

CEREDIGION COUNTY COUNCIL

Report to: Cabinet

Date of meeting: 06/06/2023

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.

Purpose of the report: To seek authorisation for recommended replies to public consultation responses and to proceed with implementation of changes to speed limits on county roads associated with 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) is reducing 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, which involves full statutory consultation

On 14th February (Minute 157) Cabinet authorised the advertising of proposals on county roads to the public. Public consultation was conducted between 5th-28th April and 76 items of correspondence were received, including 54 objections. (2 of these after the end of the consultation period). The rest were either expressions of support or requests that are outside the scope of this scheme (e.g., requests for lowering existing 40mph limits at settlements).

Approval is now sought for officers to provide the recommended responses to objections and requests for additional changes received as part of the public consultation process as detailed in Appendix 2, and to proceed with making the necessary Traffic Regulation Order, the publication of a Notice of Making in the Press, and implementation of the proposed changes.

Wellbeing of Future Generations:	Has an Integrated Impact Assessment been completed? If, not, please state why	Yes, previously submitted to Cabinet on 14 th February
	Summary: Long term:	Forms part of national policy being introduced by the Welsh Government

- Collaboration:** Coordination with emergency services and other road user groups.
- Involvement:** Compliant with requirements of Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and local policies and procedures.
- Prevention:** Improves the safe movement of people and goods, encourages Active and Sustainable travel.
- Integration:** Formal process to advertise and make Traffic Regulation Order and ongoing monitoring of impacts to ensure alignment with this principle.

- Recommendation(s):**
- i. Cabinet to note officers' responses to objections received;
Cabinet approve:
 - ii. a) the making of the necessary Traffic Regulation Order; and
 - iii. b) the publication of a subsequent Notice of Making in the local press to this effect and implementation of the new speed limits.

Reasons for decision: The justification of 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

National policy enacted under The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 (approved by the Senedd in July 2022) and associated Llwybr Newydd: the Wales transport strategy (2021) and National Transport Delivery Plan 2022-2027.
See also
https://www.gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf
and
<https://www.gov.wales/sites/default/files/publications/2023-02/national-transport-delivery-plan-2022to2027.pdf>)

Corporate Well-being Objectives: Boosting the Economy, Supporting Businesses and Enabling Employment
Creating Caring and Healthy Communities

Providing the Best Start in Life and Enabling Learning at All Ages
Creating Sustainable, Green and Well-connected Communities

Finance and Procurement implications:	All capital set-up costs will be met by the Welsh Government through grant funding received for the 2021/22 and 2022/23 financial years. Maintenance will be funded through the annual Revenue Highways Maintenance budget
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):	All new signage must be installed prior to the change to the national speed limit on September 17 th , 2023, and new road marking speed limit roundels must be installed within a maximum of 6 months following the change.
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:	Appendix 1 – Link: Changes to the National Speed Limit (ceredigion.gov.uk) (Electronic Map showing the extents of all existing and proposed new speed limits, plus location number spreadsheet. (Recommended to be opened in either Microsoft Edge, Chrome, or Firefox) Appendix 2 – Responses to consultation with Officers' recommended replies Appendix 3 - Integrated Impact Assessment
Corporate Lead Officer:	Rhodri Llwyd, Corporate Lead Officer - Highways and Environmental Services
Reporting Officer:	Tom Delph-Janiurek
Date:	11/05/23

Appendix 2

Summary of objections received during public consultation on proposals included in the national change to the speed limit

Some text in the objections has been redacted to protect individual identities. Each objection has been allocated a reference number. Requests for extensions/additions to proposed new speed limit arrangements have been regarded as objections to the proposals.

Recommended responses to points raised in correspondence received and recommendations for each location are in **bold** underneath objections. These responses will form the basis of formal replies to correspondence received, informing the authors of the outcome of their objections and requests.

A484

1.

I'm submitting objection to introducing new speed limits on A484.

The speed reduction will be an additional expense for a main road that is safe already.

It is recommended that this objection be over-ruled. It is not clear exactly which proposals for the A484 may be the subject of this objection, as the road extends from Cardigan to Cenarth. However, proposed new 20mph limits in Llechryd and Cenarth include sections of road on which there are records of 6 collisions involving personal injuries (PICs) in the most recent 5 years.

ADPAR

2.

I wish to object to your 20mph restriction especially in Adpar.

1. There is no reason for this as it is not an accident hotspot.

2. If you live in a property facing an A road or B road then you should behave responsibly and give way to traffic already on the road.

3. Cyclists should abide by the law. Cutting out from drives or side roads while making gestures to drivers should not be allowed.

4. Air pollution will increase as motors have been designed to work more efficiently at 30 mph.

5. Pedestrians should be reminded that speed limits painted on the carriageway do not constitute a pedestrian crossing. They do it now.

With rights come responsibility and I will continue to drive safely and expect other road users to do the same.

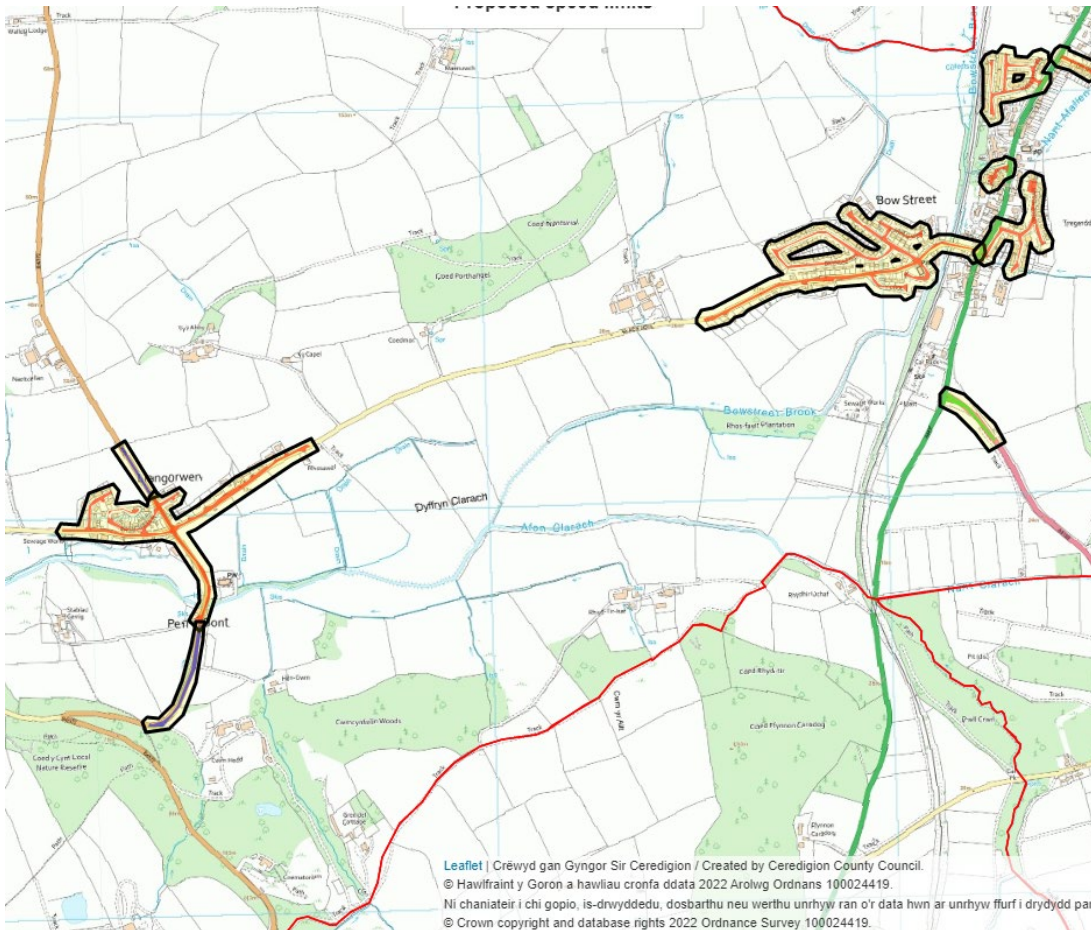
It is recommended that this objection be over-ruled. The proposed change is part of national policy in Wales and Welsh Government predict that it will increase safety and not increase air pollution. Responsibility for enforcement of all road users acting with due care and attention on public highway rests with the police.

BOW STREET

3.

In relation to the proposed speed limit changes on the road between Bow Street and Clarach I would like to suggest that the limit be reduced from national speed limit to 40mph on the stretch between the two new proposed 20mph limit zones at the Bow Street and Clarach Llangorwen ends. The road is not suitable for driving above 40mph due to bends affecting visibility and the width of the road. Reducing the speed limit would encourage cycling and walking along this important route to the coast for local residents and reduce the large disparity between a 20mph zone and 60mph zone over less than a mile of road.

In addition, given a residential property lies just outside (~50m) the currently proposed 20 mph zone at the Bow Street end of this road, it would make sense to extend the 20mph zone to include that property so as not to exclude some residents from the benefits of safety for children walking or cycling to the playground up the road by the bridge over the railway, next to Bryncastell.



It is recommended that these requests be declined for the following reasons. The Welsh Government scheme is to lower existing 30mph limits to 20mph (as shown in red above), therefore the section of road between Bow Street and Clarach currently subject to national speed limits is outside scope and cannot be included. This section of road will be included in the anticipated review of speed limits in line with new Welsh Government guidance once this is published.

Extending the proposed 20mph limit at the Bow Street end to include one private access would mean including an 'empty' section with no building development fronting the road, and so could be likely to undermine respect for the limit due to the lack of visual reinforcement for its need. It is therefore recommended that the speed limit arrangement by this access is included in the anticipated review.

BORTH

4.

I would like to register my objection to the proposed reduction of the speed limit through Borth from 30mph to 20mph. This seems to be a general thing over the whole of Wales and is being imposed in an apparently arbitrary manner. It is supposed to be on safety grounds but in Borth we have not had a fatal accident within the village limits for 40 years. The last one was a child of 5 (Keith Farnell) who jumped out of his

parent's car and ran across the road into the path of another vehicle at Christmas 1983. It is already difficult to keep businesses going in this village, especially as the tourist season is now so short. In fact the whole of Wales has this problem, and making it more difficult and time consuming to get about is only going to have a detrimental effect on our economy during an already difficult period. My own home in Caewern, Glanwern, Borth is actually a private road but appears to be covered by your blanket proposal on the maps posted around the village. It is not a public road so presumably should not be included? The road is too short for it to make any difference but I have been told by a solicitor that Ceredigion do not have jurisdiction over it.

5.

I am amazed that I need to register my objection to the proposed reduction of the speed limit through Borth from 30mph to 20mph. This proposal seems to be a general thing over the whole of Wales and is being imposed in an apparently arbitrary manner. I have already written to my Senedd representative, Elin Jones, in relation to this, stating my disapproval.

I have been informed that we have not had a fatal accident within the village limits for 40 years. The last one was a child of 5 (Keith Farnell) who jumped out of his parent's car and ran across the road into the path of another vehicle at Christmas 1983. This was little to do with speed but a child running into traffic back when cars were of a different and more sturdy design.

It is already difficult to keep businesses going in this village, especially as the tourist season is now so short. In fact the whole of Wales has this problem, and making it more difficult and time consuming to get about is only going to have a detrimental effect on our economy during an already difficult period.

I hope that you will seriously reconsider this on both a local and regional level in order to stop Wales becoming a mere retirement home for the more fortunate, whilst the working class, driving all day lose either time with their families or are penalised, financially, for the additional time then now must spend driving as though on a playground ride.

6.

I have lived in Borth all my life. I have worked here married and now my children and grandchildren live near us.

I have never questioned the policies of the Council and the Government.

But now this ridiculous new speed restriction is beyond belief....!!

You will have to drop down to a higher revving gear to hold that speed of 20mph.. creating more pollution in a built up area.. Your eyes will be distracted as you keep glancing at the speedometer..

Common sense is all that's needed when driving through a village... more often than not you don't do 30 mph anyway... But to force this lower speed regulation on us is unfair and will certainly be hard for certain transport businesses and many many others.

Please reconsider.

It is recommended that these 3 objections be over-ruled. The proposal for Borth is part of a national scheme across Wales being introduced by the Welsh Government. There are records of 3 PICs in Borth within the last 5 years.

Research conducted on 20mph limits in London and elsewhere indicates that emission rates are highest when vehicles accelerate, and vehicles spend more time accelerating in 30mph limits than in 20mph limits. The research concluded that it would be incorrect to assume a 20mph speed restriction would be detrimental to ambient local air quality, though emission rates vary depending on whether vehicles are petrol or diesel powered.

Regarding Cae Wern the Authority does have legal power to propose Traffic Regulation Orders on unadopted roads if these visually seem to be a continuation of public highway and are regularly used by the general public (including for postal/courier and other household deliveries, by visitors etc.). Cae Wern has been included in previous Traffic Regulation Orders and is currently subject to a 30mph speed limit, to co-ordinate with the speed limit on the B4353 at its junction. If it were not to be included, the alternative may be to install signage indicating that the road is subject to national limits to ensure legal enforceability of the speed limit on the B4353, which would presumably be a less acceptable option to residents.

UPPER BORTH

7.

Proposed revision of Borth village speed restrictions

We note that certain speed restrictions within the village are to be tightened and give our support to these measures and also think that at some points in the High Street might be a useful addition.

We would also urge the Council to consider extending the 30mph speed limit on the road towards Clarach to a point beyond the exit from the Brynrodyn Caravan site and Brynrodyn Lane. We regularly use this exit on to the Clarach road and experience some difficulty in using this exit safely. The view of vehicles approaching at speed from the Clarach direction is obscured by rising ground, and that from the Borth village direction by a bend to the left in the road.

We hope the Council will be able to give these suggestions some consideration.

8.

We very much welcome proposals to impose new restrictions in Borth village, as currently there are major problems with respect to traffic flow, speeding, parking etc. particularly during holiday periods when visitor numbers swell enormously and gridlocking (and bad motoring behaviour) can frequently occur.

In addition we are particularly concerned about the dangers of exiting onto the Borth – Clarach Rd (B4572) in the area of Bryn yr Odyn Caravan Park. We welcome new proposals to move the current 30mph sign higher up the road so that it would be placed 50m south of the entrance to the caravan park – but see this as insufficient for the following reasons. It should be noted that our exit road onto the B4572, known informally as Bryn yr Odyn Lane, has 9 residences, is tarmacked but unadopted by the council and runs parallel to the entrance of Bryn Rodyn Caravan Park on its north/Borth village side.

