit gives myself and my four children

greater confidence and happiness to cycle and walk through the village."

"The introduction of a 20mph speed limit, encouraging everyone to travel at a lower speed throughout the village, is key to enhancing the community, safety and visitor experience."

20 Fellow member Fiona Andrews added: "Our traditional streets are very pretty but, like many rural villages, also narrow, and in some sections there are no pavements at all. Local parents with young children and older residents say they will now feel much happier and less stressed getting around the village. There is more freedom and independence for younger locals and less isolation for older residents."

"We are very grateful to Pembrokeshire County Council for all the work that we know has gone in to preparations to introduce the scheme." Janie Bailey, member of St Dogmaels Footpath Association added: "As a walker and cyclist I am delighted that the new, safer and friendlier 20mph speed limit has now been rolled out in our village".

20 Driver Compliance and Enforcement

Across the village, three monitoring sites have been established which record the speed and volume of traffic. The data is being utilised by the Police and Welsh Government to guide the enforcement strategy and measures for the village.

Early indications show the mean average speed recorded for a typical week in July were as follows:

BS446 St Dogmaels Road	Air Daily Volume	Mean Air Speed
To St Dogmaels	2106	21mph
Away from St Dogmaels	2335	26mph
Longdown Bank	Air Daily Volume	Mean Air Speed
To St Dogmaels	588	18mph
Away from St Dogmaels	580	19mph
The Moorings	Air Daily Volume	Mean Air Speed
To St Dogmaels	912	22mph
Away from St Dogmaels	917	22mph

20 Share our streets

Issue 3 / Winter 2021

We're getting there!

Here is our 3rd community newsletter. If you're still trying to remember to drop to below 20mph, then see our tips and reasons to Share our local Streets with neighbours and friends, on page 2.

Can You help? Help people driving to remember its now 20mph or lower to keep us safe

Show support



Freya, age 10, who lives on the High Street, says: "I like to walk round to see friends in the village but fast cars and huge vans can feel very scary. We've put a '20s Plenty' poster on our Wheelie Bin - it's there to help remind drivers to slow down". Her twin, Fin, added: "I love cycling - 20s better".

If you have room for a Poster outside or in your window, email stdogmaels20mph@gmail.com



"Small changes have huge impacts."

On local farm, Foxhill, Helen Lloyd said: "As someone who so nearly lost their life at ten years old, due to a terrible road traffic accident, I am so reassured by the new speed signs. I suffered significant head injury and a dislocated hip. I remember the doctor telling my mum and dad that if the car had been going just 5 miles an hour faster I would certainly not have survived. Small changes have huge impacts."

They say "it takes a village to raise a child."

Children used to roam further than now. There's COVID yes, but they still need to go places alone. Traffic fear is real and limits the freedom of kids to go out - to friends, family, park, our shop, play, walk, scooter and cycle. Confident, sociable, independent, healthy, active travel habits form on safer streets. Obesity, anxiety and loneliness reduces. Families lead better lives. They say "it takes a village to raise a child" - and that's so much better with a 20mph limit.

Social Media Campaigns



Boost Again

Llanelli North has been chosen as part of phase 1 of Welsh Government's prop...

16 August 2021 at 09:00
ID: 1542413496108290

Interactions

159 reactions 221 comments 24 shares

Performance

Reach

Total **7,838** Worst Best

This post reached more people than **100%** of your 50 most recent Facebook posts and stories.

Reach 7,838

Reactions, comments and shares

Total **404** Worst Best

This post received more reactions, comments and shares than **100%** of your 50 most recent Facebook posts and stories.

Reactions 159
Comments 221
Shares 24

Results

Total **1,279** Worst Best

This post received more link clicks than **100%** of your 50 most recent Facebook posts and stories.

Link clicks 1,279

Local Authority A5 letter-drop leaflet



20 mph
Decreasing our speed, increases the benefits to our community.

Your street is part of a 20mph scheme

Llandaff North, Whitchurch and Tongwynlais, Rhivbina and Heath have all been chosen to be part of a Welsh Government 20 mph Phase 1 scheme that will go live in March 2022. All residential streets in these wards will be restricted to 20 mph but the speed limit on Manor Way and Western Avenue will remain at 30 mph.

Cardiff is one of eight settlements in Wales that is helping Welsh Government to assess the best way to move to a 20 mph speed limit in residential areas. This is a national change which will take place across Wales in 2023.

When the speed limit across Wales changes in 2023, all 20 mph signage and road markings will be removed. Roads that remain at 30 mph will have new signs installed.

Community benefits


Slower speeds in local streets are now considered to be a positive step forward and research shows that the majority of people are supportive of this approach, as reducing the speed limit could:

- Reduce the number and severity of road collisions
- Increase opportunities to walk and cycle in our communities
- Help improve health and wellbeing for all
- Make our streets safer and help safeguard the environment for future generations.

Why have these wards been chosen?

The wards included as part of the pilot scheme have been chosen because they have a variety of different types of roads, including residential streets, connector roads within communities, regional arterial routes and those with residential characteristics.

New speed limit signage is being installed and when the scheme goes live, monitoring will take place to help the Welsh Government decide on the best ways to reduce the default speed limit from 30 mph to 20 mph across the whole country, especially in and around residential areas.



You can find out more about this scheme by scanning this QR code or visiting: www.keepingcardiffmoving.co.uk/project/20mph

The Phase 1 scheme will add to the existing 20 mph areas in the city that have already been implemented by Cardiff Council, meaning that a significant proportion of the city will be 20 mph. The new limits will mostly be in residential areas but also include roads regularly used for walking and cycling.

What will it look like on street?

As we are moving to a default 20 mph limit in Wales in 2023, a decision has been taken to avoid putting painted roundels on the carriageway. The scheme signage will be kept to a minimum but will be legally enforceable.

What will happen in 2023?

When the speed limit across Wales changes next year, all 20 mph signage and road markings will be removed. Instead, the parts of the road network that will remain at 20 mph will have new signs installed. Where there is street lighting on a road, with no speed limit signs, drivers should assume that the speed limit is 20 mph.

Some roads will stay at 30 mph and have been identified using a variety of approaches including a special 'exceptions' process and local knowledge.

The Welsh Government is working closely with GoSafe who enforce speed limits in Wales to ensure that the new speed limits are respected and driver behaviour change is supported.



20 mya
Mae arafu o fudd i'n cymuned.

