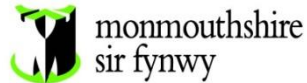


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Neuadd Y Sir
Y Rhadyr
Brynbuga
NP15 1GA

Dydd Mawrth, 17 Ionawr 2023

Annwyl Cyngorydd

PENDERFYNIADIAU AELOD CABINET UNIGOL

Hysbysir drwy hyn y caiff y penderfyniadau dilynol a wnaed gan aelod o'r cabinet eu gwneud **Dydd Mercher, 25ain Ionawr, 2023**,.

AGENDA

1. DEDDF LLYWODRAETH LEOL (CYMRU) 1994
RHEOLIADAU (PRAESEPTAU) (CYMRU) YR AWDURDODAU LLEOL 1995 - Cadarnhau'r Rhest

CABINET MEMBER: County Councillor R Garrick

AUTHOR: Jonathan Davies – Head of Finance (Deputy Section 151 Officer)

email: jonathandavies2@monmouthshire.gov.uk

phone: (01633) 644114

2. TERFYNAU CYFLYMDER ARAFETHDIG 20, 30 A 40 MYA CYNGOR SIR FYNWY- DIWYGIO
RHIF. 7 2022

CABINET MEMBER: County Councillor C Maby

AUTHORS:

Mark Hand, Head of Placemaking, Highways and Flooding

Graham Kinsella, Traffic and Road Safety Manager

Gareth Freeman, Assistant Engineer (Traffic)

CONTACT DETAILS:

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Yr eiddwch yn gywir,

Paul Matthews
Prif Weithredwr

PORTFFOLIOS CABINET

Cynghorydd Sir	Meysydd o Gyfrifoldeb	Ward
Mary Ann Brocklesby	<p>Arweinydd Prif Swyddog – Paul Matthews, Matthew Gatehouse</p> <p>Stratgaeth a Chyfeiriad yr Awdurdod Cyfan Adolygiad a gwerthusiad o berfformiad yr Awdurdod Cyfan Cabinet Cyfun Prifddinas-Ranbarth Caerdydd Gweithio rhanbarthol Perthynas gyda'r Llywodraeth CLILIC, LGA a'r Bwrdd Gwasanaethau Cyhoeddus</p>	Llanelly
Paul Griffiths	<p>Aelod Cabinet ar gyfer Economi Gynaliadwy a Dirprwy Arweinydd Prif Swyddog – Frances O'Brien</p> <p>Dygnwch economaidd a chynaliadwyedd gan ffocysu ar yr economi sylfaenol Cynllun Datblygu Lleol a'r Cynllun Datblygu Strategol Buddsoddi mewn canol trefi a chymdogaethau a Datblygu Stiwardiaeth Rheoli Adeiladau Sgiliau a chyflogaeth gan gynnwys swyddi gwyrdd a phrentisiaethau Cysylltiadau band-eang Safonau masnach, lechyd amgylcheddol, lechyd cyhoeddus, Trwyddedu</p>	Castell Cas-gwent a Larkfield
Rachel Garrick	<p>Aelod Cabinet ar gyfer Adnoddau Prif Swyddogion – Peter Davies, Frances O'Brien, Matthew Phillips, Jane Rodgers</p> <p><i>Cyllid Datblygu a chynnig y gyllideb i'r Cyngor Digidol a Thechnoleg Gwybodaeth Adnoddau Dynol, y Gyflogres ac lechyd a Diogelwch Caffael strategol – hyrwyddo lleoliaeth Tir ac Adeiladau Cynnal a chadw a rheoli eiddo Rheoli'r Fflyd Cynllunio Brys</i></p>	Castell Cil-y-coed

Martyn Groucutt	<p>Aelod Cabinet ar gyfer Addysg Prif Swyddogion – Will McLean, Ian Saunders</p> <p>Addysg Blynyddoedd Cynnar Addysg statudol ar gyfer pob oedran Anghenion dysgu ychwanegol/cynhwysiant Addysg ôl-16 ac ar gyfer oedolion Safonau a Gwellu Ysgolion Dysgu Cymunedol Y Rhaglen Ysgolion ar gyfer y 21ain Ganrif Gwasanaethau Ieuenctid</p>	Lansdown
Sara Burch	<p>Aelod Cabinet ar gyfer Cymunedau Cynhwysol a Byw Prif Swyddogion – Frances O'Brien, Ian Saunders, Jane Rodgers, Matthew Gatehouse</p> <p>Strategaeth Tai Fforddiadwy Digartrefedd Diogelwch yn y Gymuned Teithio Llesol Canolfannau Hamdden Chwarae a Chwaraeon Gwybodaeth ar gyfer Twristiaid, Amgueddfeydd, Theatrau ac Atyniadau</p>	Cantref
Tudor Thomas	<p>Aelod Cabinet ar gyfer Gofal Cymdeithasol, Diogelu a Gwasanaethau Iechyd Hygyrch Prif Swyddog – Jane Rodgers</p> <p>Gwasanaethau Plant Maethu a Mabwysiadu Gwasanaeth Troseddu Ieuenctid Gwasanaethau Oedolion Diogelu ar draws yr Awdurdod Cyfan (Plant ac Oedolion) Anableddau Iechyd meddwl a lles Perthynas gyda darparwyr iechyd a mynediad at ddarpariaeth iechyd</p>	Parc
Catrin Maby	<p>Aelod Cabinet ar gyfer Newid Hinsawdd a'r Amgylchedd Prif Swyddogion – Frances O'Brien, Matthew Gatehouse</p> <p>Datgarboneiddio Cynllunio Trafnidiaeth Creu, bwyta a chaffael bwyd yn lleol gan gynnwys</p>	Drybridge