Reasons:

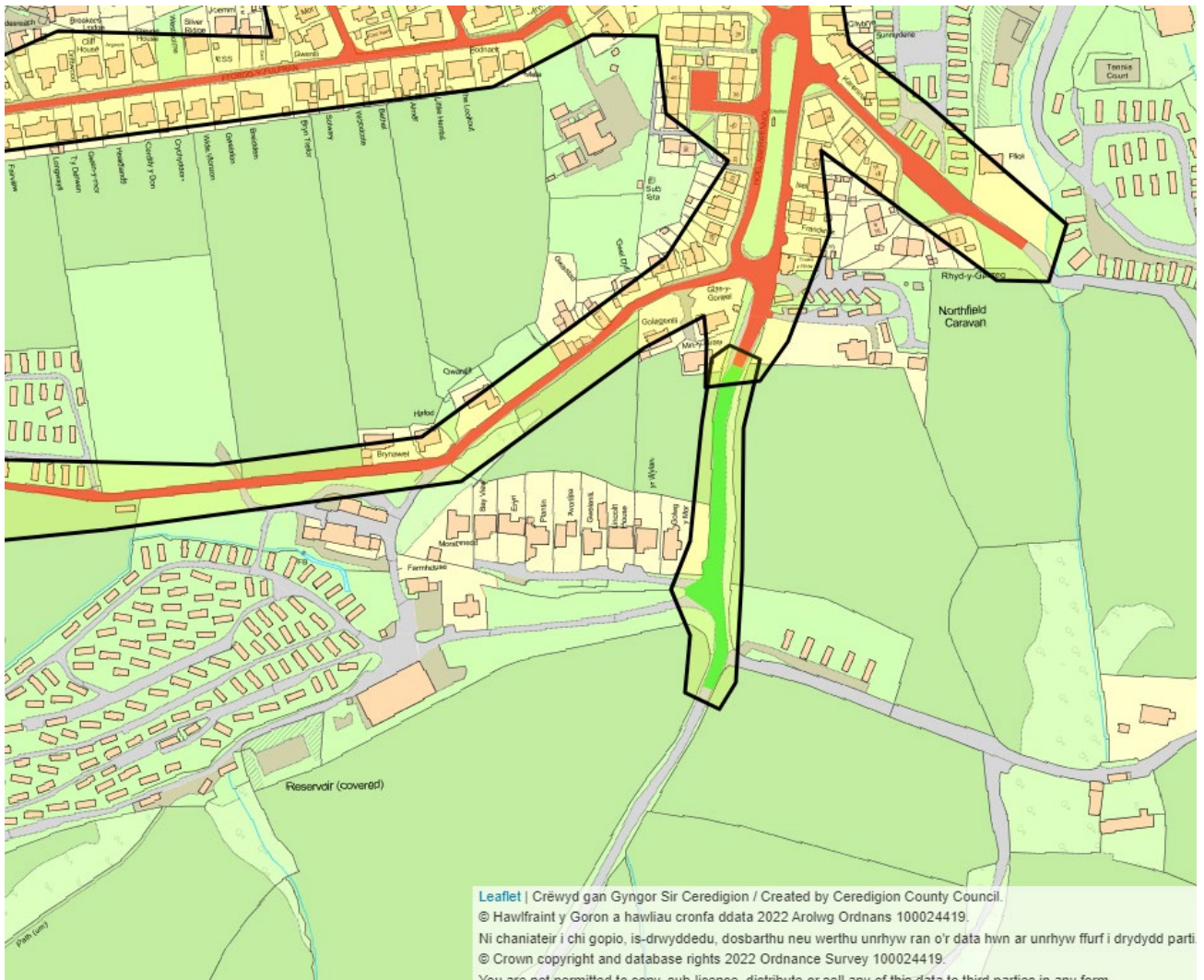
- 1. It is not possible to exit the Caravan Park or Bryn yr Odyn Lane safely because of the very steep hill on which these exits are located (probably 1 in 4 or even in places 1 in 3).*
- 2. Although these exits are located on a few metres of flat ground, to the south there is a long stretch of steep hill, with high hedgerows and, immediately before the exits, a bend in the road. It is impossible to see oncoming traffic (or her it), and of particular concern are the cyclists who joy-ride at terrific speed down the hill and who would be quite unable to stop if a car were pulling out of our lane. The same would pertain for a car unless they were sharply braking all the way down the hill.*
- 3. There are similar risks/dangers when exiting our lane form the Borth/north side as it is impossible to see anything coming up the hill from the village until it is nearly on top of us. We have lived at this address for the past 17 years. Other residents have lived here even longer. Our ability to exit our lane is a constant concern, both for our own safety and that of others. Residents who know the area tend to take the hills at speed; visitors often more cautiously. Either way though, it is hazardous pulling out because it is impossible to know what is approaching in either direction so it becomes a matter of luck or alternatively an accident waiting to happen.*

If the Council moves the 30mph beyond the entrance to Bryn Rodyn Caravan Park just 50 metres to the south, as proposed, this is welcomed, but essentially insufficient. The sign needs more than 50 metres to be implemented with confidence that road users will slow down. This distance needs to be substantially increased; also we suggest the installation of warning signs much higher up the hill towards Clarach, and speed humps down the steep hill both to the north and to the south of the Bryn Rodyn Caravan Park and our lane next to it – Bryn yr Odyn Lane.

It should also be noted that a substantial new housing development with exit onto the B4572/Clarach Rd is in its final consultation phase. This development is to be sited immediately below Bryn yr Odyn Lane and will exit onto the site of the current 30mph sign.

I would be grateful if these remarks could be noted. I have also indicated my concerns by contacting the Council by telephone on the Aberaeron number.

Thank you.



It is recommended that these 2 objections be over-ruled, and the 30mph buffer limit be implemented as proposed.

The proposal here is to provide a 30mph buffer limit on a downhill approach into the new 20mph limit that will cover Borth. The buffer limit will cover the junctions/accesses to Brynrodyn. There is no history of any Personal Injury Collisions (PICs) on the section of road in question within the most recent 10 years. Extending the proposed 30mph buffer further out on an 'empty' section of road is likely to undermine respect for the new limit due to the lack of building development and thus visual reinforcement for the need for a limit.

The Welsh Government's intention is that lowering the national limit to 20mph be achieved without any new physical traffic calming, the aim is to encourage a change in driver culture.

CARDIGAN

9.

Dear Sir/ Madam,

I have no objection to safety road speed limits in general but I do not see the benefit of imposing such a wide ranging regime as the one proposed. The 30mph limit in

built up areas has served us well for decades. I challenge the figures used. I am sure that they are not based locally but on a much wider and national scale, covering a variety of driving environments. I believe that this plan could in fact increase accidents due to drivers not paying enough attention to their driving. This is the key – safe driving. This is not limited to speed but to many other factors such as attention, experience, care etc etc. Another factor is distance between vehicles. It does not matter if a driver is doing 30, 20, 15, 10 or 5mph. If he or she is too close there will be a collision. If a driver reverses into a person walking behind his car and kills them, it has nothing to do with speed. This plan could cause traffic jams etc. If policing became too onerous there would be a strong public reaction as I hear is already taking place in St Dogmaels. Better that the police checked the already in place 30mph. NOTHING will prevent DANGEROUS driving. These people get away with it while safe drivers are punished. It is very difficult to keep a modern car to 20mph. I agree that this is needed in some areas eg High St ETC. SLOWER DOES NOT MEAN SAFER.

I rest my case. There are so many areas where safe driving means 10mph or 15mph. Are you going to enforce the 5mph at the Integrated Centre?

It is recommended that this objection be over-ruled. The proposed change is part of national policy in Wales and the Welsh Government predict that it will increase safety and not increase congestion or air pollution. Responsibility for enforcement on public highway rests with the police, which does not include for speed limit signage installed on premises off public highway.

CILIAU AERON

10. Please note that this correspondence was received after the end of the public consultation period.

I'm writing about the proposed change of speed limit at section 152.1 from 40mph to 20mph. I am very supportive of this....just outside of this zone along the A482 cars often use the straight as an opportunity to accelerate before the road narrows at Felin Tyglyn - there are often near-miss accidents here and vice versa speed up to then brake by the village. The change of speed from 60mph on this straight down to the proposed 20mph happens on a corner by the village and the speed signs are hidden. I was hoping to comment as follows:

1. Suggestion to move the 20mph zone so that it is visible along the straight of the A482

2. Even better to have either a 20mph zone or a speed limit between 60mph and 20mph, preferably as low as - there are no pavements.

3. Even better for the community would be to have a reduced speed limit between Felin Tyglyn and the village. Cars have to slow down here to single file as the road narrows. Maintaining a lower speed limit (than 60mph) from this point would help to promote safe pedestrian routes - many walk along this road, especially to walk dogs. It would mean that drivers won't be going from 60mph to 20mph on a blind corner by the village too.

I hope that makes sense but I'd be really happy to explain by phone or otherwise if needed.

Thank you for your consideration



It is recommended that this objection be over-ruled. Extending the proposed 20mph limit further out to the north on an 'empty' section of road is likely to undermine respect for the new limit due to the lack of building development and thus visual reinforcement for the need for a limit. There is adequate visibility onto the terminal signs at their current location, so no buffer limit was

considered appropriate when the proposal for here was developed. There are no records of any PICs on this section of road within the most recent 10 years.

Please note that specific agreement was obtained from the Welsh Government to include sections of existing 40mph limits within this scheme at Ciliau Aeron and Felinfach due to the presence of schools. These limits will be subject to possible amendments, following the currently planned closure of the school in Ciliau Aeron, and the planned development of the new school at Felinfach.

DIHEWYD

11.

I am writing to object to the 20mph speed limit in my village of DIHEWYD SA48 Ceredigion and across the whole of Wales, as invited to do so on Notices currently in the village. Notices have recently been posted in my village of DIHEWYD, outlining details of the location of the proposed new 20mph limit in the village.

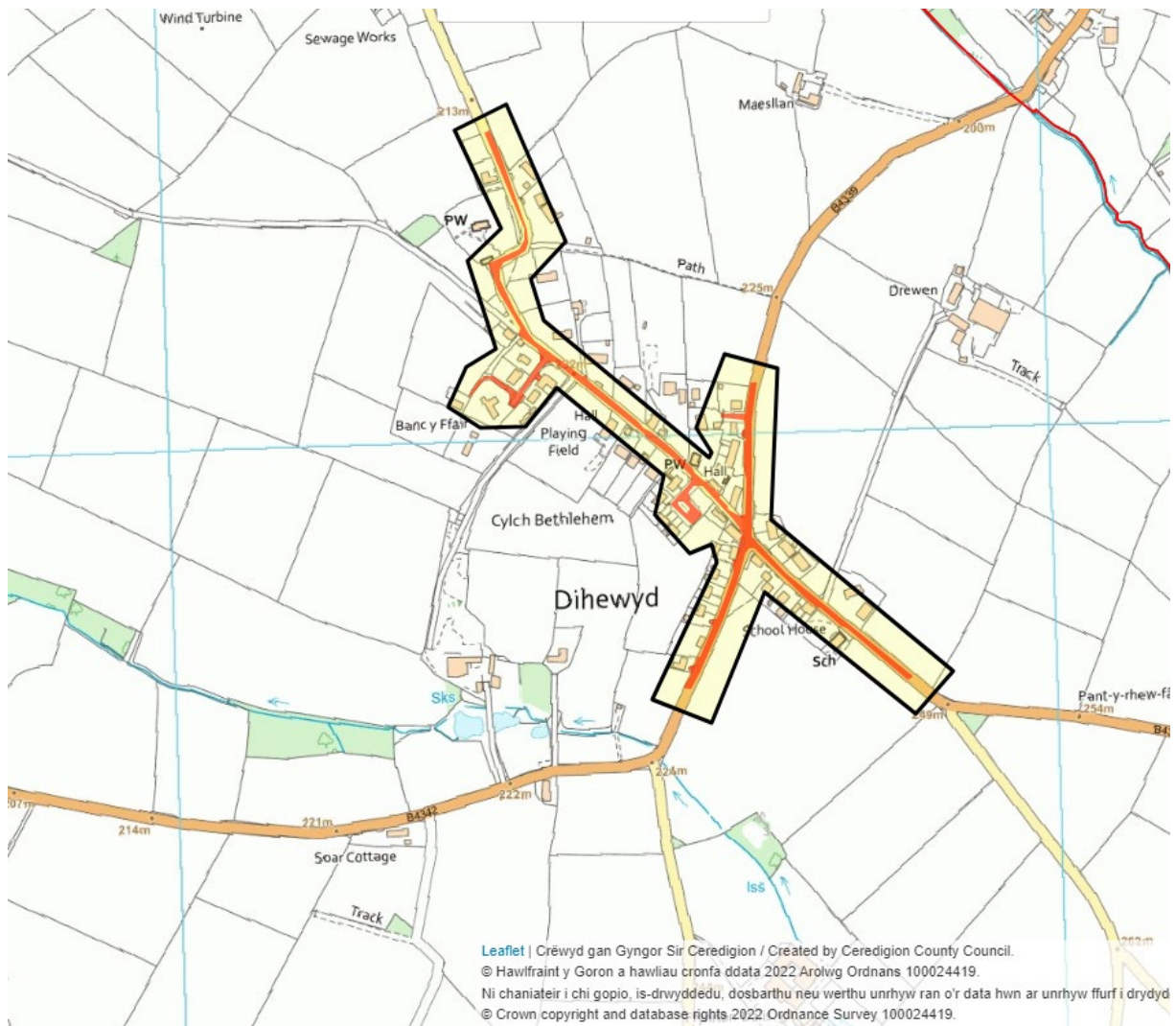
The village is small and spread out and the extremely low level of traffic and pedestrian footfall in this very rural village does not IN ANY WAY warrant a 20mph limit. It is beyond any level of reason and common sense that any reasonable person would agree that the cost of introducing this speed limit in Dihewyd and the reduced speed limit itself will have any benefit whatsoever to the residents of DIHEWYD. Clearly, the one and only exception would be the area of public highway immediately outside the small school in the village and once again, any reasonable person is unlikely to object to a 20mph limit outside schools, colleges and hospitals across Wales, or any location in Wales where large numbers of people gather.

Quite frankly, these same comments apply right across Wales itself. Thankfully, in Ceredigion, we do not have any major cities and road accident rates in built up areas are low, so it is difficult to understand the reason and rationale behind the massive cost of introducing the limit in Ceredigion and the 20 mph limit itself. In major cities in Wales, the 20mph limit will only cause more congestion, make journey times longer, meaning car engines are running for longer with a resultant deterioration in air quality in cities, resulting in more deaths from respiratory disease across Wales. It is also a fact that no modern vehicle is designed to be driven at 20mph for long stretches and that vehicles driven at such a low speed will only emit more fumes and pollution, as they are not being driven efficiently, again resulting in poorer air quality in cities and towns across Wales. Bearing in mind the Welsh Governments stated aim is to improve air quality for the people of Wales, this policy of reducing speed limits in residential areas will ironically have the exact opposite effect, which seems to be completely lost on the Welsh Government.

It is also true that the Welsh Government did not undertake a full and extensive consultation across Wales, or hold a democratic vote for the people of Wales, before making the decision to introduce this limit. There is nothing democratic about this decision, it is merely being imposed without the people of Wales being consulted. I also understand the cost of this change across Wales is in excess of £30 million and for Ceredigion alone, approx. £400,000. Again, as any reasonable person would agree, these substantial sums could be better spent on important public services,

particularly the NHS, which as in well publicised, is in a perilous state, with record waiting times for patients. Surely, it makes much more sense to spend this money on essential public services which will benefit the people of Wales, rather such an ill thought out and expensive scheme, which has absolutely no tangible benefit to the people of Wales, as any reasonable person would agree.

I trust you will carefully consider my objection to this limit in my own village of DIHEWYD. I look forward to receiving your response with Ceredigion Council's justification for the imposing the limit in DIHEWYD, bearing in mind the cost involved and the fact there is zero tangible benefit for the residents of DIHEWYD. Thank you.



It is recommended that this objection be over-ruled. The proposed change is part of national policy in Wales and the Welsh Government predict that it will increase safety and not increase congestion or air pollution, and that it will prove cost effective due to the reduction in costs to the nation afforded by lower and less severe casualty rates. There is no compelling reason to omit Dihewyd from the national scheme, particularly given the presence of the school. The cost of electronic signage for a part-time 20mph limit to cover the school only would be very difficult to justify.