Mae eich stryd yn rhan o gynllun 20mya

Mae Ystrum Taf yr Eglwys Newydd a Thongwynlais, Rhivbina a'r Mynydd Bychan i gyd wedi cael eu dewis i fod yn rhan o gynllun Cam 1 20 mya Llywodraeth Cymru a fydd yn mynd yn ffwrwm mis Mawrth 2022. Bydd yn hollt stydoedd preswyl yn y wardiau hyn yn cael eu ogyngu i 20 mya ond bydd y terfyn o'lymder ar Manor Way a Rhodfa'r Golefuan yn parhau i fod yn 30 mya.

Mae Caerdydd yn un o wyth arddeddyng Nghymru sy'n helpu Llywodraeth Cymru i asesu'r ffordd orau o gyswll i derfyn o'lymder o 20 mya mewn ardaloedd preswyl. Mae hwn yn newid oedolaethol a fydd yn digwydd ledled Cymru yn 2023. Pan fydd y terfyn o'lymder ledled Cymru yn newid yn 2023, bydd pob arwydd 20 mya a marcâu ffordd yn cael eu dileu. Bydd arwyddion newydd ar gael ar ffyrdd sy'n parhau ar 30 mya.

Manteision cymunedol

Ystrum bod o'lymder arafach ar stydoedd lleol bellach yn gam ddamhau ymlaen ac mae ymchwil yn dangos bod y rhan fwyaf o bobol yn oethog'r dull hwn, gan y galla lleihau'r terfyn o'lymder.

- Lleihau nifer a difrifoldeb gwrthdrawadau ar ffyrdd
- Cynyddu o'lyfaoedd i gerdded a beicio yn ein cymunedau
- Helpu i wella iechyd a lles i bawb
- Gwneud ein stydoedd yn fwy ddiogel a helpu i ddiogelu'r amgylchedd ar gyfer oedolaethau'r dyfodol.

Pam mae'r wardiau hyn wedi'u dewis?

Mae'r wardiau sydd wedi'u gynnwys fel rhan o'r cynllun peilot wedi'u dewis oherwydd bod ganddyn amrywiaeth o wahanol fathau o ffyrdd, gan gynnwys stydoedd preswyl, ffyrdd ogyfu mewn cymunedau, lwybrau rhydwedi rhanbarthol a'r rhai a nodwyddion preswyl.

Mae arwyddion terfyn o'lymder newydd yn cael eu gosod a phan fydd y cynllun yn mynd yn ffwrdd bydd monitro'n digwydd i helpu Llywodraeth Cymru i benderfynu ar y ffyrdd gorau o leihau'r terfyn o'lymder di'ofn o 30 mya i 20 mya ledled y wlad gyfan, yn enwedig mewn ardaloedd preswyl ac o'u hamgylch.



Gallwch gael rhagor o wybodaeth am y cynllun hwn drwy sgannio'r cod QR hwn neu ymweld â www.keepingcardiffmoving.co.uk/cy/project/20mph-cy

Bydd cynllun Cam 1 yn ychwanegu at yr ardaloedd 20 mya sydd eisoes wedi'u rhoi ar waith gan Gyngor Caerdydd yn y ddinas, sy'n golygu bydd cyfran sylweddol o'r ddinas yn 20 mya. Bydd y terfynau newydd yn bennaf mewn ardaloedd preswyl ond hefyd yn cynnwys ffyrdd a ddeffnyddir yn rheolaidd ar gyfer arddeia a beicio.

Sut olwg fydd ar y cynllun ar y stryd?

Gan ein bod yn cyswll i derfyn 20 mya di'ofn yng Nghymru yn 2023, mae benderfyniad wedi'i wneud i osgoi rhoi rowndell crom wedi'u peintio ar y lôn gerbydau. Bydd arwyddion y cynllun yn cael eu ogyngu yn lleied a phobol ond bydd modd eu gorffwrdd gyfeithol.

Beth fydd yn digwydd ar ôl 2023?

Pan fydd y terfyn o'lymder ledled Cymru yn newid y ffyrddyn nesaf, bydd pob arwydd 20 mya a marcâu ffordd yn cael eu dileu. Yn hytrach, bydd arwyddion newydd wedi'u gosod ar y rhannau o'r rhydwedi ffyrdd a fydd yn parhau ar 30 mya. Os oes goluwadau styd ar ffordd, heb arwyddion terfyn o'lymder, dylai gyrrwyr ddybio mai 20 mya yw'r terfyn o'lymder.

Bydd rhai ffyrdd yn aros ar 30 mya ac wedi'u nodi gan ddefnyddio amrywiaeth o ddulliau gan gynnwys proses 'ethriadau' arbennig a gwybodaeth leol.

Mae Llywodraeth Cymru yn gweithio'n agos gyda GoSafe sy'n gorffodi terfynau o'lymder yng Nghymru i sicrhau bod y terfynau o'lymder newydd yn cael eu parhau a bod newid ymddygiad gyrrwyr yn cael ei gefnogi.



Banners Located Outside Schools

Slower speeds benefit the community

Introducing 20mph to Llanelli North

Business and School Communication Pack

To support the introduction of the new 20mph speed limit in Llanelli North, as part of Phase 1 of the National Rollout to make most residential areas in Wales 20mph, we have put this toolkit together, to assist you with informing staff, customers and parents of the changes and the benefits the new speed limit brings to you and the community.

Reducing the speed limit will help make the area safer for people to use more sustainable modes of transport, noise of traffic will reduce, and people will feel more confident to walk and cycle within the community rather than use their vehicles.

We would be grateful if you could show your support of the scheme by displaying posters, making the newsletter available, sharing messages with colleagues, customers and parents via email and social media, and generally highlighting the benefits of the new limit.

Digital versions of this toolkit, poster and newsletter are available by emailing roadsafety@carmarthenshire.gov.uk

Further information regarding the rollout is available on our website www.carmarthenshire.gov.wales/roadsafety

You can also tag us on Facebook [@Carmarthenshireroadsafety](https://www.facebook.com/Carmarthenshireroadsafety) Instagram, [@Carmarthenshireroadsafety](https://www.instagram.com/Carmarthenshireroadsafety) and Twitter [@Carmsroadsafety](https://twitter.com/Carmsroadsafety) using #LlanelliNorth20s.

Together we can make the roads of Llanelli North safer for everyone.

