

Dylan Thomas

From: Traffic Speed Limit consultations (20mph Review) <speedlimits@conwy.gov.uk>
Sent: 02 April 2026 12:32
To: Kath Evans
Subject: RE: Request for Clarification on the rationale on retaining the 20mph Speed Limit on Foryd Road

Good morning,

Conwy Council have carried out detailed assessments for each of the 18 road sections proposed in this Order. The Welsh Government assessment tool was used as a framework for consideration of the evidence. The assessments were evaluated under the following headings

- **Place**
- **Movement**
- **Road Characteristics**
- **Road Safety**

The assessment process is outlined in our [Statement of Reasons](#)

The evidence gathered as part of our review on Place, Movement and Road Characteristics did not indicate that there would be a significant disbenefit to increasing the speed limit back to 30mph, but there wasn't evidence to show there was a benefit to increasing the speed limit either.

Only the Movement criteria had the potential to demonstrate a benefit. Assessment was geared around improving the efficiency of movement and WG told us to focus on where Public Transport Operators are providing a 'significant public transport service' (i.e. buses at a minimum frequency of 2 per hour). Arriva responded to our consultation and told us they have the 'X12' Service but they did not submit any evidence that the speed limit change has affected their service. In fact, they responded to our consultation and told us they have the 'X12' Service between Rhyl and Llandudno and that their biggest impact is on interurban services and not all the impact can be attributed to Conwy. I also asked for any evidence of impact on journey times, but they responded saying 'local services were not impacted majorly'. So, no significant benefit was evidenced against the Movement criteria.

However evidence on road safety at Foryd Road was assessed by comparing the Police recorded road traffic collisions data (STATS19) for a three year period prior to the implementation of the 20mph policy and data for the two years after implementation. The annual collision rate was calculated for comparison and where there has been a decrease of 1 casualty per year, a recommendation to retain the 20mph on road safety grounds has been made.

One personal injury collision per year may seem insignificant to some people, however I will try to explain the Road Safety rationale behind this justification.

Road collision is defined by RoSPA as *'a rare, random multi-factor event preceded by a situation in which one or more road users have failed to cope with their environment'*. So, it's not possible to predict the severity of an injury arising from a collision. For example, the difference between a slight / serious / fatal injury collision can depend on many things –like wearing a seat belt, speed travelled and even the age and health of any casualty involved.

The UK's Department for Transport (DfT) calculates the cost of traffic accidents using a 'willingness-to-pay' (WTP) approach, which includes both human costs (pain, grief, suffering and loss of life enjoyment) and economic costs (lost output and medical expenses. In addition, accident related costs such as vehicle/property damage, police costs and insurance administration are included. Average cost per Accident is shown below

Costs vary by severity because accidents often involve multiple casualties:

- **Fatal accident:** ~£2.1 million
 - **Serious accident:** ~£250,000
 - **Slight accident:** ~£25,000
 - **Damage-only accident:** ~£2,500
- (Values are in constant prices and updated yearly by DfT.)

The assessment process had to provide a justification that showed the potential benefits of increasing the speed limit outweigh the potential disbenefits.

Where road sections did not meet the requirements, we have not proposed change at this time.

North Wales Police's data showed us that Foryd Road had 14 personal injury collisions in the three years prior to the speed limit change, and 7 since.

The annual collision rate has been reduced by 1.2 collisions per year and therefore does not meet the criteria set.

I hope this explains our position.

Regards

Janine

AffCh - Yr Amgylchedd, Ffyrdd a Chyfleusterau

ERF - Environment, Roads and Facilities

Cyngor Bwrdeistref Sirol CONWY County Borough Council

☎ 01492 575337

✉ terfynaucyflymder@conwy.gov.uk speedlimits@conwy.gov.uk

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From: Kath Evans

Sent: 20 March 2026 10:09

To: Traffic Speed Limit consultations (20mph Review)

Subject: Request for Clarification on the rationale on retaining the 20mph Speed Limit on Foryd Road

Good morning,

On behalf of Towyn and Kinmel Bay Town Council, I am writing to formally request clarification on the rationale used in the decision to retain the 20mph speed limit on Foryd Road.

Members are concerned that the basis for this decision has not been clearly communicated, we would therefore appreciate a detailed explanation of the factors considered when this decision was made.

The Town Council wishes to place on record its dissatisfaction that the decision does not reflect the views of the Town Council, the local County Councillors, or the residents we represent.

Accordingly, Members request that this decision be reviewed as a matter of urgency, with full consideration given to the locally expressed views and the practical impact of the current restriction.

Kind regards

Kath

Dirprwy Glerc y Dref /Deputy Town Clerk
Cyngor Tref Tywyn a Bae Cinmel/Towyn & Kinmel Bay Town Council
Canolfan Adnoddau Cymunedol/Community Resource Centre
Y Sgwâr/ The Square
Oddi ar Foryd Road/Off Foryd Road,
Bae Cinmel/Kinmel Bay
Conwy, LL18 5BB
Ffôn 01745 355899/Telephone 01745 355899
e-bost/e-mail: deputy@towynkinmelbay-tc.gov.uk
WWW.towynkinmelbay-tc.gov.uk



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Mae'r e-bost hwn ac unrhyw atodiadau yn gyfrinachol ac wedi'u bwriadu ar gyfer y derbynnydd a enwir yn unig. Nid yw'r e-bost hwn o reidrwydd yn cynrychioli barn Cyngor y Dref. Mae Cyngor Tref Towyn a Bae Cinmel yn casglu/rheoli eich data personol o dan Ddeddf Diogelu Data 2018. Gweler yr ymwadiad e-bost – Ymwadiad E-bost. I gael rhagor o wybodaeth am ein trefniadau preifatrwydd, ewch i wefan y Cyngor lle gellir gweld ein Hysbysiadau Preifatrwydd, Gwybodaeth a Pholisi Diogelu Data manwl.

Rydym yn croesawu gohebiaeth yn y Gymraeg a'r Saesneg fel ei gilydd. Ni fydd gohebiaeth yn yr un iaith na'r llall yn arwain at unrhyw oedi.

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We welcome correspondence in both Welsh and English. We will respond to correspondence in either language