DREFACH

12.

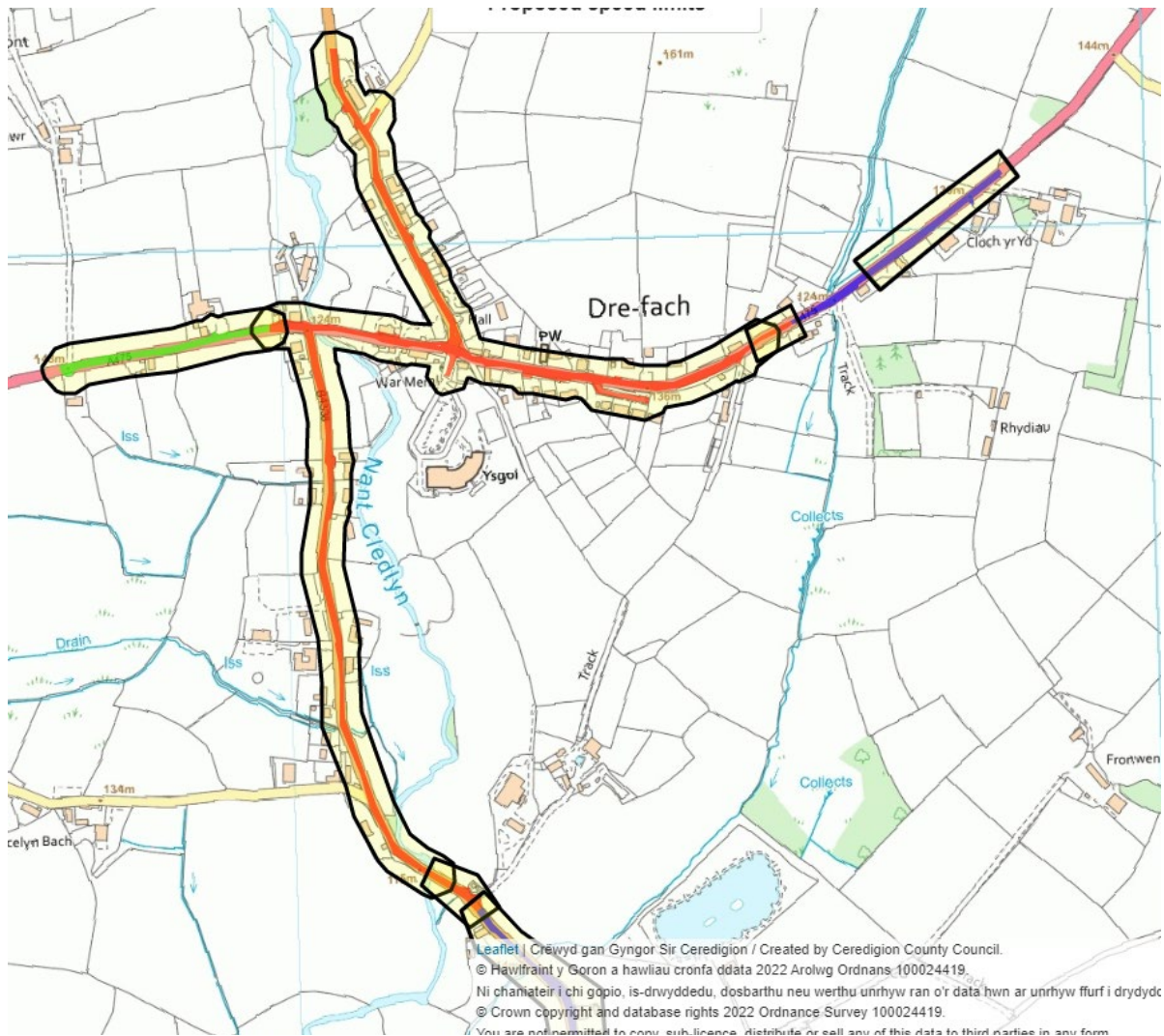
We wish to draw the following observations to your attention regarding the proposed speed limit revisions on the West side of Drefach Village.

Whilst we feel that your proposed revisions in Drefach will undoubtedly prove beneficial in calming traffic speeds and dangers, we feel that the improvements would benefit further by moving the proposed new 20mph slightly further out of Drefach than currently proposed past the bend at the bottom of the hill on the West side of Drefach. This would enable a clear view of the 20mph when entering the village from the West side, and the start of the 40mph at this point when heading West out of the Village would not be immediately seen after exiting the dangerous bend at the top of the hill. This is important as the siting of the existing 40mph sign at this location (see enclosed photographic image) currently appears to serve as a green light for many vehicles exiting the village to accelerate rapidly downhill out of the bend, sometimes in order to overtake vehicles, or, (in the case of heavier vehicles) to increase speed when climbing uphill when leaving the village on the West side.

Our observations for many years, have shown that the slight amendment to your proposals that we are suggesting would greatly improve the current road traffic problems on this side of Drefach village.

Many thanks for your help





It is recommended that this request, which actually seems to refer to the eastern side of Drefach on the A475 and not the western side, be declined. Extending the proposed 20mph limit onto a section of road with less density of building development is likely to undermine respect for the new limit from drivers entering Drefach. The proposal for here includes extending the existing 40mph buffer limit (shown in blue above) and this should be sufficient. The 2 PICs recorded here in the most recent 10 years both occurred within the proposed 20mph limit.

LLANRHYSTUD

13.

The speed limit on Llanrhystud - beach road to main beach (which also passes the entrance to Morfa farm) should be reduced to 20mph as opposed to the 30mph proposed, because the road:

- is used by all Llanrhystud residents, and the visitors to two large caravan parks, Morfa and Pencarreg, to walk and wheel to the main beach and back during the day and night at all times of the year. And, also for the two caravan park residents to access the supermarket in the Seabank garage.*
- it is one of only two routes for exercise in Llanrhystud (the other, shorter route, between Llanrhystud church and Pencarreg caravan park, is a track on which it is difficult to run or cycle on or for those with mobility issues to use.*

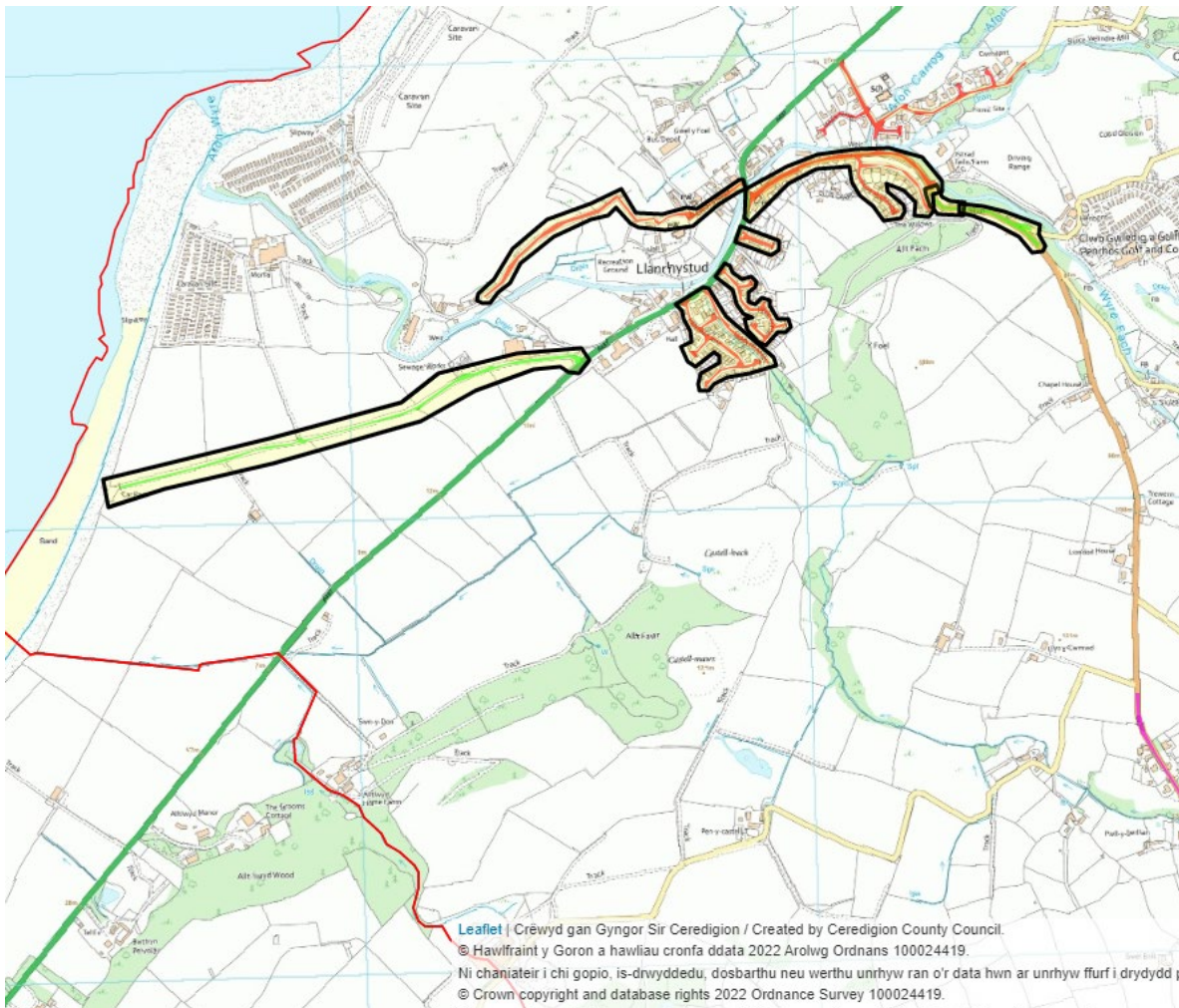
- *it is a narrow single-track road - which all road users use. Only part of the road, from the sewage works, has the coastal footpath alongside it. The coastal footpath is too narrow for a double pushchair, or for users to manoeuvre past each other on. Walkers and cyclists have to move back and to, on and off the coastal footpath, where it exists, onto the narrow single-track road. During the summer vehicles use the coastal footpath to park on. The entire stretch of the coastal footpath between the beach car park and entrance to Morfa farm can be occupied by cars and walkers and cyclists have to use the single-track road. As the route to the main beach which has a large stretch of sand when the tide is out users include all age groups including babies, small children, older people with mobility issues and groups of unaccompanied children.*

The speed limit on Llanrhystud - beach road to main beach (which passes the entrance to Morfa farm) should be reduced to 20mph and not the 30mph proposed. The road is one of only two routes Llanrhystud residents use to walk and cycle within the village and is also used by visitors to Morfa and Pencarreg caravan parks to walk and cycle to the main beach and to walk and cycle to the supermarket in the SeaBank garage.

I walk and cycle on this road a few times a week and also take my grandchildren to the beach and back in a double push chair. A 20mph speed limit would help to signal to vehicle users that care should be taken in close proximity to other road users (how drivers should drive and behave, and actual behaviour are very different). Although the coastal footpath, when and where useable is nice, it is also too close to the narrow single-track road, not wide enough for path users to pass each other, parked on, and in points lower than the road. I even observed a teenager on a bicycle cycling at my eighty-year-old mother-in-law who was using a walking frame on the coastal footpath and forcing her to move up a bank onto, to use, the single-track road.

This legislation is hopefully a start towards supporting everybody to walk and cycle to meet their immediate daily needs. Which being able to access the main beach on foot and by bicycle is part of in Llanrhystud. Visitors to Morfa and Pencarreg caravan parks also need to be able to walk and cycle to the beach and the supermarket in the Seabank garage.

Begging that the proposed speed limit for the main beach road in Llanrhystud is reconsidered for a reduction to a 20mph speed limit.



It is recommended that this request be declined. A 30mph limit has been proposed for the road to the beach (shown in green above) since this co-ordinates with the 30mph limit arrangement on the A487 (which the Welsh Government/NMWTRA plans to retain at the junction with the beach road), and so no terminal signage will be required (though repeater signage will be installed on the beach road itself). The road has footway and no building development, and so nothing to stimulate crossing movement along most of its length, visibility is good for those exercising due care and attention, flows are generally light, and it seems unlikely that many drivers may respect a 20mph limit here. Instances of road users not exercising due care and attention and cycling on footways should be reported to the police for their consideration.

The road was previously subject to national limits, and there is no record of any PICs in the most recent 10 years.

LLECHRYD

14.

I have no doubt that this protest may be against a fait accompli, but I feel I must voice my objection to the planned reduction to 20 mph through Llechryd.

I agree that a 20mph limit either side of the village school would have its merits.

It would not only encompass the school but the junctions either side that parents use to turn around for their onward journey, the entrance to the Coracle Hall, village playground, church, pub, village garage, fish & chip shop and bus stop. Warning lights and traffic quietening bollards for the school area are well established.

That makes sense.

But why continue the speed limit up the hill?

The pavements are good, the road is straight, the side entrants are clearly visible, houses & bungalows in general are well set back from the road.

"Saving lives, fewer road collisions, fewer injuries" ? So how many have been recorded for that stretch of the road from Gelliwen upwards? I would be interested to know. Whilst I have lived here I know of none but please furnish me with any details you have.

"Encourage physical activity".

Well, it may be quicker to run up the hill than drive it at 20mph, but at my age I wouldn't, and I couldn't swap my daily drive into town & back for a 6 mile walk especially through the tree lined road after Llangoedmor. Now that I do consider dangerous to walk!

Perhaps Mr Waters is suggesting that more people would be encouraged to walk, knowing the traffic would be passing them 10 mph's slower but walking on the pavements through Llechryd, 10 mph makes little difference.

"Reduce stress & anxiety".

On the contrary. Just driving at 20mph is stressful, constantly watching the speedometer to check that you are complying with the law and the frustration that that speed brings.

Dangerous by taking your eyes off the road constantly checking your speed.

Dangerous to overtake a bicycle (probably travelling at close to your speed!) as it reduces the opportunities you have to complete that manoeuvre.

Driving down the hill into Llechryd I am continuously having to break to keep the 20mph speed in check.

Ok engage a lower gear, more fuel, more revs, more noise, more pollution into the air from brake dust, more wear on the engine.... or engage cruise control!

Have any of the "powers that be" tried to drive up the hill on a cold morning, with a cold engine from a standing start?

20 mph is 2nd gear territory, 3rd gear finds it really hard when the car is so cold.

.....2nd gear all the way up the hill????!!!

More noise, more pollution from a cold car.

I can't speak for others, but 30 mph is a comfortable speed for the car to achieve when it's cold, especially going up hill and a slow enough speed to observe any possible hazards.

"....early indications show a majority of people are in favour".

I have yet to find anyone in favour, but doubtless if I try hard enough I might find one.

BUT this is a global restriction for Welsh towns & villages.

Every 30mph seems to be changed to 20mph from the posters I pass as I travel around the area regardless of whether it is justified or not!

This looks like laziness on the authorities part, who do not seem prepared to take individual circumstances into consideration.

Are they prepared to listen to local opinion, to the people who travel these roads on a daily basis?

Or will we be tarred with the same brush where ever we live?

Time does not seem to be mentioned in the argument, but the reduction in all the speed limits will inevitably increase the time we each spend on the roads.

An extra minute a day for my journey to town & back seems "nothing".