Local Schools and Business Education Packs

Posters Distributed to Local Businesses, Community Halls, Libraries and Community Groups

Mae arafu o fudd i'n cymuned

Mae terfyn cyflymder o 20mya wedi'i gyflwyno yn yr ardal hon fel rhan o gynllun sy'n cael ei gyflwyno gan Lywodraeth Cymru

Slower speeds benefit the community

A 20mph speed limit has been introduced in this area as part of a Welsh Government rollout

- Llai o wrthdrawiadau a llai difrifol
- Strydoedd mwy diogel ar gyfer cerdded a beicio
- Arwain at fywydau iachach
- Gwell amgylchedd
- Creu cymdogaethau cryfach a hapusach

- Fewer collisions and reduces severity
- Safer streets for walking and cycling
- Leads to healthier lives
- A better environment
- Creates stronger, happier neighbourhoods

sirgar.llyw.cym.nu/diogelwchffyrdd
carmarthenshire.gov.wales/roadsafety

Lywodraeth Cymru
Welsh Government

Cyngor Sir Gâr
Carmarthenshire
County Council

Local Authority 'AdVan' Promotion/reminder to motorists travelling through the area (Cardiff North)



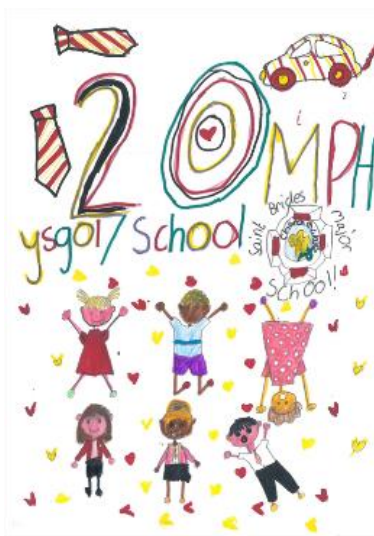
Local Authority Radio Ad Example



Cardiff Council - 20
mph Welsh V4.mp3

Local School Competitions

https://www.valeofglamorgan.gov.uk/en/our_council/press_and_communications/latest_news/2021/October/St-Brides-Major-Primary-Pupil-wins-road-safety-poster-competition.aspx



Appendix 3 – Responses to consultation plus proposed replies

Location Numbers refer to those used in Appendix 2 (the electronic map). Officers' recommendations follow each request (which is in italics).

1. Llanllwchaearn Community council:

- a. *Location refs. 70.1 & 170.2 Lôn Penrhiwgaled (opposite Penlôn i Parce) a 20mph restriction needs to be placed on the lane on the other side of the intersection where there is a row of about 10 houses and a request for another. A request to do so has already been received by local residents.*

The section of road referred to is currently subject to national speed limits, and so is outside the scope of this scheme. The request will have to be considered in the next speed limit review.

- b. *Location ref. 170.3 (Lôn y Felin, Pentre'r Bryn) would it be possible to add a new 'zone' buffer that would extend back towards Llety Castan/Llainwen*

The proposal here is simply to reduce an existing 30mph limit to 20mph, visibility onto the signage is good and speeds should in any case be low due to the road width. There is insufficient justification for an additional buffer limit at this time.

- c. *Location ref. 171.1 (Tro Cefngwyddyl) would it be possible to reduce the new buffer and the restriction on the estate to 20mph.*

A 30mph buffer limit is proposed here in advance of a new 20mph limit on the A486 through Cross Inn. There is insufficient building development fronting the A486 for it to qualify for a 20mph limit, and drivers may be less likely to respect the proposed 20mph limit if it were to start further out of Cross Inn. The limit on the estate road is proposed to co-ordinate with the limit on the A486, given the layout of the estate road there would seem to be no benefit to proposing a separate 20mph limit for that.

- d. *Location ref. 171.2 (Heol yr Efail, Cross Inn towards Caerwedros) Add a buffer of 30mph to the end of the caravan site land - i.e. before the dangerous bends and place 'Slow' signs on those bends.*

The proposal here is simply to reduce an existing 30mph limit to 20mph, visibility onto the signage is good and speeds should in any case be relatively low due to the road width. There is insufficient justification for an additional buffer limit at this time. The request for additional warning signage is outside the scope of this scheme, but in any case, there is no history of any Personal Injury Collisions

(PICs) on the bends referred to within the most recent 10 years for which records are available.

2. Llangoedmor Community Council:

- a. Location ref. 107.1... *wishes to raise a concern that the drop from 40 mph to 20mph at the outskirts of Llechryd when travelling east from Cardigan will be a significant reduction in speed within a relatively short distance. The Council would like to see additional signage on the approach to the start of the 20mph limit on this section of the A484*

There is good visibility onto the signage at this location and it is intended that a speed limit roundel marking be installed at this entrance to the new 20mph limit, and at the entrance when travelling west. It seems possible that the existing 40mph limit here may be reduced at the next speed limit review, depending on what is in the new guidance for setting local speed limits to be published by the WG.

3. Llangynfelyn Community Council (two responses received)

- a. *Location ref. 4.1 the proposed 30mph Buffer Zone due to be retained on the B4353 should in fact become 20mph as well. There have been complaints received in the past, by residents of Llanerch etc about vehicles speeding past their properties.*

Reducing the proposed 30mph buffer would not be appropriate on a section of road that has such low density development and nothing that may stimulate pedestrian movements. It might also reduce respect for the proposed 20mph limit closer to the junction with the A487. If drivers are not respecting the existing of 30mph limit on this section of road, they may be less likely to respect a 20mph limit on such an 'empty' section of road.

4. Lledrod Community Council:

- a. *Location refs. 60.2, 61.1, 61.2, 61.3, 61.5. 61.5 After a discussion regarding the document... there was strong opposition to what is being proposed... Everyone was in agreement that they are very happy with what is here already, and to keep the speeds as they are, with the exception of... to reduce the speed from 30 to 20 in front of Ysgol Rhos Helyg, Campus Rhos y Wlad in Bronant (Variable in school hours). and also add the speed from Ynys Fach (SY23 4TG) up to Nanteos (SY23 4JD) in accordance with your proposals in the Document.*

This is a national change to speed limits, and a case must be made for retaining any sections of existing 30mph limits. The WG is seeking to follow the World Health Organisation's Stockholm Declaration on Road Safety. The basic principle of this is that streets where pedestrians and/or cyclists and motor vehicles mix should be 20mph, except where strong evidence exists that higher speeds are

safe. Since there are records of 7 PICs in the most recent 10 years for which records are available on the section of the A485 that includes Lledrod and Bronant, it would seem that a case may not be made for the existing 30mph limits at these two settlements to be retained. Whilst the wishes of the Community Council are acknowledged, the Authority should therefore not abandon the proposed changes to speed limits as requested. Proceeding with the proposed 20mph limit at Bronant removes any necessity for a part time limit by the school, since the section of road will become subject to a full time 20mph limit.