7 minutes a week, just over 6 hours a year, but multiply that with the number of journeys travelled along that stretch of road & that increase in time of cars passing through Llechryd (for little or no reason) and the speed limit change seems ridiculous, for that stretch of road.

And what about the extra time taken to travel on a longer journey, say to Carmarthen, or Swansea?

We cannot choose to travel by train, walking is not an option, bus travel is protracted and non-existent on a Sunday so the car has to take the strain in rural Wales.

And, of course, bus & lorry journeys will also be affected, with associated ramifications, too numerous to mention here.

Please do not misunderstand me.

I have been driving for 57 years, and I love it.

In that time, I have never had to claim on my insurance policy for a "my-fault" accident, never had points on my licence and consider myself a careful and experienced driver.

In that time I have watched the evolution of motorways and their speed limits, the implications of wearing a seatbelt, improved road conditions (generally,) driving style changes through the decades, navigational aids through satellites, and the horrific accidents caused by mobile phone users at the wheel.

Of course, we are all aware of the damage to the environment caused by the (petrol driven) motor vehicle and should try to reduce the impact on the world's climate, but is more time spent on our roads, albeit at a reduced speed, helpful?

If reduction to life & limb is the overriding reason for the change, of course, I have no objection, but please, please be prepared to look at its sensible, appropriate application at a local level rather than taking the lazy option of a "blanket application" because you cannot take the time to consider the finer detail or listen to local opinions.

I believe anger & frustration will set in as September progresses and as drivers realise just how much it will alter the way we have to drive.for no good reason.

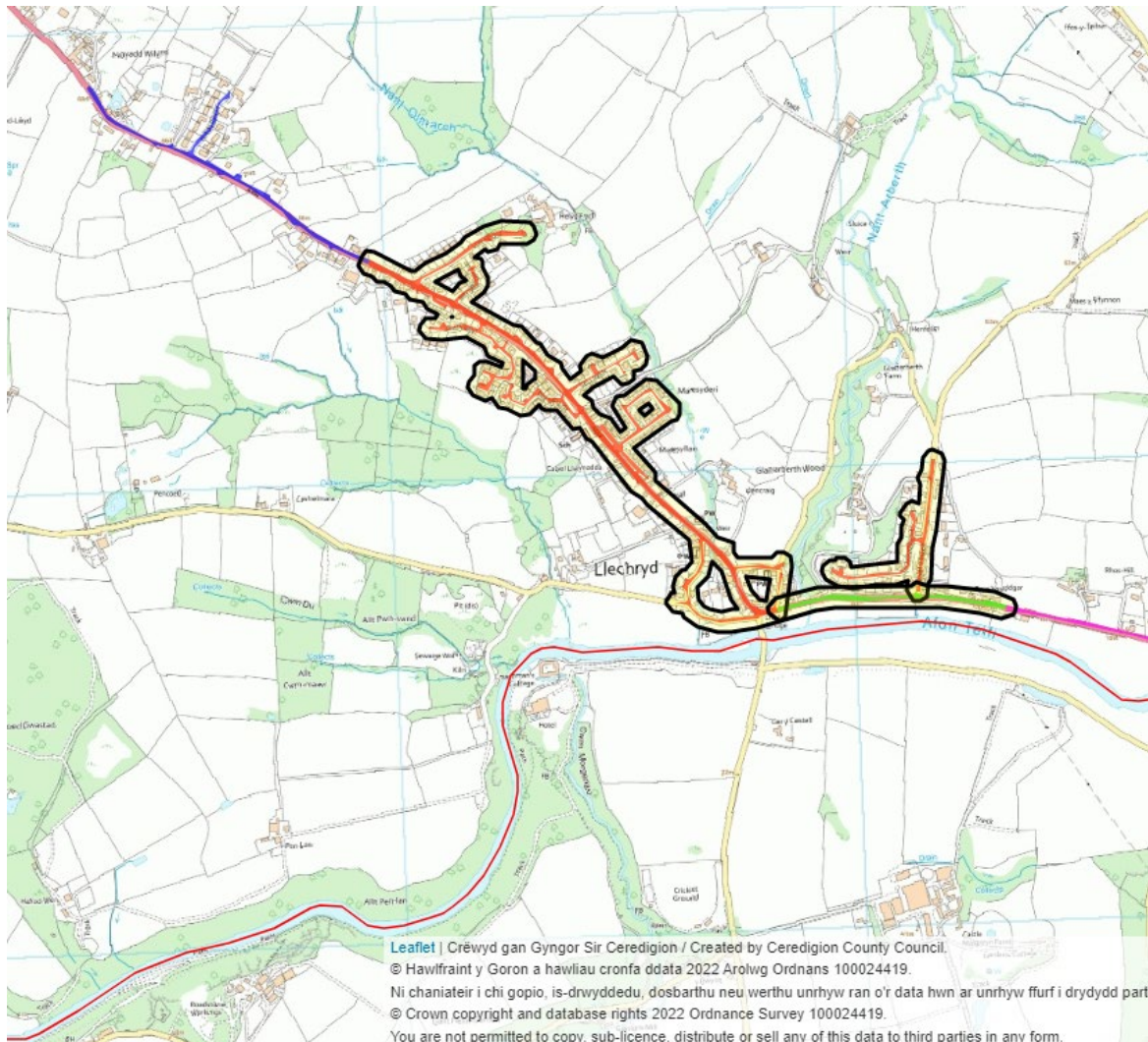
I wish to object strongly to the reduction of the 30mph speed limit from Gelliwen to the 40mph speed limit at the top of the village, to 20mph as being unnecessary and unreasonable.

15.

Proposed 20 mile speed limit through Llechryd

While I fully support have 20 mile limits on all the side roads, it would be unnecessary, and cause congestion of traffic to have it on the busy A484 through the village. Most of the houses are set well back from the road and there are pavements for much of its length. For pedestrians the only stretch is from the bridge to the

Seven Stars where the road bends and there is no pavement. It would also be reasonable to have a 20 mile limit passed the school during times of the children's arrival and departure. With a long, straight main road it would be very difficult to keep traffic to below 20 miles an hour, when the road is clear it is obvious that a number of people go more than the 30 miles an hour now!



It is recommended that both these objections be over-ruled. The proposed change is part of national policy in Wales and the Welsh Government predict that it will increase safety and not increase congestion or air pollution, and that it will prove cost effective due to the reduction in costs to the nation afforded by lower and less severe casualty rates. There is no compelling reason to omit Lechryd from the national scheme, particularly given the presence of the school, and residential and retail businesses on both sides of the A484 which stimulate crossing movements. There are records of 5 PICs on the roads covered by the proposed new 20mph limit within the most recent 5 years. The cost of electronic signage for a part-time 20mph limit to cover the school only would be very difficult to justify.

There is no evidence that lower speeds increase congestion on roads. The introduction of 20mph limits encourages more travel by alternative sustainable

modes of transport, and is seen as a cost effective method of enabling traffic reduction. 20mph limits are also key to reducing both the number and severity of collisions since lower speeds are the best way to allow everyone more time and space and where collisions do happen the severity is reduced for vulnerable road users. As speeds fall, people start to feel safer and more willing to walk, cycle and take public transport. Traffic volumes also fall. Traffic reduction of 3% was reported in Edinburgh's trial of 20mph limits and more walking and cycling has been a reported result in many 20mph schemes.

PENNANT

16.

Having looked at the proposal I feel that this is a process of using a sledgehammer to crack a nut. The Welsh Government have approached this in a dictatorial style, basically, your having it, tough.

The proposal for the village of Pennant will cause more issues than it resolves.

Of note are the buffer zones, not a bad idea to reduce the speed from the national speed limit of 60mph as vehicles approach the village. That is the issue, are these roads on the approach to this village really safe to travel at 60MPH.

Most of the collisions, injuries etc occur in these narrow roads between villages, with the underlying cause being drivers NOT SPEEDING but NOT DRIVING AT A SPEED THAT THEY CAN SEE TO BE SAFE.

For some reason the village of Pennant has 30mph buffer zones planned for THREE of its approach roads, however the approach road from Ciliau Aeron into Pennant DOES NOT. This route is well known as a rat run used by commuters from Lampeter cutting out Aberaeron on route towards Aberystwyth.

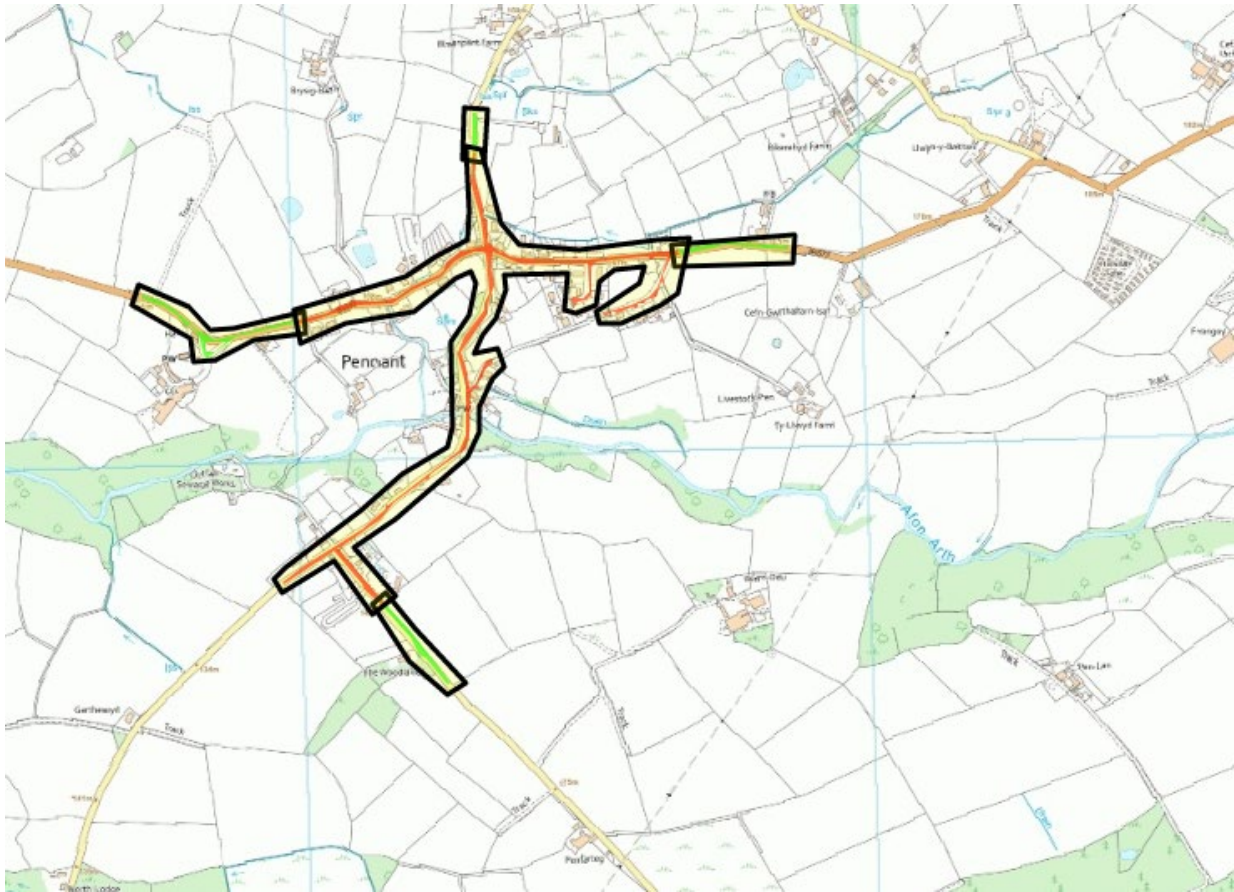
The route in from Cilcennin has a buffer zone, why on earth is that planned, the road is only wide enough for one vehicle and is very rarely used.

Now is it really safe to reduce speed from 60mph to 20mph, I would suggest not.

The consultation is out but the planning is very flawed.

I would suggest the lowering of speed limits on rural roads to 50mph or 40mph more advantageous and acceptable by the public rather than forcing drivers to basically drive around in Second gear controlling the vehicle engine and speed, and therefore causing the engines not to run at its most efficient, causing more pollution and wear and tear on the vehicles braking system, which in turn is rather polluting.

Thankyou



It is recommended that the objection be over-ruled. The proposed change is part of national policy in Wales and the Welsh Government predict that it will increase safety and not increase congestion or air pollution, and that it will prove cost effective due to the reduction in costs to the nation afforded by lower and less severe casualty rates. There is no compelling reason to omit Pennant from the national scheme.

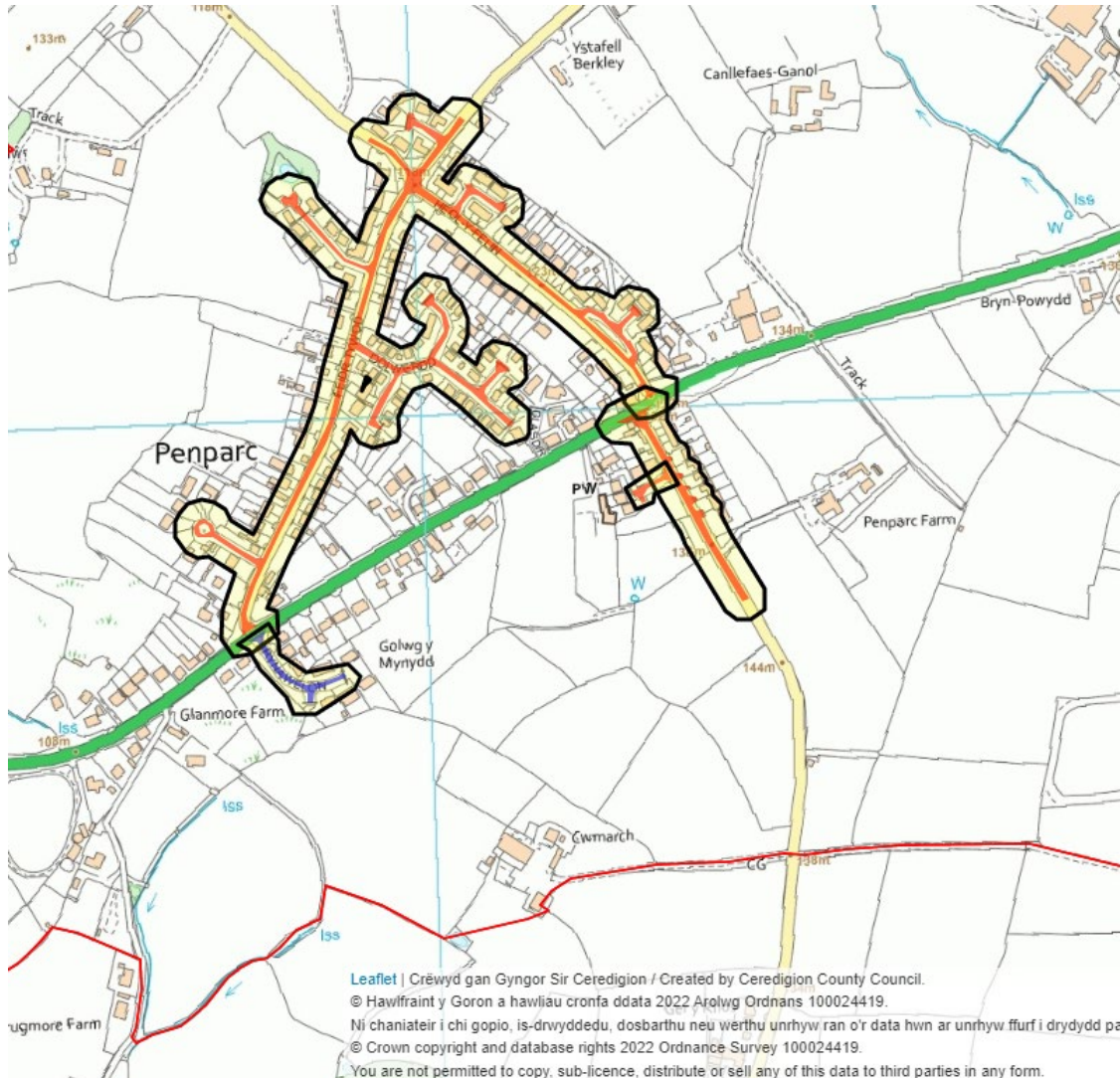
Speed limit arrangements on roads not currently subject to 30mph limits are outside the scope of this scheme. They will be included in the anticipated review of speed limits in line with new Welsh Government guidance once this is published.

The proposal involves the retention of short sections of the existing of 30mph limit as buffer limits on three approaches into Pennant, where features of road width and alignment mean that approach speeds may be relatively high. The approach from the south from the direction of Ciliau Aeron has been omitted from this treatment since it was considered unnecessary, due to road width and reasonable forward visibility onto the existing terminal point. Flows on this approach are reported to be lighter. There is a record of 1 PIC on the approach from the east in the most recent 10 years, but none on the approach from the south.

PENPARC

17.

We wish to register our objection to the lowering of all 30mph limits to 20mph. Living where we do we know there have been several unsuccessful attempts to get the 40mph restriction through Penparc lowered to 30mph and would prefer to see this done rather than a blanket reduction of all existing 30mph zones.



It is recommended that this objection be over-ruled. The proposed change is part of national policy in Wales and the Welsh Government predict that it will increase safety and not increase congestion or air pollution, and that it will prove cost effective due to the reduction in costs to the nation afforded by lower and less severe casualty rates. There is no compelling reason to omit Penparc from the national scheme.

The speed limit arrangement on the A487 through Penparc is the responsibility of the Welsh Government/NMWTRA, and so cannot be included in any proposals by the Authority. (Note – the proposed 40mph limit on one short side road at the southwestern end of the settlement shown in blue above co-

ordinates with the speed limit on the A487, it is too short to have a limit independent of that on the A487 at that point).

PENRYHNOCH

18.

As a resident of Penrhyncoch for nearly 4 decades I welcome the 20 mph speed limits.

I would like to make one objection re:

- *I have witnessed some appalling driving - I wholeheartedly agree that this stretch of road should be 20 mph!*
- *But I suggest that the 20 mph actually starts from the current 30mph speed limit, that is situated to the west of Dolwen (by the house named Panteg) rather than as proposed at the western boundary of Dolwen.*
- *This stretch of the road has a path that is very well used by pedestrians of all ages, children on bikes and dog walkers. Because the road is straight there is a tendency for people to speed as they enter the village or exit it and overtake on this section of the road! It may be far safer to slow vehicles down along the entire stretch of the road by Dolwen, rather than halfway along the stretch. Starting the 20mph speed limit at Panteg would then also cover the entrance to the Nant Seilo estate, rather than it being 30mph at point.*

Thank you for the opportunity to comment on this and please do not hesitate to contact me for any clarification on the above.

19.

I am emailing regarding the following proposal.

Background

We have lived on this strip of road for 30 years. We have seen a considerable increase in traffic in recent years with more to come with new development in the village. The last time the road was resurfaced was around 3 years ago and it was done with a cheap gravel surface. This caused us considerable distress with gravel coming into the house for some time afterwards and the noise from traffic on the road surface increased to the point that it impacted on our quality of life. This will no doubt continue unless road surfacing materials are used to reduce traffic noise for residents. I note that research has found that a 20 mph speed limit can help reduce traffic noise but no doubt will only be effective if traffic adheres to the speed limit.

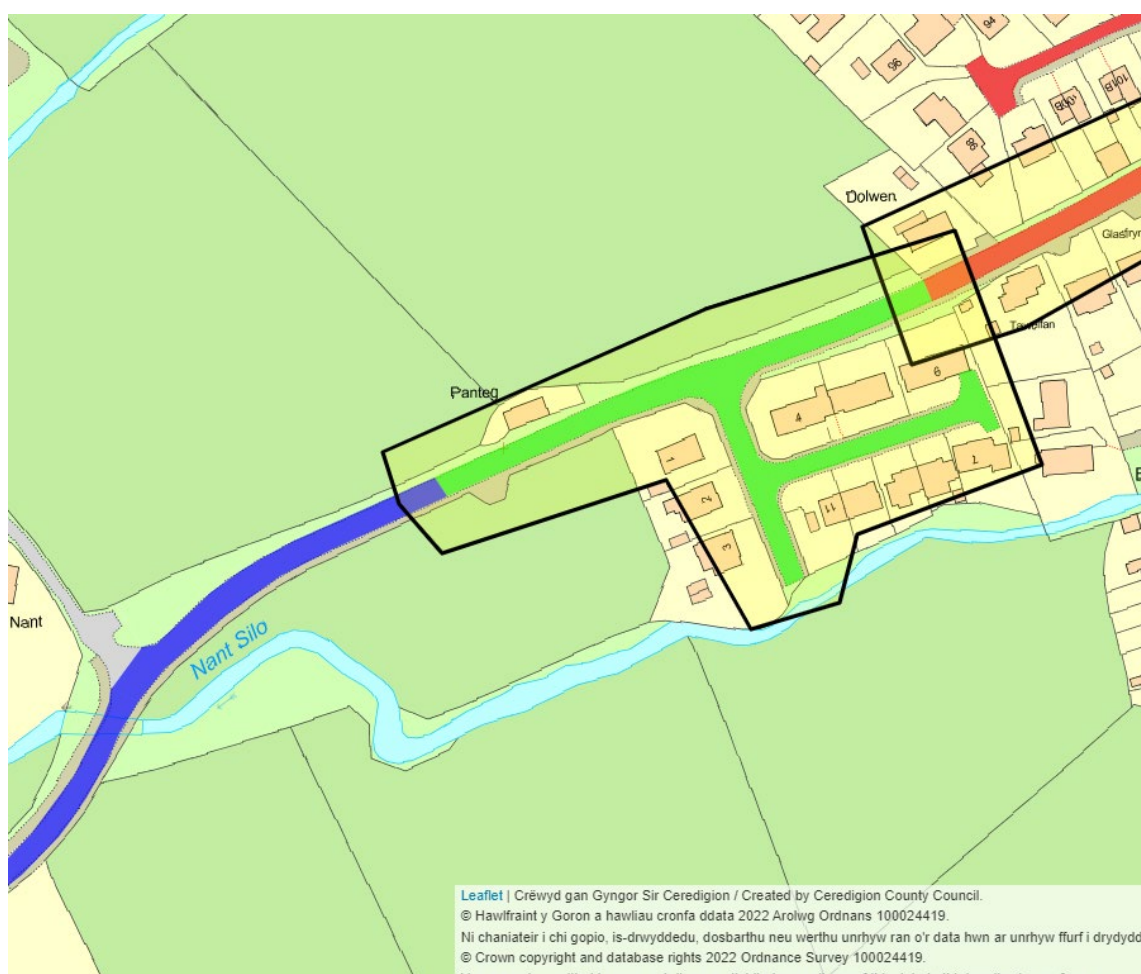
Objection

We object to the 20mph starting across the road from us to the western boundary of Dolwen. This will necessitate drivers dropping a gear right by residential properties which also includes the Nant Seilo estate. Moving the 20mph to the current 30mph speed limit which is by the house named Panteg, rather than as proposed at the western boundary of Dolwen, would help resolve this issue.

It would also ensure a lower speed limit alongside the busy, well used pavement on this straight bit of road. Some traffic currently accelerates and even overtake other vehicles, well above the existing speed limit, as the road is straight here and on the way in and out of the village. Having a speed limit which changes midway along this straight, then rapidly dropping to the current 30mph ,will confuse and more likely be ignored by those who are unfortunately in too much of a hurry.

The 20mph will end up frustrating some drivers and there are a minority who regardless of the speed limit will continue to break it whatever it is. Lowering the speed limit will only be effective if there is monitoring, enforcement and also consequences if broken. There is no indication that any of these measures will be implemented with the introduction of the 20mph.

Please do not hesitate to contact me if you require any further information.



It is recommended that these two objections be over-ruled. The section of road referred to, at the western end of Penrhyncoch, has footway and signage has been installed warning road users of the presence of cyclists and pedestrians. Extending the proposed new 20mph limit (shown in red above) onto an 'empty' section of road that lacks buildings fronting the highway is likely to undermine respect for the 20mph limit. The proposed section of 30mph buffer (shown in green) should be sufficient, and there seems little point in extending the

20mph limit to include Nant Seilo (the residential street to the south of the main road), given its short length.

RHYDLEWIS

20.

I have been seeing more of this but I want to know how it will be enforced. I will be living in one of these new 20mph zones, B4334 Rhydlewis. At present it is supposed to be a 30mph zone but it isn't, people drive through the village at any speed apart from what they are supposed to. How is going to make it any different apart from the fact I will have a nice new sign outside my house saying 20mph. No one is going to stick to this limit if they can't stick to the current one. We NEED the police to put our of their nice vans in the layby by the Chapel and just see how many stick to the current limit.

Complete waste of taxpayers' money, but what's new there.

21.

Not convinced it's a good idea as we need better signage and lower speeds well before you get into the village.

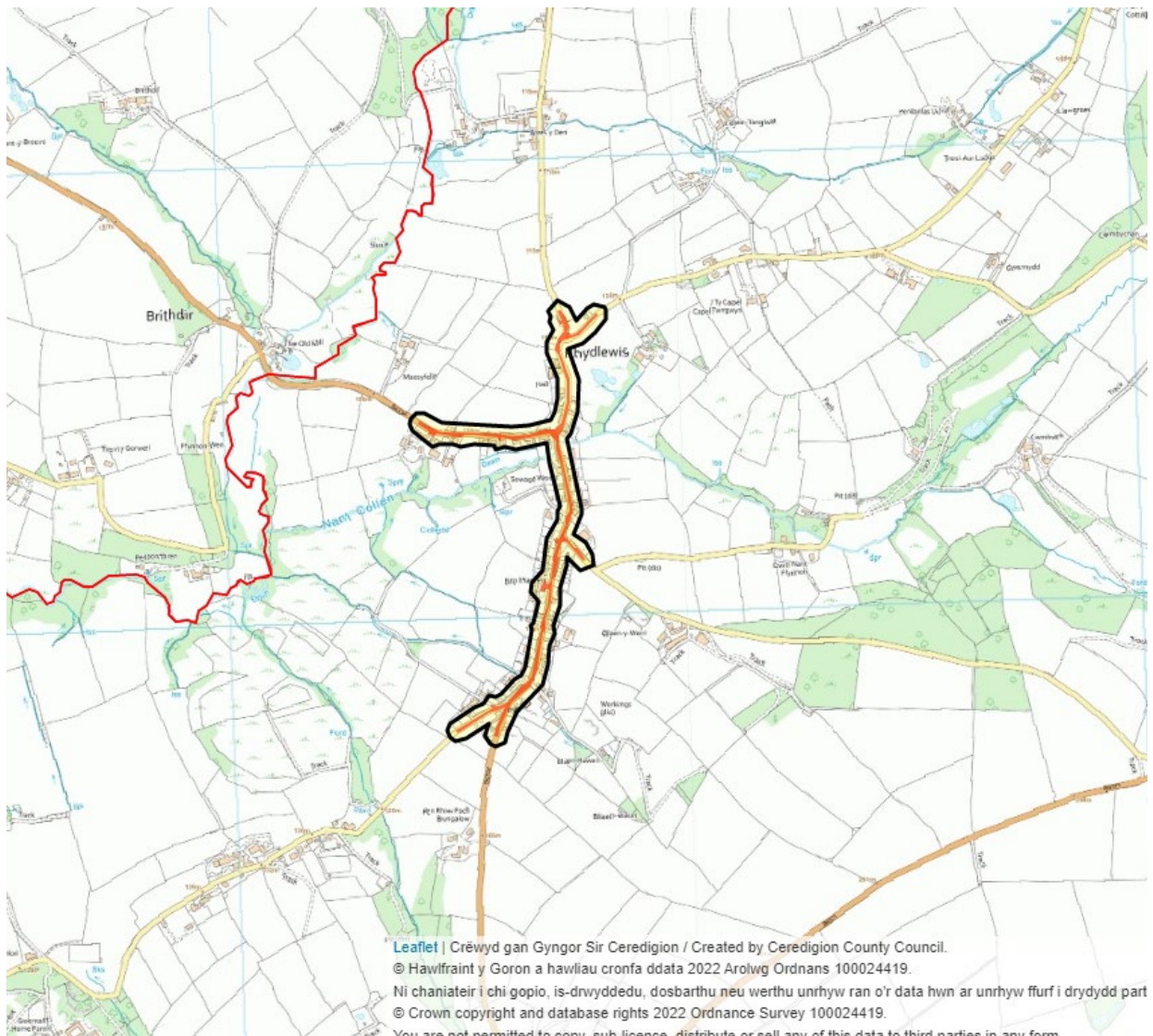
Three ways into the valley are steep downward hills. They diver like nutters coming down these mainly single width lanes and that far more dangerous than the middle of the village.

The speed needs to be only 30mph to just passed the blind T junction opposite Penffos cottage. It's ridiculously dangerous as cars, lorries tractors trailers increase their speed from Pensarngerrig as it's just like the hill slopes into the village National Speed limit signage. Very dangerous.

We need clear signs for concealed junction and 30mph maybe only 20mph very clearly marked. Penffos cottage has had roof tiles vibrated off roof some ripped off by silage trailers going far too fast. Stones been vibrated out and or physically knocked out of the wall opposite just before the blind give way junction.

Too many rally drivers. You understand and we have school buses coming down these lanes dropping off children.

Please investigate our junction and the hills speeds into Rhydlewis asap



It is recommended that these 2 objections be over-ruled. The proposed change is part of national policy in Wales and the Welsh Government predict that it will increase safety and not increase congestion or air pollution, and that it will prove cost effective due to the reduction in costs to the nation afforded by lower and less severe casualty rates. There is no compelling reason to omit Rhydlewis from the national scheme. Enforcement will be the responsibility of the police, and GoSafe may be contacted regarding a community enforcement initiative.

The junction referred to by Penffos is approx. 500m north of the termination of the existing 30mph and proposed 20mph and is therefore outside the scope of this scheme. It will be included in the anticipated review of speed limits in line with new Welsh Government guidance once this is published.

STAGS HEAD

22.

Proposed Imposition of 20mph Speed Limit at Stags Head, No.69.1 B4578 & B4342 intersection

We, the undersigned, object to the above proposal on the following grounds:

A. *The proposed 20mph limit is not necessary because:*

- 1) *The roads involved have a very low accident rate.*
- 2) *The roads involved have a low volume of traffic.*

B. *The proposed 20mph limit is not desirable because:*

- 1) *It will increase noise and air pollution as the vehicles will be in a low gear, especially ascending the three gradients to Stags Head crossroads.*
- 2) *Drivers will pay more attention to the finer detail of their speedometers at the expense of paying attention to the road ahead.*
- 3) *The very slow pace of vehicles could actually encourage children to play in the road.*

C. *The 20mph limit proposals across the county are a gross waste of public money which should be spent maintaining the road surfaces properly, keeping road drains clear and clearing debris from the sides of the highway. All of these are essential to primary road safety and all of these are deliberately ignored by Ceredigion County Council Highways Department in their ongoing negligence.*

19 signatures

23.