5. Llanrhystud Community Council:

- a. *Location 35.3 We request that proposed 20 mph limit on B4337 be extended beyond entrance to Ystrad Teilo and up to the turning for Cwm Mabws*

The section of road in question has insufficient development fronting the highway to qualify for a 20mph limit, and is outside the existing 30mph limit, so is out of scope for this scheme. A 30mph buffer limit has been proposed for part of the section of road, extending that could undermine respect for the new 20mph further into Llanrhystud, where school pupils cross the road.

- b. *Location 35.8 We request that the Morfa road to the beach also becomes a 20mph limit road rather than a 30mph limit*

The proposed 30mph limit on this road co-ordinates with the speed limit intended on the A487 and removes the necessity for any terminal signage to be installed. Since there is now footway along this road, which has been subject to national limits for many years previously without any PIC history, there would not seem to be a case for making the new limit 20mph.

- c. *We request installation of speed indication signs to highlight changes to drivers and raise awareness*

All proposed speed limits will be signed in accordance with current regulations. It is intended that a roundel marking on red backing be installed on the B4337 at the entrance to the proposed 20mph speed limit. Regarding arrangements on the A487 Trunk Road through Llanrhystud, these are of course the responsibility of the WG.

6. Pontarfynach Community Council:

- a. *Location ref. 43.3 more signage to be placed of the speed limit around the school at Devil's Bridge as it is seen that motorists do not comply with the current speed limit when approaching and passing the school. It is suggested also that flashing lights informing motorists of their current speed would be an effective solution to reduce speed around Ysgol Gynradd Mynach.*

All new speed limits will be signed in accordance with current regulations. It is intended that a roundel marking on red backing be installed on the B4343 at the entrance to the proposed 20mph speed limit on the approach to the school from the south. Flashing amber lights and warning signs are already installed on the approaches to the school on the B4343, this arrangement seems adequate for drivers exercising due care and attention.

7. Llanfihangel Ystrad Community Council:

- a. *Location 173.2 To give consideration to extending the 20mph speed limit from Sycharth, Felinfach up to the old mart site in Ystrad Aeron – as this would include the entrances to the Farmers’ Co-op, the petrol station, and Vale of Aeron pub.*

A 20mph limit on the A482 has been proposed in Felinfach to cover the section by the existing school, in accordance with WG directions regarding schools. The rest of the A482 is currently covered by a 40mph limit and is therefore outside the scope of this scheme.

- b. *It was raised as well, if these changes were to happen, what measures would be in place to implement them?*

All proposed speed limits will be signed in accordance with current regulations. It is intended that a roundel marking on red backing be installed on the A482 at the southern entrance to the proposed 20mph speed limit. Features of alignment and width mean that approach speeds should already be low on the approach from the north.

8. Llandysiliogogo Community Council:

- a. *Location ref. 165.1 We ask if it would be possible for you to extend the new 20mph speed on the road from Caerwedros to Cross Inn a little towards a property called Argwm please*

This request is to extend the proposed 20mph limit by approximately 130m so that an isolated property and access would be included. Unfortunately including such an ‘empty’ section of road may be likely to reduce compliance further into the area of settlement, so the request should not be granted.

In addition to the above responses, some Community Councils expressed concerns regarding the level of respect that drivers may show for the proposed new speed limit arrangements. The recommended response to these concerns is as follows:

The Welsh Government’s intention is to encourage a change in driver culture in Wales, and a significant media campaign is aimed to encourage that. All new limits will be signed in accordance with regulations, but much

will depend on how drivers respond to the reduced speed limits.
Enforcement will of course be the responsibility of the police.

Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

An integrated tool to inform effective decision making



This **Integrated Impact Assessment tool** incorporates the principles of the Well-being of Future Generations (Wales) Act 2015 and the Sustainable Development Principles, the Equality Act 2010 and the Welsh Language Measure 2011 (Welsh Language Standards requirements) and Risk Management in order to inform effective decision making and ensuring compliance with respective legislation.

1. PROPOSAL DETAILS: (Policy/Change Objective/Budget saving)

Proposal Title	Ceredigion County Council (20 mph, 30 mph, 40 mph and 50 mph Speed Limits and Derestricted Roads) (Consolidation) Order 2014 (Various Locations Change to National Speed Limit) (Amendment Order No.23) 2023
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Service Area	Highways	Corporate Lead Officer	Rhodri Llwyd	Corporate Director	Barry Rees
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Name of Officer completing the IIA	Dafydd Evans	E-mail	Dafydd.Evans@ceredigion.gov.uk	Phone no	
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Please give a brief description of the purpose of the proposal

To seek authorisation for recommended replies to first stage consultation responses and to advertise proposed changes to speed limits on county roads in accordance with the change to the national speed limit being introduced by the Welsh Government in September 2023

Who will be directly affected by this proposal? (e.g. The general public, specific sections of the public such as youth groups, carers, road users, people using country parks, people on benefits, staff members or those who fall under the protected characteristics groups as defined by the Equality Act and for whom the authority must have due regard).

General road users

VERSION CONTROL: The IIA should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development, Welsh language and equality considerations wherever possible.

Author	Decision making stage	Version number	Date considered	Brief description of any amendments made following consideration
	<i>e.g. Budget Process, LG, Scrutiny, Cabinet etc.</i>			<i>This will demonstrate how we have considered and built in sustainable development throughout the evolution of a proposal. Have you considered and applied the sustainable development principle and Well-being Goals?</i>
Dafydd Evans	Implementation	1	February 2023	

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COUNCIL STRATEGIC OBJECTIVES: Which of the Council's Strategic Objectives does the proposal address and how?	
Boosting the Economy, supporting businesses and enabling employment	Safer access to services and opportunities for all road users, and safer movement of goods and people.
Creating caring and healthy communities	Safeguarding future access to services and opportunities for all, and encouraging modal shift to Active and Sustainable travel.
Providing the best start in life and enabling learning at all ages	Supports independence and learning, improved accessibility and personal mobility, and encouraging modal shift to Active and Sustainable travel for all age groups
Creating sustainable, green and well-connected communities	Supports more effective, safer and efficient movement of goods and people. Seeks to reduce associated environmental dis-benefits particularly in traffic-sensitive areas. Supports community resilience through safer access to services and opportunities within local communities, and through encouraging modal shift to Active and Sustainable travel.