Proposed 20 mph speed limit at Stags Head, No 69.1 B4578 & B4342 intersection

We object to the above proposed alteration of the speed limit on the following grounds:

A. *The proposed 20mph limit is unnecessary because:*

- 1) *The roads involved have a very low accident rate*

2) *The roads involved have a low volume of traffic*

B. *The proposed 20mph limit is not desirable because:*

1) *It will increase noise and air pollution as the vehicles will be in low gear, especially ascending the three gradients approaching Stags Head Crossroads*

2) *Drivers will pay more attention to the finer detail of their speedometers at the expense of paying attention to the road ahead.*

3) *The very slow pace of vehicles could actually encourage children to play in the road*

C. *The 20 mph limit proposals across the county are a gross waste of public money which should be spent maintaining the road surfaces, keeping road drains clear and clearing debris from the sides of the highway. All of these are essential to primary road safety but are routinely ignored.*

D. *The cost of replacing road signage across the county is huge relative to its enforceability. There are no speed cameras at Stags Head to assist in the enforcement of the current 30mph limit, nor is there likely to be in the near future as we understand. Therefore it is likely that the proposed 20mph limit will flouted by drivers with little risk of penalty. Again we feel this is a waste of public funds which could be better spent elsewhere.*

3 names attached

24.

Proposed Imposition of 20mph Speed Limit at Stag's Head, N.69.1

B4578 & B4342 intersection

I am writing to object to the above proposal on the following grounds:

A. *The proposed 20mph limit is not necessary because:*

1) *The roads involved have a very low accident rate.*

2) *The roads involved have a low volume of traffic.*

B. *The proposed 20mph limit is not desirable because:*

1) *It will increase noise and air pollution as the vehicles will be in a low gear, especially ascending the three gradients to Stag's Head crossroads.*

2) *Drivers will pay more attention to the finer detail of their speedometers at the expense of paying attention to the road ahead.*

3) *The very slow pace of vehicles could actually encourage children to play*

in the road.

4) *How is the Council going to enforce the new 20mph, when even the 30mph restriction has absolutely no effect on 90% of the current traffic flow.*

C. *The 20mph limit proposals across the county are a gross waste of public money which should be spent maintaining the road surfaces properly, keeping road drains clear and clearing debris from the sides of the highway. All of these are essential to primary road safety but are deliberately ignored by Ceredigion County Council Highways Department in their ongoing negligence.*

1 signature

25.

***Proposed Imposition of 20mph Speed Limit at Stags Head, No.69.1
B4578 & B4342 intersection***

We, the undersigned, object to the above proposal on the following grounds:

A. *The proposed 20mph limit is not necessary because:*

- 1) *The roads involved have a very low accident rate.*
- 2) *The roads involved have a low volume of traffic.*

B. *The proposed 20mph limit is not desirable because:*

- 1) *It will increase noise and air pollution as the vehicles will be in a low gear, especially ascending the three gradients to Stags Head crossroads.*
- 2) *Drivers will pay more attention to the finer detail of their speedometers at the expense of paying attention to the road ahead.*
- 3) *The very slow pace of vehicles could actually encourage children to play in the road.*

C. *The 20mph limit proposals across the county are a gross waste of public money which should be spent maintaining the road surfaces properly, keeping road drains clear and clearing debris from the sides of the highway. All of these are essential to primary road safety and all of these are deliberately ignored by Ceredigion County Council Highways Department in their ongoing negligence.*

2 names attached



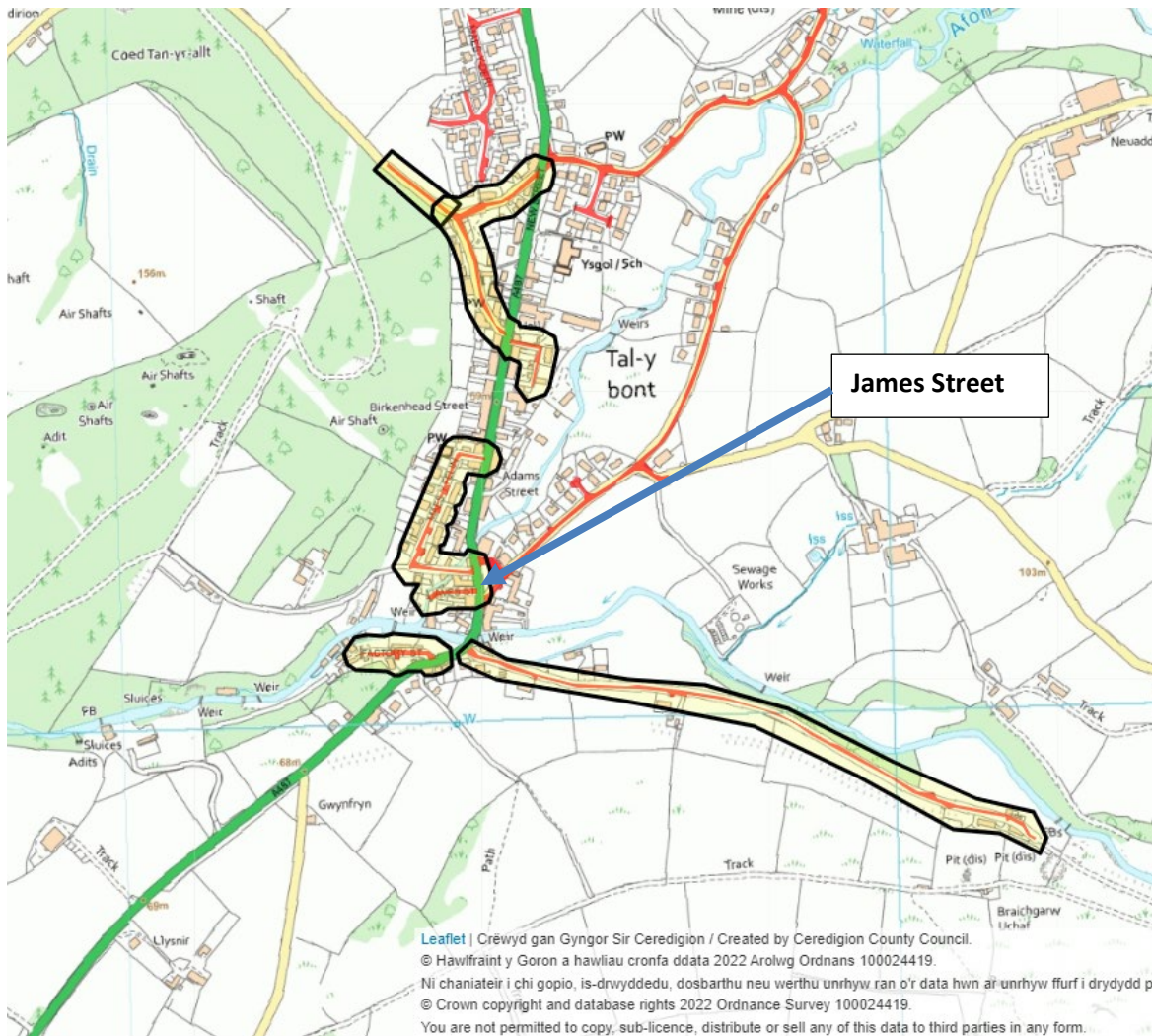
It is recommended that these objections be over-ruled. The proposed change is part of national policy in Wales and the Welsh Government predict that it will increase safety and not increase congestion or air pollution, and that it will prove cost effective due to the reduction in costs to the nation afforded by lower and less severe casualty rates. There is no compelling reason to omit Stags Head from the national scheme. There are no footways through the settlement, and records of two PICs on the crossroads, one in 2020 and one in 2016.

If the proposal for the 20mph limit here were to be dropped, to be consistent, similar proposals at a number of other settlements would also have to be dropped.

TALYBONT

26.

I wish to object to the proposed speed limit restrictions. Specifically Section No8.3 Talybont: James Street SY24 5EY. This road from the main road to the sewage pumping station is a private road. I am surprised that you can propose these restrictions on a private road. I look forwards to your reply.



It is recommended that this objection be over-ruled. The proposed change is part of national policy in Wales. Regarding James Street (the short no through road immediately north of the river) the Authority does have legal power to propose Traffic Regulation Orders on unadopted roads if these visually seem to be a continuation of public highway and are regularly used by the general public (including for postal/courier and other household deliveries, by visitors etc.). James Street has been included in previous Traffic Regulation Orders and is currently subject to a 30mph speed limit, to co-ordinate with the speed limit on the A487 at its junction. If it were not to be included, the alternative may be to install signage indicating that the road is subject to national limits to ensure legal enforceability of the speed limit on the A487, which would presumably be a less acceptable option to residents.

TRE'R DDOL

27. Please note that this correspondence was received after the end of the public consultation period.

Speeding traffic in Tre'r-ddôl consultation Ceredigion Council

This is a very busy B-road. There is practically continuous traffic, especially May to September. There are, every day, literally hundreds of cars going to the caravan parks at Borth and Ynyslas as well as massive trucks and vans. The lane narrows quickly to single file. Almost no-one coming around the bend slows down to 30mph. Nearly everyone speeds up in the narrow lane before reaching the 60mph. There are numerous groups of pedestrians trying to walk along the road. It is popular for walking to the footpaths along the river Cletwr. But there is no walking pavement. You must face traffic at high speed and be prepared to squash against the hedge for your life. People walking in this dangerous road are school children, elderly, mothers with young children, people with their dogs. We are part of Tre'r-ddôl and therefore should be subject to the 20mph zone. Reducing speed to 20mph will be of no inconvenience to the drivers but a potential life-saver for pedestrians and residents.



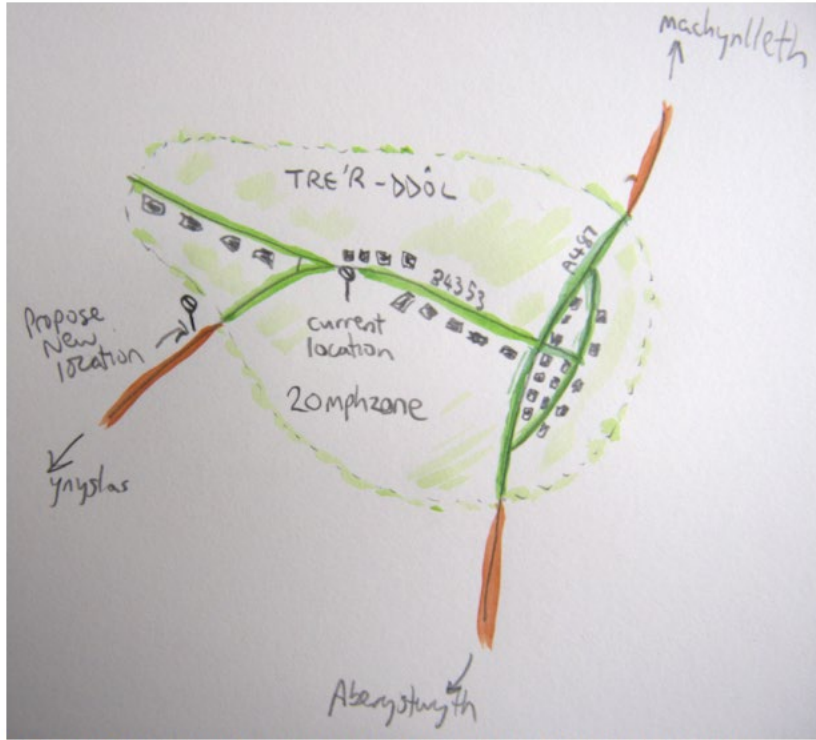
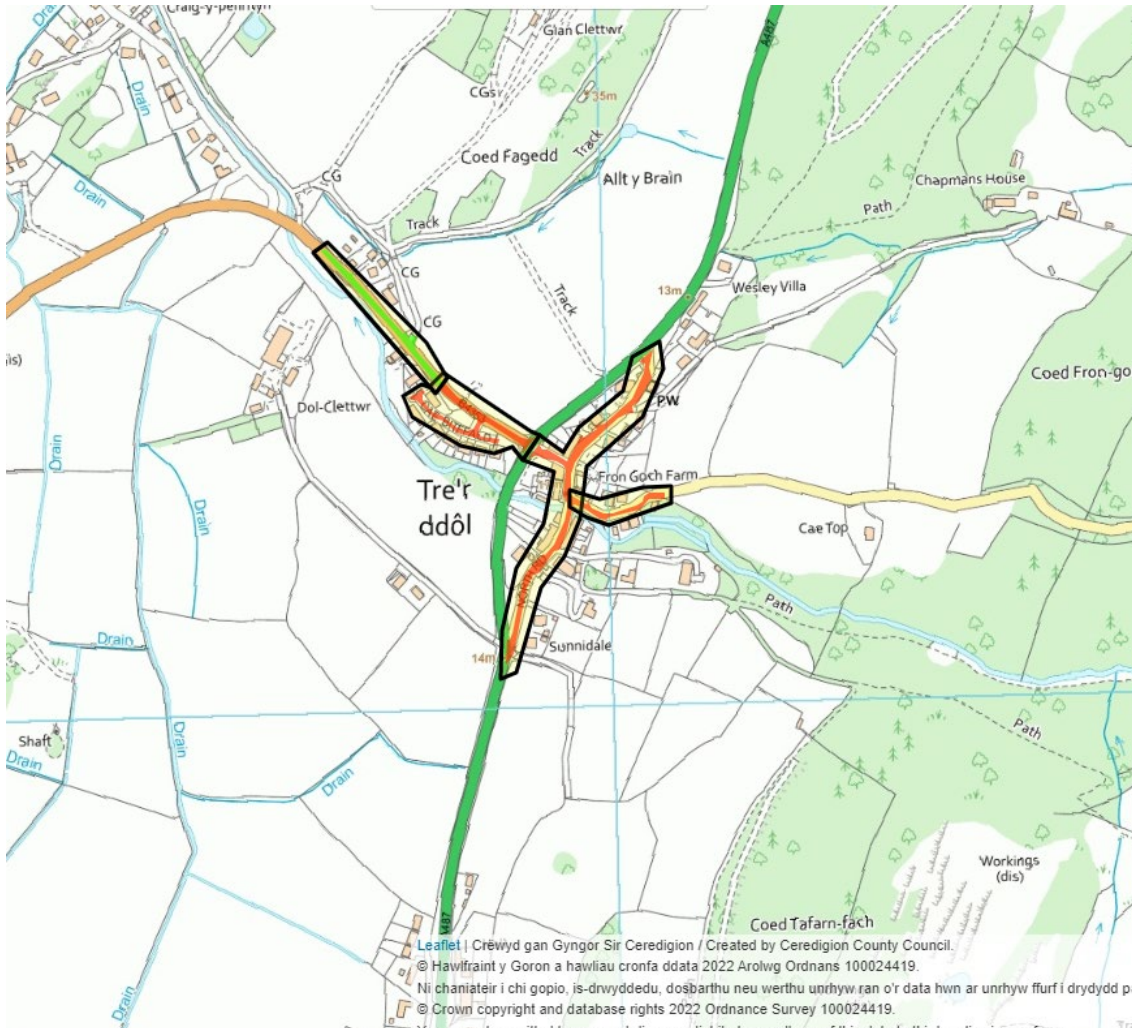


Figure 5 Bydd diogelu a lleihau'r gyflymder i 20mya dim anghyfeus i gywyr ond bydd possib archebu bywydau am cerddwyr a trigolion.



It is recommended that this objection be over-ruled. Extending the proposed 20mph limit further out to the north on a largely 'empty' section of road is likely to undermine respect for the new limit due to the lack of building development and thus visual reinforcement for the need for a limit. This is the reason for proposing the section of 30mph buffer (shown in green above). Speed limits should visually make sense to drivers to encourage respect for them, unfortunately this can mean that sections of road at the fringes of communities that feature more isolated/fragmented development should not be included in lower speed limits merely on the basis that they are 'part' of that community. There are no records of any PICs on the section of road in question within the most recent 10 years.

The section of the B4353 to the north and west of the built up area of Tre'r Ddol will be included in the anticipated review of speed limits in line with new Welsh Government guidance once this is published.

GENERAL OBJECTIONS

These do not refer to any particular location in the county.

28.

Reducing the speed limit from 30mph to 20mph makes no sense at all.

- 1. Driving a diesel at 30mph means the car is in 4th/5th gear with revs @1500 – at 20mph 2nd/3rd gear at 1500 rpm. Therefore 50% greater fuel/pollution for the same journey.*
- 2. Journey times will increase putting unnecessary costs on business/private use.*
- 3. Delivery costs from couriers will increase at a time when we need to save as much as possible.*
- 4. Changing all the speed limit signs is an unnecessary expense for the council.*
- 5. All bus timetables will need to be changed.*

Just because the Welsh government is mistaken in its so-called "scientific" reasons, is no excuse for forcing this on people who are just trying to do their daily business without any justification.

29.

I would like my objection to every 30mph speed limit in Ceredigion being changed to 20mph noted and logged.

I love in Penuwch which is a 30mph, people already fly through at 50-60mph, changing it to 20mph will not make any difference, instead of wasting money on changing signs how about a couple of speed bumps in the village to slow down traffic.

But my biggest concern is the main A and B roads to places like Carmarthen and Aberystwyth where people have to commute to work, it is already painfully slow going to these places and this will make it a very stressful drive, the Welsh government have ignored the findings in their research which advised against the whole policy, driving at 20mph causes more pollution not less as you are driving for longer periods of time in a lower gear and at higher revs.

The Welsh government has given councils discretion to keep some 30mph speed limits, I think it would be wise for that discretion to be exercised, I do believe that some areas will benefit from 20mph speed limits, but please prove the residents of Ceredigion wrong and show us that at least one person in Ceredigion council has common sense.

30.

*I wasn't even aware that you were reducing the speed limit until I saw a sign on a lamppost!
Is there a comment/consultation form regarding the 20mph limit being brought in for Wales?*

I simply cannot fathom why every single street within every township needs to be 20, and the only reason I can think of for this marvellous bit of planning, is a potent mixture of incompetence, stupidity and laziness - but who's surprised after the covid 'safe zones' mess

Older cars (which the majority of people drive in the areas you dictate over) will not be more fuel efficient whilst driving at 20, as you'll need to be revving in 2nd to keep to 20.

Is this just a way to raise more money through speeding tickets?

Does the opinion of Ceredigion residents really not matter to you? Or are you all collectively so incompetent that you don't realise how unpopular your choices are? Is it an ego thing? Do you take political advice from Kim Jong-un? Do you guys compete over who can have the most counterproductive idea?

I genuinely do not understand this council, it's the incompetent leading the blind!

If the council was a private organisation, all of management would have been out of jobs after the whole covid mess. (did you ever release the results of the consultation, and the overall public support on the road and pavement changes - based on what I've seen, I'm guessing it wasn't in your favour? 😊)

Surely any piece of legislation this sweeping should require public support, why would anyone (with the means to leave) stay somewhere where the government outright ignores the majority, let alone all the other fabulous things Ceredigion has to offer:

- houses which the median family can easily afford*
 - affordable and abundant rental properties*
 - social housing availability*
 - great wages*
 - great jobs*
 - AMAZING healthcare, with hospitals being only a few hours drive away*
 - Fabulous education, with great resources*
 - Super affordable childcare*
 - Great public transport, that's frequent, cheap and quick!*
 - Roadways that ensure your car springs are working*
 - Opportunities galore!*
 - And the facilities, wow, you really do spoil us!*
 - Councillors who loyally never leave the council, despite a lack of public approval.*
- (- It truly is a beautiful place, however, you will be unable to visit these beautiful places during the English school holidays)*

With every aspect of life in Ceredigion being sooo great, spending public money focusing on slowing Ceredigion down even further is the rational next step.

If you make life annoying enough you're gonna run out of young people to pay pensions (don't worry, yours will be fine though!)

The council in general needs to pull its finger out and actually listen to people who live in these areas, go do surveys, do your due-diligence and research, earn those inflated paychecks!

It's easy to sing about ethical and environmental best practice when you're behind a desk.

31.

I completely object to the ridiculous 20mph speed changes across the entirety of Ceredigion. It is truly a stupid concept from WG that you are planning to introduce. Car technology is safer than ever. Brake technology is better than ever. And you want to simply lower the speed that people travel at. Ridiculous backward thinking rubbish!

I am a resident of Llandysul, not one person drives through this village at 20mph. Even with a 20mph restriction in place.... No one cares! So your 20mph limits already do not work. I witness daily as I live on the one way system and everyone just blasts through here. And then come 10pm the rally boys are out in full force blasting through the village relentlessly. And nothing happens.

I'm sure you plan to hire some more speed check vans though to generate some more revenue when people go a life threatening 21mph.....

Next year will the bright sparks in WG want to introduce 10mph limits? And will you blindly follow what you're told to do?

Maybe your time would be better spent fixing the pot holes that plague the county. That would make driving far safer than some ridiculous speed limit that no one will take notice of.

And don't dare bring the environmental impact into it as our imposed sacrifices make absolutely zero difference when compared to other countries increasing contribution. And as far as I can tell air kind of travels around the entire globe rather than just stays exactly still. Unless Ceredigion is special? Does Ceredigion air only stay in Ceredigion?

Wake up!

32.

this is absolutely stupid lower speed limits will increase journey times and cause traffic congestion with results in much higher exhaust emissions which eventually will cause medical conditions in the young and elderly. Monmouthshire County Council are already reverting back to the 30 mph in its trialled areas. I just hope the voting population remember when the next elections are held that they expel those councillors and the members of the senate who voted to implement this

33.

Hello I am writing in relation to the public consultation on the reduced speed limits in the county, enacting the Welsh government change in law. I have no objection to the improvement of safety and use of various measures to ensure better road safety and use, including reduced speed limits. However, I am concerned that key aspects of road use is being ignore and not putting equal responsibility on to all road users. My first concern relate to that fact that many drivers are not proficient enough to understand how to drive to the highway code, conditions of the road and speed limits. I do not mean dangerous speeds driven by some drivers over the current limits, but for example, drivers who also drive excessively slow for the types of roads they are driving, causing hazards by going too slow and holding up traffic on large and small A/B roads. While I think it is fine to drive slower if you feel more comfortable, this however, should not be done at the hinderance of other road users. In fact the Highway code does state that you should not hold up a long queue of traffic.... check your mirrors frequently, and if necessary, pull in where it is safe and let traffic pass rule169). This is coupled with the fact that many older drivers (people who past their test more than 20yrs ago) seem to think that you must always drive 10-20 mph slower than the advertised speed limit. This is even the case in current 20 and 30mph zones. Another example of incorrect road use is parking. Many drivers do not pay attention to rules 239 or 243 of the highway code. This causes many hazards on busy and quite roads. I am concerned that due to a lack of further training and testing of a drivers proficiency that incorrect driver manners are being conducted by many drivers, which add further hazards to the roads, beyond just speed issues. In addition, to the change in law being enacted for speed limits, I would like to see an education campaign (and potential requirement to pass theory tests again) for older drivers to ensure that efficient use of

all rules and approaches to good road driving is followed. My next concern is relating to cyclists. I would like to precursor this comment with the fact I have previously been knocked off of my bike by a 20 ton lorry going to fast on a narrow road, so I am an advocate for safer cycling and driving. I am however, very concern that the new laws and rule being enacted do not put any legal responsibility on cyclists or any enforcement system to ensure they obey the road laws as well. New laws such as driving only 2 abreast on quiet roads are not being followed in my area, with many cyclists driving 2 a breast on busy and fast moving A roads. On roads that have hills many cyclists are breaking speed limits/ Indiscriminately using roads and cycle lanes at their convenience, rather than using dedicated cycle lanes where available, negating the purpose of road safety improvements, resulting in blame on motor vehicles. Again I am advocating for some change to ensure cyclists take ownership for their behaviour just as is needed with motor vehicles drivers. To this end, I request that all bicycles are registered for identification on the road and that cyclists must pass a driving theory test to be allowed to ride on the road. This to be coupled with another education campaign for all potential and current cyclists, that they are responsible for road safety equally as all road users. Furthermore, I would like increased police action and detailed public information campaigns explaining how this is being enacted an enforced. I believe that this will add to a sense of shared responsibility and improve motor vehicle drivers impressions of cyclists and cause a change in behaviour towards them. Overall, my concern is that blame is being put on to a few groups of road users, where all individuals (including pedestrians) need to take responsibility for highway use. I would like to see money invested and action taken in these areas in addition to speed limit changes.

34.

I would like to object to the blanket introduction of 20 mph speed limits, most specifically along the A487, the main arterial road from one end of the county to the other. This road is also a feeder road for the ferry at Fishguard.

Introducing 20 mph speed limits in the specified places will

- a) markedly increase journey times for all vehicles (including the council's own and those such as care workers), also resulting in increased fuel consumption*
- b) result in heavy goods vehicles moving more slowly through the villages, increasing noise*
- c) result in heavy goods vehicles moving at very slow speeds through villages, increasing emissions.*

I would suggest that the county council drive a loaded, maximum axle vehicle from one end of the county to the other twice, comparing time, fuel consumption and emissions.

I would also like the council to consider the effect on care providers. More time on the road will result in less time with those who need care.

And maybe one or two (or even all) of the county councillors could drive from, say, Cardigan to Aberystwyth, trying out the 20 mph restrictions.

35.

Living in a remote area I am extremely concerned about the effects of the introduction of 20 mph speed limits both on journey times and adverse effects on home deliveries. It is absolute nonsense to quote an increase of 1 minute to journey times when one has to pass through a large number of these restricted zones to get to hospitals, doctors, dentists and main shopping areas. Getting onto M4 from Penuwch is going to be a nightmare.

With deliveries coming from main hubs in Cardiff and across the border they are just not going to want to deliver anywhere other than local.

It is all well and good to consult community groups but has anyone contacted logistic companies inside and outside of Wales for their input?

Clearly this has not been thought through and is going to have a detrimental effect on the economy.

36.

I am an experienced car and van driver and agree with speed restrictions. I also agree with some temporary 20mph limits during school days. I do not agree with taking lengthy sections of currently 30mph roads and changing the limit to 20 mph. I think current 30 mph roads are poorly signed as 30 with the old rule of regular lampposts denotes it's 30 mph. I am concerned that if 20 mph roads are not frequently posted there will be a number of drivers who inadvertently break the law. I also think that if drivers such as delivery vehicles are slowed down too much by 20 mph limits they will drive faster on subsequent higher limit roads causing them to go around bends faster etc to make up time.

37.

We are inclined to support this initiative for the roads within the housing estate(s) here in Waunfawr, and further afield in Ceredigion, but placing this blanket approach on the main roads (bus routes) appears to be a retrograde step. There is little local evidence in terms of safety, economic benefits and carbon reduction to support the blanket introduction of this Welsh Government policy. It would be preferable for hot spots to be addressed.

We also fear that Ceredigion County Council / Welsh Government will spend a great deal of scarce public funding on signage and other measures to try and enforce this policy. Our Mid Wales road environment is already littered with excessive street furniture including expensive smart signage where variable speed limits have been introduced - Llanon being an exemplar of excessive signage.

There is already a lack of integrated public transport whereby Ceredigion residents can depend on bus services linking with rail services and imposing speed limits that will delay transport will only aggravate this.

In terms of road safety Ceredigion would be better focussing on preventing those residents who have adequate off road parking but choose to park on roads and

pavements resulting in residents, often the aged, having to walk on the road. Such parking is also a safety hazard for young children not being able to see oncoming street traffic. Please take action to address this.

And of course if Welsh Government and Ceredigion County Council wish to address the Climate Emergency then encouraging the use of sustainable public transport (investment in T1 electric bus fleet being an excellent example) as well as sustainable active travel (suitable for the fittest in society) must be a priority. The reductions in public transport in Ceredigion is a move completely in the wrong direction. Depending on private sector operators of public transport has proven to be unsustainable. This must become a Government owned and operated service as a matter of urgency.

Thank you for the opportunity to contribute to this subject.

38.

We are opposed to the new 20mph speed limits that you would like to introduce into towns and villages in Ceredigion for the following reasons.

To expect motorists to crawl along in a low gear in built up areas is going to add to traffic pollution which is bad enough as it is.

In the past we have had abuse from other drivers for abiding by the 30mph limit, mainly from lorry drivers and younger drivers. What is it going to be like crawling along at 20mph?

With regard to deaths and injuries, it probably will not make much difference as you will still get 'boy racers' ignoring speed limits.

39.

I am objecting to the proposed default 20 mph zones in Ceredigion and the rest of Wales. I do not think that most accidents on the roads take place in the 30 mph zones. Rather in the 60 mph zones.

I also don't think it will be safer. I think it will be more dangerous with drivers being more engaged with their speed dial than keeping their eyes on the road. There will be more congestion and pollution as people will drive in second gear and will be in the area longer. There will be a longer commuting time and people will get irritable behind the wheel. I am also thinking about the impact it will have on bus drivers, taxis and delivery drivers. It will have a negative economic impact. Pedestrians might take more risks in crossing the road when cars go slower.

I would like to see more money spend on separating fast and slow traffic. More cycle lanes and only 20 mph outside schools and on roads that have many pedestrians.

I hope Ceredigion Council will take my objection onboard and will rethink their decision.

40.

I'm writing to object to the new 20mph speed limit on built up streets that are presently 30mph. My objections are:

- 1. The cost - couldn't the taxpayers money be better spent on the NHS and Social Services.*
- 2. Increased air pollution in built up areas.*

It seems that the government are tinkering with issues which impact a smallest percentage of the Welsh population.

41.

We the undersigned wish to formally object to the 20mph. Element of the Ceredigion County Council (20 mph, 30 mph, 40 mph and 50 mph Speed Limits and Derestricted Roads) (Consolidation) Order 2014 (Various Locations Reduction of National Speed Limit) (Amendment Order No.23) 2023, for the following reasons:-

We are not convinced that reducing the speed to 20mph. Will have any road safety benefits and will actually increase the amount of accidents.

In a rural area such as Ceredigion reducing the speed to 20mph will not encourage active and sustainable travel. especially when bus services are reducing

There is already consistency in the 30mph in most residential areas.

Ceredigion needs to stand against Welsh Government policies that are designed to have an adverse effect on our rural communities and increase the cost of rural businesses.

1 signature

42.

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1 signature

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There is already consistency in the 30mph in most residential areas.