NOTE: As you complete this tool you will be asked for **evidence to support your views**. These need to include your baseline position, measures and studies that have informed your thinking and the judgement you are making. It should allow you to identify whether any changes resulting from the implementation of the recommendation will have a positive or negative effect. Data sources include for example:

- *Quantitative data - data that provides numerical information, e.g. population figures, number of users/non-users*
- *Qualitative data – data that furnishes evidence of people's perception/views of the service/policy, e.g. analysis of complaints, outcomes of focus groups, surveys*
- *Local population data from the census figures (such as Ceredigion Welsh language Profile and Ceredigion Demographic Equality data)*
- *National Household survey data*
- *Service User data*
- *Feedback from consultation and engagement campaigns*
- *Recommendations from Scrutiny*
- *Comparisons with similar policies in other authorities*
- *Academic publications, research reports, consultants' reports, and reports on any consultation with e.g. trade unions or the voluntary and community sectors, 'Is Wales Fairer' document.*
- *Welsh Language skills data for Council staff*



2. SUSTAINABLE DEVELOPMENT PRINCIPLES: How has your proposal embedded and prioritised the five sustainable development principles, as outlined in the Well-being of Future Generations (Wales) Act 2015, in its development?			
Sustainable Development Principle	Does the proposal demonstrate you have met this principle? If yes, describe how. If not, explain why.	What evidence do you have to support this view?	What action (s) can you take to mitigate any negative impacts or better contribute to the principle?
Long Term Balancing short term need with long term and planning for the future.	<ul style="list-style-type: none"> This proposal forms part of a change to the national speed limit being introduced by the Welsh Government Future implications will be partly determined by levels of compliance, car ownership, levels of public transport infrastructure provision and service patronage 	Evidence from the Welsh Government suggests that although there may be some opposition to the change to the national speed limit, the majority of those in Wales are in support	<ul style="list-style-type: none"> Change to the national speed limit is to increase road safety, to encourage modal shift, Active and Sustainable travel. County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting.
Collaboration Working together with other partners to deliver.	<ul style="list-style-type: none"> Work with the emergency services and other road user groups 	<ul style="list-style-type: none"> Evidence from stakeholder engagement via statutory consultation 	<ul style="list-style-type: none"> Enforcement will be by Dyfed Powys Police
Involvement Involving those with an interest and seeking their views.	<ul style="list-style-type: none"> Consultation undertaken according to statutory requirements for Traffic Regulation Orders as set out in The Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 relating to the Traffic Regulation Act 1984 as well as County Council Corporate Engagement Policy and procedures. Statutory provision enables formal objection process and requirement for County Council to consider these objections prior to implementation. Outcome of objections will be determined by Cabinet and recorded in public minutes. The Traffic 	<ul style="list-style-type: none"> Local Members, emergency services and general public ahead of the proposed changes. Notices placed on site and information published in the local Press, on the County Council's Social Media and Internet pages. National publicity campaign to be undertaken by the Welsh Government. Consultation will include local businesses, 	<ul style="list-style-type: none"> Ongoing monitoring of impact of these changes – including correspondence and representations from public, stakeholders and partner agencies. County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting.

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	<p>Regulation Order will be made and advertised with full information placed within the public domain.</p> <ul style="list-style-type: none"> • Ceredigion County Council consultation and engagement policies and procedures will be followed throughout the process as they relate to all highway users 	<p>employers and service providers including local bus companies.</p> <ul style="list-style-type: none"> • Consultation will include other public local authority service areas whose services to general public and people with protected characteristics may be affected – such as schools, colleges. 	
<p>Prevention Putting resources into preventing problems occurring or getting worse.</p>	<ul style="list-style-type: none"> • The proposal will seek to address any existing concerns by improving access, addressing road safety concerns and improve the efficient movement of people and goods. • Particular issues that will be addressed include safety of the most vulnerable road users (pedestrians, cyclists, children and older people and those with a range of physical or mental disabilities). 	<ul style="list-style-type: none"> • Outcome of formal consultation with emergency services, Local Members, Community/Town Councils, road user groups and the general public 	<ul style="list-style-type: none"> • Change to the national speed limit is to increase road safety, to encourage modal shift, Active and Sustainable travel. • County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting.
<p>Integration Positively impacting on people, economy, environment and culture and trying to benefit all three.</p>	<ul style="list-style-type: none"> • Engagement and discussions with large number of organisations, groups and individuals, advertisement of proposed changes and formal process for receiving and responding to any objections, comments or suggestions. 	<ul style="list-style-type: none"> • Outcome of statutory consultation 	<ul style="list-style-type: none"> • Change to the national speed limit is to increase road safety, to encourage modal shift, Active and Sustainable travel. • County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting.



3. WELL-BEING GOALS: Does your proposal deliver any of the seven National Well-being Goals for Wales as outlined on the Well-being of Future Generations (Wales) Act 2015? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. We need to ensure that the steps we take to meet one of the goals aren't detrimental to meeting another.

Well-being Goal	Does the proposal contribute to this goal? Describe the positive or negative impacts-	What evidence do you have to support this view?	What action (s) can you take to mitigate any negative impacts or better contribute to the goal?
<p>3.1. A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs.</p>	<ul style="list-style-type: none"> • Change to the national speed limit is to increase road safety, to encourage modal shift, Active and Sustainable travel. • The proposal will ensure the efficient use of public resources – both within the County Council and those of other public agencies such as Police. • The proposals will benefit all road users, local businesses and service providers by providing safer and more sustainable use of the public highway. • The proposals will contribute to a more vibrant and sustainable local and national economy. • Materials will be sourced and installed using local contractors, thus helping to safeguard jobs within the public and private sectors. 	<ul style="list-style-type: none"> • Proposed programme of works that is based upon: <ul style="list-style-type: none"> ○ Outcome of engagement process; and ○ Consideration and determination of any objections, comments or further proposals received. 	<p>Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting.</p>
<p>3.2. A resilient Wales Maintain and enhance biodiversity and ecosystems that support</p>	<ul style="list-style-type: none"> • Change to the national speed limit is to increase road safety, to 	<ul style="list-style-type: none"> • Improved road safety. 	<ul style="list-style-type: none"> • Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance

Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

An integrated tool to inform effective decision making



<p>resilience and can adapt to change (e.g. climate change).</p>	<p>encourage modal shift, Active and Sustainable travel.</p> <ul style="list-style-type: none"> • Proposal seeks to contribute towards reducing emissions from transport and travel across the County and in the most traffic-sensitive areas. • Positive impact upon biodiversity intended by the Welsh Government as emissions will be reduced through modal shift 		<p>to be published by the Welsh Government, resources permitting.</p> <ul style="list-style-type: none"> • Response to any issues raised through correspondence from public, stakeholders and delivery partners.
<p>3.3. A healthier Wales People's physical and mental wellbeing is maximised and health impacts are understood.</p>	<ul style="list-style-type: none"> • Change to the national speed limit is to increase road safety, to encourage modal shift, Active and Sustainable travel. • Public and stakeholder engagement has enabled the views of providers of health and wellbeing services to be considered • Links to Active Travel provision, leisure and recreational opportunities (National Cycle Network, public rights of way, Coastal Path, tourism). 	<ul style="list-style-type: none"> • Outcome of engagement process and proposed work programme. 	<ul style="list-style-type: none"> • Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. • Response to any issues raised through correspondence from public, stakeholders and delivery partners.
<p>3.4. A Wales of cohesive communities Communities are attractive, viable, safe and well connected.</p>	<ul style="list-style-type: none"> • Change to the national speed limit is to increase road safety, to encourage modal shift, Active and Sustainable travel. • Proposal supports continued economic, social and cultural viability of towns and local 	<ul style="list-style-type: none"> • Outcome of engagement process and proposed work programme. • Involvement of Local Members and public throughout process. 	<ul style="list-style-type: none"> • Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting.



	communities across the County through improved road safety.		<ul style="list-style-type: none"> Response to any issues raised through correspondence from public, stakeholders and delivery partners.
<p>3.5. A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental well-being.</p>	<ul style="list-style-type: none"> Following statutory consultation, the proposal seeks to contribute towards reducing emissions, of nitrogen oxide, carbon monoxide, hydrocarbons etc. 	<ul style="list-style-type: none"> Change to the national speed limit is to increase road safety, to encourage modal shift, Active and Sustainable travel. 	<ul style="list-style-type: none"> Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. Response to any issues raised through correspondence from public, stakeholders and delivery partners.

<p>3.6. A more equal Wales People can fulfil their potential no matter what their background or circumstances.</p> <p><i>In this section you need to consider the impact on equality groups, the evidence and any action you are taking for improvement.</i> <i>You need to consider how might the proposal impact on equality protected groups in accordance with the Equality Act 2010?</i> <i>These include the protected characteristics of age, disability, gender reassignment, marriage or civil partnership, pregnancy or maternity, race, religion or beliefs, gender, sexual orientation.</i> Please also consider the following guide:: Equality Human Rights - Assessing Impact & Equality Duty</p>	<p>Describe why it will have a positive/negative or negligible impact.</p> <p><i>Using your evidence consider the impact for each of the protected groups. You will need to consider do these groups have equal access to the service, or do they need to receive the service in a different way from other people because of their protected characteristics. It is not acceptable to state simply that a proposal will universally benefit/disadvantage everyone. You should demonstrate that you have considered all the available evidence and address any gaps or disparities revealed.</i></p>	<p>What evidence do you have to support this view?</p> <p><i>Gathering Equality data and evidence is vital for an IIA. You should consider who uses or is likely to use the service. Failure to use <u>data</u> or <u>engage</u> where change is planned can leave decisions open to legal challenge. Please link to involvement box within this template. Please also consider the general guidance.</i></p>	<p>What action (s) can you take to mitigate any negative impacts or better contribute to positive impacts?</p> <p><i>These actions can include a range of positive actions which allows the organisation to treat individuals according to their needs, even when that might mean treating some more favourably than others, in order for them to have a good outcome. You may also have actions to identify any gaps in data or an action to engage with those who will/likely to be effected by the proposal. These actions need to link to Section 4 of this template.</i></p>
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Age Do you think this proposal will have a positive or a negative impact on people because of their age? (Please tick ✓)			
Children and Young People up to 18	Positive	Negative	None/ Negligible
	✓		
People 18-50	Positive	Negative	None/ Negligible
	✓		
Older People 50+	Positive	Negative	None/ Negligible
	✓		

<ul style="list-style-type: none"> Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. 	<ul style="list-style-type: none"> Census data shows that Ceredigion has an ageing population and high levels of private car ownership and access to services and opportunities by public transport is limited in rural areas beyond main transport corridors. The proposal will assist in facilitating safer access within town and village centres, where services are located. The proposal also seeks to provide a safer environment for the most vulnerable road users including younger, older and people of all ages with a range of mental or physical disabilities or mobility problems. The proposal is the result of the outcome of the statutory consultation process which seeks and considers the views of organisations and individuals representing people with the full range of protected characteristics as well as the general public, 	<ul style="list-style-type: none"> Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. Response to any issues raised through correspondence from public, stakeholders and delivery partners.
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				stakeholders and partner agencies.			
<p>Disability Do you think this proposal will have a positive or a negative impact on people because of their disability? (Please tick ✓)</p>				<ul style="list-style-type: none"> Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. Proposed changes will benefit all disability groups through increased road safety Clear and simple regulations, signage and associated road markings 			
Hearing Impairment	Positive ✓	Negative	None/ Negligible			<ul style="list-style-type: none"> Census data shows that Ceredigion has an ageing population and high levels of private car ownership and access to services and opportunities by public transport is limited in rural areas beyond main transport corridors. The proposal will assist in facilitating safer access within town and village centres, where services are located. The proposal also seeks to provide a safer environment for the most vulnerable road users including younger, older and people of all ages with a range of mental or physical disabilities or mobility problems. The proposal is the result of the outcome of the statutory consultation process which seeks and considers the views of organisations and individuals representing people with the full range 	
Physical Impairment	Positive ✓	Negative	None/ Negligible				
Visual Impairment	Positive ✓	Negative	None/ Negligible				
Learning Disability	Positive ✓	Negative	None/ Negligible				
Long Standing Illness	Positive ✓	Negative	None/ Negligible				
Mental Health	Positive ✓	Negative	None/ Negligible				
Other	Positive ✓	Negative	None/ Negligible				

Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

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					of protected characteristics as well as the general public, stakeholders and partner agencies.			
Transgender Do you think this proposal will have a positive or a negative impact on transgender people? (Please tick ✓)				Positive Negative None/ Negligible	✓	• Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. • As with people with other protected characteristics, the proposals will have positive impact on transgender people. The improvement in road safety will benefit all road users.	• The benefits of the proposal will benefit transgender people alongside all other road users.	• Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. • Response to any issues raised through correspondence from public, stakeholders and delivery partners.
Transgender								
Marriage or Civil Partnership Do you think this proposal will have a positive or a negative impact on marriage or Civil partnership? (Please tick ✓)				Positive Negative None/ Negligible	✓	• Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. • As with people with other protected characteristics, the proposals will have positive impact on transgender people. The improvement in road safety will benefit all road users.	• The benefits of the proposed programme will benefit those in a marriage or civil partnership alongside all other road users.	• Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. • Response to any issues raised through correspondence from public, stakeholders and delivery partners.
Marriage								
Civil partnership								