Ceredigion needs to stand against Welsh Government policies that are designed to have an adverse effect on our rural communities and increase the cost of rural businesses.

8 names attached but no signatures

44.

I have some genuine concerns regarding this proposed blanket change in speed restrictions across Wales. While I welcome the changes in certain circumstances such as narrow roads with little visibility or blind bends, I am concerned that this will result in an increased impatience in drivers which leads to dangerous behaviour. My sister lives in Bristol where there are a large amount of 20mph zones and she's observed that since these changes that more people overtake her where it is not appropriate.

I noticed that following the changes in speed restrictions in Carmarthenshire on the Carmarthen to Lampeter route, drivers started overtaking at inappropriate times - I never felt as unsafe driving on that road until those changes.

Another fear is the safety of myself and others as alternative road users. I ride horses and we already feel unsafe riding on roads - how will we be affected when people start putting their foot down as soon as they leave the 20mph zones? I suggest that you consult with the BHS to see where most incidents and near misses are reported and continue to monitor this following the changes.

I don't know yet how this will affect me in my day to day work - I will have three such 20mph zones to pass through on my way to work and I also have to drive as part of my job role.

I am concerned about how it will affect me with travel out of Wales - it already takes at least three hours to get to any of the borders, while on my journey to Pembrey on the weekend I counted 12 of what will become 20mph zones just between home and Carmarthen. I feel that those of us living in rural Wales are constantly being penalised by Cardiff lawmakers. On this same journey, I felt that I had less awareness of the road as I went through five speed limit changes in the course of a mile and needed to keep glancing at my speed limit and trying to work out which zone I was in at that time as it wasn't very clear - I felt that this kept my attention off the road and surroundings.

I live in Penuwch within one of the proposed 20mph zones - I question how much of a difference this will make as I notice a lot of people speed past my house but I am

unaware of any traffic enforcement having taken place in the village since the 30mph zone was introduced 16 years ago. I've also witnessed the aftermath of at least 3 RTI's have occurred on the same bend in that time by the turning for Blaenpennal but outside the speed restriction zone, with two of those being in the past six months (one involved a car ending up on its roof in the field next to the junction, another involved a collision with the house opposite the junction and the most recent involved a telegraph pole next to the junction.)

I'd like to know how the below figures quoted were reached as there are no supporting references or quantifying factors:

The 20mph default speed limit is expected to result in

- 40% fewer road collisions
- Saving 6 to 10 lives every year
- and avoiding 1,200 to 2,000 people being injured every year

I am unhappy that these changes are being brought in without a formal consultation with all members of the public as a 'done deal' and I wish for this to be considered and lodged as a formal complaint. Being given the opportunity to have our say after the changes have been announced just seems insulting, as though our views didn't matter before the decisions were made.

45.

I would like to make the following questions/statements and objections: -

As you do not seem to enforce the current speed limits, how do you intend to enforce the new lower limits without considerable added costs?

What do you mean by "Active and sustainable travel?"

There is no consistency in the placement of the proposed limits. E.g. CE36-T09 (Paitholwyg), 40mph, CE36-J11 (Lon Llewellyn) 30mph, CE37-C02 (Ger-y-Llan) 20mph. All these are in short cul-de-sacs.

Objections

1) The new proposed limits would increase driver frustration thus discourage compliance with any new regulation. While those that do comply will further cause frustration with the possibility of increased (possibly) dangerous driving.

2) The new proposed limits would increase travel times for all types of delivery vehicles/public transport thus causing major upset in the planning of food and other retailers scheduling.

3) The new proposed limits would increase travel times for all types of delivery vehicles/public transport thus making more "tachometer" stops so they don't exceed permitted driving hours.

4) The new proposed limits would increase travel times for all types of vehicles thus increasing driver frustration of being delayed by possibly more than an hour to journey time across the extent of Ceredigion

5) The new proposed limits would increase travel times for public service vehicles thus requiring renewed (recently changed) timetables thus upsetting the general public.

6) The new proposed limits would increase **traffic fumes** in town centres thus increasing the risk of respiratory diseases in the more elderly or infirm local inhabitants.

7) The new proposed limits would not necessarily increase the possibility of improvement in road safety due to the increased frustration of drivers.

46.

I object to the 20mph implementation on two grounds. We have been offered your email address for consultation AFTER THE EVENT. What is the point of this? Second, what problem is this trying to fix? We are aware that the AA and RAC oppose it as there is NO EVIDENCE to support it. The police have indicated that they have no willingness nor resources to enforce it. All innovations should be to fix a problem. Here there appears to be no problem that is being fixed. You are aware that a slower speed will mean changing down a gear thus increasing revs and so increasing pollution. Why do you wish to increase pollution in our towns? The Senedd mandate ALLOWS for councils to reduce speed limits, it does not say that councils should impose a blanket ban.

47.

I wish to register my opposition to this due to the following points.

1/. It is unenforceable as it discriminates motor vehicle owners whilst cyclists get away with travelling at over 20mph.

2./ all cycle races that travel through a 20mph zone will have to be cancelled.

3./ all the excess pollution from vehicles especially heavy good vehicles and agricultural ones pulling loads up hills causing diesel fumes heavier than normal as having no run up to climb steep hills.

As many people die of high pollution in cities this stupid limit will kill more people...

48.

I wish to formally object to the 20mph proposed speed limit changes in the county.

I am not convinced that reducing the speed to 20mph, will have any safety benefits and could increase the number of accidents. Where is the evidence that this change will have a benefit?

In a rural area such as Ceredigion reducing the speed to 20mph will not encourage active and sustainable travel, especially with reduced bus services.

Ceredigion needs to question Welsh Gov. policies, that can have an adverse effect on communities and increase the cost to rural businesses.

49.

We the undersigned wish to formally object to the 20mph element of the Ceredigion County Council (20mph, 30mph, 40mph and 50mph Speed Limits and Derestricted Roads) (Consolidation) Order 2014 (Various Roads Reduction of National Speed Limit) (Amendment Order No. 23) 2023, for the following reasons;

We are not convinced that reducing the speed limit to 20mph will have any road safety benefits and will actually increase the amount of accidents.

In in rural area such as Ceredigion reducing the speed to 20mph will not encourage active and sustainable travel, especially when bus services are reducing. There is already consistency in the 30mph in most residential areas.

Ceredigion needs to stand against Welsh Government policies that are designed to have an adverse effect on our rural communities and increase the cost of rural businesses.

12 signatories, plus the sender

50.

I am writing to state my objections to the proposed 20mph speed limit arrangements, for the following reasons.

One of the stated benefits of the scheme is to encourage a change of use from car to walking or cycling. That may be possible in larger towns or cities, but much of Ceredigion is rural or semi-rural and it is simply not practical to walk or cycle - particularly in the winter or at night along unlit country lanes. If anything it is likely to make users more susceptible to injury.

Another stated benefit is an improvement in air quality. Aside from Aberystwyth (maybe) I would suggest that the volume of traffic in any of your towns has a negligible effect on air quality, and that reducing the speed of that traffic from 30mph to 20mph would see, at best, an unmeasurable improvement in air quality.

There is already a mechanism in place to reduce the speed limit to 20mph where appropriate - it works well outside our schools and in built up areas, and it makes no sense to mandate a reduction everywhere to 20mph. Continuing to monitor accident hotspots and make changes based on the data would seem to be a far more sensible solution, rather than a simple "20mph must be better".

51.

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Ceredigion needs to stand against Welsh Government policies that are designed to have an adverse effect on our rural communities and increase the cost of rural businesses.

215 signatures

'IF IT AIN'T BROKE, DON'T FIX IT'

Speed limit criteria was introduced in the 1934 Road Traffic Act to standardise a minimum national speed limit. 20mph, 40mph, and 50mph have since been introduced, each with its own criteria as to usage. The 20mph limit required either roadworks or traffic calming measures as its criteria, 40mph and 50mph have stopping distances with regard to the visibility of any stationary vehicles on the carriageway from the viewpoint of oncoming traffic. 30mph required street lighting.

In Tregaron (and many other villages, towns and cities across Wales) there are neither permanent roadworks or the necessity for traffic calming which have not already been put in place, e.g. all schools sites, narrow roads with 'give way' systems and ONE-WAY streets with the required 'sleeping Policeman' aka 'speed bumps' already established. Does this now mean that all 20mph roads will have to follow the criteria of having these traffic calming measures i.e. speed bumps at regular intervals across our roads, thereby impeding the free flow of traffic along THE KING'S HIGHWAYS?

Vehicles driving at continually slow speeds produce more pollution, particularly HGVs and PSVs, as a result of having to be in lower gears, in some cases with smaller cars in 2nd gear which is deleterious to engines and increases fuel usage and consumption. It is also likely to cause an increase in accidents with pedestrians and cyclists, especially over humps across the roads, and the damage to vehicle suspension and tracking. Lack of driver concentration at slow speeds, including frustration caused by extended travel times, e.g. commercial vehicle deliveries, school drop-offs and general public travel for shopping and leisure must be added to the mix.

So called 'BUFFER ZONES' are arbitrary and nonsensical, and fall outside of the criteria for the specified imposition of altered speed limits. Crass stupidity.

I was under the impression that Wales was a democracy, but these draconian and unnecessary changes to speed limits shows this not to be the case, rather an oligarchy which is undermining the civil liberties of its residents.

These changes to the ROAD TRAFFIC ACTS require public consultation and a referendum not 'FAIT ACCOMPLI'. Far from being in the interests of the public, it would appear to be a CASH COW activity to obtain money derived from the inevitable motor speed fines these changes will bring with any such monies going directly to Cardiff and not for the benefit of Cuntty Councils.

In conclusion, I draw your attention to the opening heading 'IF IT AIN'T BROKE DON'T FIX IT'. Wales is a country for tourism, who will want to come to TOY TOWN WALES, to be treated like naughty children who have to be controlled and fleeced by PC PLOD for the megalomaniacs in control of our nation.

FOR HEAVAN'S SAKE STOP THIS NONSENSE BEFORE YOU WRECK THE COUNTRY AND THE MORALE OF ITS INHABITANTS.

53.

We the undersigned wish to formally object to the 20mph element of the Ceredigion County Council (20mph, 30mph, 40mph and 50mph Speed Limits and Derestricted Roads) (Consolidation) Order 2014 (Various Roads Reduction of National Speed Limit) (Amendment Order No. 23) 2023, for the following reasons;

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Ceredigion needs to stand against Welsh Government policies that are designed to have an adverse effect on our rural communities and increase the cost of rural businesses.

6 signatures

It is recommended that all these objections be over-ruled. The proposed changes are national policy in Wales and the Welsh Government predict that they will increase safety and not increase congestion or air pollution, and that they will prove cost effective due to the reduction in costs to the nation afforded by lower and less severe casualty rates.

Area wide 20mph speed limits are seven times more cost effective than isolated zones with physical calming e.g road humps. They are five times more cost effective than targeted interventions on 'A' roads in reducing killed and serious injury collisions. For example, Bristol reports the estimated total number of injuries avoided across the city each year as 4.53 fatal, 11.3 serious and 159.3 slight injuries. The estimated annual saving to society from fewer casualties is £15.250 million. The cost of installing new 20mph limits on up to 50 miles of streets by signage alone may be around £100,000, with resulting wide community benefits. This would be the equivalent cost of installing a single raised pelican crossing. Children travel to school from wider areas than immediately around the school gates, so a significant number are travelling on roads that are not in the immediate area of their school. Speeds around schools are typically slower at school run times and some children are permitted to leave school premises during the school day. This especially applies to secondary age students. The proposals are designed to improve the environment for all road users at all times, including older adults and other vulnerable road users.

When speed drops, even slightly, risks are hugely reduced – 1mph less in towns equates to 6% fewer injured. At 30mph half of 60+ year olds die if hit. The likelihood of severe or fatal injury for pedestrians struck by drivers traveling at 20mph is 17%, at 25mph it is 30%, and at 30mph it rises to 47%.

Research conducted on 20mph limits in London and elsewhere indicates that emission rates are highest when vehicles accelerate, and vehicles spend more

time accelerating in 30mph limits than in 20mph limits. The research concluded that it would be incorrect to assume a 20mph speed restriction would be detrimental to ambient local air quality, though emission rates vary depending on whether vehicles are petrol or diesel powered.

There is no evidence that lower speeds increase congestion on roads. The introduction of 20mph limits encourages more travel by alternative sustainable modes of transport, and is seen as a cost effective method of enabling traffic reduction. 20mph limits are also key to reducing both the number and severity of collisions since lower speeds are the best way to allow everyone more time and space and where collisions do happen the severity is reduced for vulnerable road users. As speeds fall, people start to feel safer and more willing to walk, cycle and take public transport. Traffic volumes also fall. Traffic reduction of 3% was reported in Edinburgh's trial of 20mph limits and more walking and cycling has been a reported result in many 20mph schemes.

Local bus operators were consulted as part of this proposal and no objections were received. Local bus services in urban areas do not generally usually travel at more than 20mph, and the average speed of urban buses in UK is less than 13mph. The scheme is thus unlikely to generate slower bus journeys than currently exist and therefore unlikely to lead to wholesale timetable changes. It will create a better environment for people opting to travel by sustainable transport and make accessing those services safer by reducing the risk of traffic collisions.

The Council does not benefit from any revenue from safety cameras. These are operated by GoSafe and all revenue generated is passed to HM Treasury. Further information can be found on <https://www.gosafe.org/> With regard to enforcement, a partnership arrangement is in place with the Police and GoSafe, who are responsible for enforcing speed limits.

Regarding comments in Objection 44 above:

The projected reductions in collisions and casualty rates supplied by the Welsh Government are derived from Jones, S., Brunt, H, "Twenty miles per hour speed limits: a sustainable solution to public health problems in Wales", Journal of Epidemiology and Community Health, (2017).

Regarding comments in Objection 45 above:

1. CE36-T09 (Paitholwyg), the existing 40mph on this short side road road is retained since it co-ordinates with the 40mph limit at its junction with the A487 (which is the responsibility of the Welsh Government) and is too short to have a separate speed limit. 40mph limits are also out of scope for this scheme.
2. CE36-J11 (Lon Llewellyn), a 20mph limit is proposed for this longer side road, and not 30mph.

- 3. CE37-C02 (Ger-y-Llan), a 20mph limit is also proposed for this longer side road.**





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	

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

An integrated tool to inform effective decision making



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

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<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 	<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 	<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.
Hearing Impairment	Positive	Negative	None/ Negligible			
	✓					
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			
	✓					

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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 ✓)				Transgender	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. 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. 	<ul style="list-style-type: none"> The benefits of the proposal will benefit transgender people 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.
Marriage or Civil Partnership Do you think this proposal will have a positive or a negative impact on marriage or Civil partnership? (Please tick ✓)				Marriage	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. 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. 	<ul style="list-style-type: none"> The benefits of the proposed programme will benefit those in a marriage or civil partnership 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.
				Civil partnership	Positive	Negative	None/ Negligible			
								<input checked="" type="checkbox"/>		

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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 with 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			

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persons to use the Welsh 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. 	<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 increase or reduce the opportunity for persons to access services through the medium of Welsh?	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.
			✓			

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				<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			

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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 	

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	✓			<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)

An integrated tool to inform effective decision making



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
Corporate Manager - Highways	Phil Jones		26.05.2023
Corporate Lead Officer	Rhodri Llwyd		26.05.2023
Corporate Director	Barry Rees		26.05.2023
Portfolio Holder	Cllr Keith Henson		26.05.2023