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Pregnancy or Maternity Do you think this proposal will have a positive or a negative impact on pregnancy or maternity? (Please tick ✓)				<ul style="list-style-type: none"> Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. As with people with other protected characteristics, the proposals will generally have positive impact on Pregnancy and Maternity. The improvements will benefit all road users. 	<ul style="list-style-type: none"> The benefits of the proposal will benefit Pregnancy and Maternity groups alongside all other road users. 	<ul style="list-style-type: none"> Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. Response to any issues raised through correspondence from public, stakeholders and delivery partners.
Pregnancy	Positive	Negative	None/ Negligible			
	✓					
Maternity	Positive	Negative	None/ Negligible			
	✓					

Race Do you think this proposal will have a positive or a negative impact on race? (Please tick ✓)				<ul style="list-style-type: none"> Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. As with people with other protected characteristics, the proposals will generally have positive impact on Race. The improvements will benefit all road users regardless of Race. 	<ul style="list-style-type: none"> The benefits of the proposal will benefit people of all Races alongside all other road users. 	<ul style="list-style-type: none"> Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. Response to any issues raised through correspondence from public, stakeholders and delivery partners.
White	Positive	Negative	None/ Negligible			
	✓					
Mixed/Multiple Ethnic Groups	Positive	Negative	None/ Negligible			
	✓					
Asian / Asian British	Positive	Negative	None/ Negligible			
	✓					
Black / African / Caribbean / Black British	Positive	Negative	None/ Negligible			
	✓					
Other Ethnic Groups	Positive	Negative	None/ Negligible			
	✓					

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Religion or non-beliefs			
Do you think this proposal will have a positive or a negative impact on people with different religions, beliefs or non-beliefs? (Please tick ✓)			
Christian	Positive	Negative	None/ Negligible
	✓		
Buddhist	Positive	Negative	None/ Negligible
	✓		
Hindu	Positive	Negative	None/ Negligible
	✓		
Humanist	Positive	Negative	None/ Negligible
	✓		
Jewish	Positive	Negative	None/ Negligible
	✓		
Muslim	Positive	Negative	None/ Negligible
	✓		
Sikh	Positive	Negative	None/ Negligible
	✓		
Non-belief	Positive	Negative	None/ Negligible
	✓		
Other	Positive	Negative	None/ Negligible
	✓		

- Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel.
- As with people with other protected characteristics, the proposals will generally have positive impact on people with different religions, beliefs or non-beliefs. The improvements will benefit and not discriminate between all road users regardless of religion, belief or non-belief.

- The benefits of the proposed programme will benefit people of all religions and non-beliefs alongside all other road users.

- Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting.
- Response to any issues raised through correspondence from public, stakeholders and delivery partners.

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Sex Do you think this proposal will have a positive or a negative impact on men and/or women? (Please tick ✓)				<ul style="list-style-type: none"> • Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. • As with people with other protected characteristics, the proposals will generally have positive impact on gender. The improvements will benefit all road users regardless of gender. 	<ul style="list-style-type: none"> • The benefits of the proposal will benefit all road users, regardless of gender. 	<ul style="list-style-type: none"> • Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. • Response to any issues raised through correspondence from public, stakeholders and delivery partners.
Men	Positive	Negative	None/ Negligible			
	✓					
Women	Positive	Negative	None/ Negligible			
	✓					

Sexual Orientation Do you think this proposal will have a positive or a negative impact on people with different sexual orientation? (Please tick ✓)				<ul style="list-style-type: none"> • Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. • As with people with other protected characteristics, the proposals will generally have positive impact on people with different sexual orientation. The improvements will benefit all road users regardless of sexual orientation. 	<ul style="list-style-type: none"> • The benefits of the proposal will benefit all road users, regardless of sexual orientation. 	<ul style="list-style-type: none"> • Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. • Response to any issues raised through correspondence from public, stakeholders and delivery partners.
Bisexual	Positive	Negative	None/ Negligible			
	✓					
Gay Men	Positive	Negative	None/ Negligible			
	✓					
Gay Women / Lesbian	Positive	Negative	None/ Negligible			
	✓					
Heterosexual / Straight	Positive	Negative	None/ Negligible			
	✓					



Having due regards in relation to the three aims of the Equality Duty - determine whether the proposal will assist or inhibit your ability to eliminate discrimination; advance equality and foster good relations.

3.6.2. How could/does the proposal help advance/promote equality of opportunity?

You should consider whether the proposal will help you to:

- Remove or minimise disadvantage
- To meet the needs of people with certain characteristics
- Encourage increased participation of people with particular characteristics

Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel, and is thus intended to be generally beneficial.

3.6.3. How could/does the proposal/decision help to eliminate unlawful discrimination, harassment, or victimisation?

You should consider whether there is evidence to indicate that:

- The proposal may result in less favourable treatment for people with certain characteristics
- The proposal may give rise to indirect discrimination
- The proposal is more likely to assist or impeded you in making reasonable adjustments

It is not anticipated that the proposal will have any negative impacts resulting in unlawful discrimination, harassment or victimisation.

3.6.4. How could/does the proposal impact on advancing/promoting good relations and wider community cohesion?

You should consider whether the proposal will help you to:

- Tackle prejudice
- Promote understanding

The proposal is to ensure safe and expeditious movement of vehicles and people. It will contribute towards safer use of public highway within the public highway and improved economic, social and cultural viability and sustainability of local communities.

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3.7. A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh Language are promoted and protected. <i>In this section you need to consider the impact, the evidence and any action you are taking for improvement. This in order to ensure that the opportunities for people who choose to live their lives and access services through the medium of Welsh are not inferior to what is afforded to those choosing to do so in English, in accordance with the requirement of the Welsh Language Measure 2011.</i>				Describe why it will have a positive/negative or negligible impact.	What evidence do you have to support this view?	What action (s) can you take to mitigate any negative impacts or better contribute to positive impacts?
Will the proposal be delivered bilingually (Welsh & English)?	Positive	Negative	None/ Negligible	<ul style="list-style-type: none"> • Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. • Engagement and public notices to be provided bilingually. • Engagement and any changes implemented will be provided bilingually. • Service operates a bilingual policy in respect of communication with members of the public and within the workplace. 	<ul style="list-style-type: none"> • All engagement as part of the Review has been conducted bilingually and followed Ceredigion County Council corporate policy. • All textual signs will be bilingual and follow Ceredigion County Council and Welsh Government guidelines in this matter. • County Council Welsh Language Scheme. 	<ul style="list-style-type: none"> • Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. • Response to any issues raised through correspondence from public, stakeholders and delivery partners. • Bilingual policies and staff.
	✓					
Will the proposal have an effect on opportunities for	Positive	Negative	None/ Negligible			

Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

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<p>persons to use the Welsh language?</p>	✓			<ul style="list-style-type: none"> • Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. • Engagement and public notices to be provided bilingually. • Engagement and any changes implemented will be provided bilingually. • Service operates a bilingual policy in respect of communication with members of the public and within the workplace. 	<ul style="list-style-type: none"> • All engagement as part of the Review has been conducted bilingually and followed Ceredigion County Council corporate policy. 	<ul style="list-style-type: none"> • Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. • Response to any issues raised through correspondence from public, stakeholders and delivery partners. • Bilingual policies and staff.
<p>Will the proposal increase or reduce the opportunity for persons to access services through the medium of Welsh?</p>	Positive	Negative	None/ Negligible	<ul style="list-style-type: none"> • Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. • Engagement and public notices to be provided bilingually. • Engagement and any changes implemented 	<ul style="list-style-type: none"> • All engagement as part of the Review has been conducted bilingually and followed Ceredigion County Council corporate policy. 	<ul style="list-style-type: none"> • Ongoing monitoring and County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. • Response to any issues raised through correspondence from public, stakeholders and delivery partners.
			✓			

Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

An integrated tool to inform effective decision making



				<p>will be provided bilingually.</p> <ul style="list-style-type: none"> • Service operates a bilingual policy in respect of communication with members of the public and within the workplace. The proposal will help facilitate safer and more sustainable access to a range of services and opportunities provided by other County Council service areas, external organisations and agencies. • However, it should be noted that the change to speed limits will not in themselves necessarily increase or reduce the opportunities through the Welsh language and those opportunities will be beyond the scope of this proposal. 		<ul style="list-style-type: none"> • Bilingual policies and staff.
How will the proposal treat the Welsh language	Positive	Negative	None/ Negligible			

Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

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no less favourably than the English language?		✓			<ul style="list-style-type: none"> • Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. • Engagement and public notices to be provided bilingually. • Engagement and any changes implemented will be provided bilingually. • Service operates a bilingual policy in respect of communication with members of the public and within the workplace. 	<ul style="list-style-type: none"> • All engagement as part of the Review has been conducted bilingually and followed Ceredigion County Council corporate policy. • All textual signs will be bilingual and follow Ceredigion County Council and Welsh Government guidelines in this matter. 	<ul style="list-style-type: none"> • County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. • Response to any issues raised through correspondence from public, stakeholders and delivery partners. • Bilingual policies and staff.
Will it preserve promote and enhance local culture and heritage?	Positive	Negative	None/ Negligible	<ul style="list-style-type: none"> • Change to the national speed limit is to generally increase road safety, to encourage modal shift, Active and Sustainable travel. 	<ul style="list-style-type: none"> • All engagement as part of the Review has been conducted bilingually and followed Ceredigion County Council corporate policy. It has also included local and 	<ul style="list-style-type: none"> • County-wide review of speed limits broadly in line with new guidance to be published by the Welsh Government, resources permitting. • Response to any issues raised through 	

Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

An integrated tool to inform effective decision making



	✓			<ul style="list-style-type: none"> • Engagement and public notices to be provided bilingually. • Engagement and any changes implemented will be provided bilingually. • Service operates a bilingual policy in respect of communication with members of the public and within the workplace. • It should be noted that the change to speed limits will not necessarily preserve, promote or enhance local culture or heritage as these will be beyond the scope of this proposal. It will however contribute towards safer and more sustainable access to local cultural and heritage facilities. 	<p>national organisations promoting culture and heritage.</p>	<p>correspondence from public, stakeholders and delivery partners.</p> <ul style="list-style-type: none"> • Bilingual policies and staff.
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4. STRENGTHENING THE PROPOSAL: If the proposal is likely to have a negative impact on any of the above (including any of the protected characteristics), what practical changes/actions could help reduce or remove any negative impacts as identified in sections 2 and 3?

4.1 Actions.

What are you going to do?	When are you going to do it?	Who is responsible?	Progress

4.2. If no action is to be taken to remove or mitigate negative impacts please justify why.
(Please remember that if you have identified unlawful discrimination, immediate and potential, as a result of this proposal, the proposal must be changed or revised).

This change to on-street parking is to ensure safe and expeditious movement of vehicles and people. Engagement and public notices to be provided bilingually. There are no negative impacts identified as part of this IIA for the review process and proposed work programme to deliver this change to on-street parking. It is understood that the proposed change will benefit all existing and future road users through improvements to safety and access/ availability. The impact of the proposed change will however be monitored and specific remedial actions taken should these be deemed necessary. Following implementation, a further scheduled review including full community engagement is scheduled to take place in 2023/24 subject to available resources.

4.3. Monitoring, evaluating and reviewing.
How will you monitor the impact and effectiveness of the proposal?

The impact of the proposed change will be monitored and specific remedial actions may be considered if necessary, although it should be noted that this change to on-street parking is to ensure safe and expeditious movement of vehicles and people. Following implementation, a further scheduled review including full community engagement is to take place in 2023/24 subject to available resources. Incoming correspondence and representations will be considered alongside available traffic data and information from Civil Parking enforcement and the Police.

Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

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5. RISK: What is the risk associated with this proposal?					
Impact Criteria	1 - Very low	2 - Low	3 - Medium	4 - High	5 - Very High
Likelihood Criteria	1 - Unlikely to occur	2 - Lower than average chance of occurrence	3 - Even chance of occurrence	4 - Higher than average chance of occurrence	5 - Expected to occur
Risk Description	Impact (severity)		Probability (deliverability)		Risk Score <i>Probability x Impact</i>
Cabinet non-approval of proposal	5		1		5
Physical constraints to proposed changes at specific locations	2		2		1
Availability of grant funding to cover full costs once known	4		2		1
Availability of contractors to deliver programme of physical works within planned timescale	5		5		3
Does your proposal have a potential impact on another Service area?					
CCC Highways Maintenance – maintenance of the highway asset					
CCC – Economy and Performance – safer access for all to facilities, services and opportunities					

6. SIGN OFF			
Position	Name	Signature	Date
Traffic, Safety and Development Manager	Chris Wilson		
Service Manager – Highways Development	Steve Hallows		
Corporate Manager - Highways	Phil Jones		
Corporate Lead Officer	Rhodri Llwyd		
Corporate Director	Barry Rees		
Portfolio Holder	Cllr Keith Henson		