	<p>amaeth-goedwigaeth a garddwriaeth leol Cynllunio ar gyfer y rhwydwaith traffig Trafnidiaeth gyhoeddus Priffyrdd gan gynnwys y cefnffyrdd Palmentydd a lonydd cefn Lliniaru, rheoli ac adferiad yn dilyn llifogydd, ansawdd dŵr afonydd Rheoli Gwastraff Gofal Stryd, sbwriel a gofodau cyhoeddus Cefn Gwlad, Bioamrywiaeth a hawliau tramwy cyhoeddus gan gynnwys parciau a gofodau agored Cyfleusterau cyhoeddus</p>	
Catherine Fookes	<p>Aelod Cabinet ar gyfer Cydraddoldeb ac Ymgysylltu</p> <p>Prif Swyddogion – Frances O’Brien, Matt Phillips, Matthew Gatehouse</p> <p>Anghydraddoldeb cymunedol (iechyd, incwm, maetheg, anfantais, gwahaniaethu, arwahanrwydd) Budd-daliadau Yr iaith Gymraeg Hyrwyddo democratiaeth ac ymgysylltu dinasyddion Hybiau cymunedol a’r ganolfan gyswllt Gwasanaethau cwsmeriaid a phrofiad dinasyddion Cyfathrebu, cysylltiadau cyhoeddus, marchnata Gweithio gyda mudiadau gwirfoddol Cofrestryddion Gwasanaethau Etholiadol Adolygu’r Cyfansoddiad Moeseg a safonau</p>	Tref

Nodau a Gwerthoedd Cyngor Sir Fynwy

Ein diben

Adeiladu Cymunedau Cynaliadwy a Chydnerth

Amcanion y gweithiwn tuag atynt

- Rhoi'r dechrau gorau posibl mewn bywyd i bobl
- Sir lewyrchus a chysylltiedig
- Cynyddu i'r eithaf botensial yr amgylchedd naturiol ac adeiledig
- Llesiant gydol oes
- Cyngor gyda ffocws ar y dyfodol

Ein Gwerthoedd

Bod yn agored. Rydym yn agored ac yn onest. Mae pobl yn cael cyfle i gymryd rhan mewn penderfyniadau sy'n effeithio arnynt, dweud beth sy'n bwysig iddynt a gwneud pethau drostynt eu hunain/eu cymunedau. Os na allwn wneud rhywbeth i helpu, byddwn yn dweud hynny; os bydd yn cymryd peth amser i gael yr ateb, byddwn yn esbonio pam; os na allwn ateb yn syth, byddwn yn ceisio eich cysylltu gyda'r bobl a all helpu - mae adeiladu ymddiriedaeth ac ymgysylltu yn sylfaen allweddol.

Tegwch. Darparwn gyfleoedd teg, i helpu pobl a chymunedau i ffynnu. Os nad yw rhywbeth yn ymddangos yn deg, byddwn yn gwrandao ac yn esbonio pam. Byddwn bob amser yn ceisio trin pawb yn deg ac yn gyson. Ni allwn wneud pawb yn hapus bob amser, ond byddwn yn ymrwymo i wrando ac esbonio pam y gwnaethom weithredu fel y gwnaethom.

Hyblygrwydd. Byddwn yn parhau i newid a bod yn hyblyg i alluogi cyflwyno'r gwasanaethau mwyaf effeithlon ac effeithiol. Mae hyn yn golygu ymrwymiad gwirioneddol i weithio gyda phawb i groesawu ffyrdd newydd o weithio.

Gwaith Tîm. Byddwn yn gweithio gyda chi a'n partneriaid i gefnogi ac ysbrydoli pawb i gymryd rhan fel y gallwn gyflawni pethau gwych gyda'n gilydd. Nid ydym yn gweld ein hunain fel 'trefnwyr' neu ddatrysyr problemau, ond gwnawn y gorau o syniadau, asedau ac adnoddau sydd ar gael i wneud yn siŵr ein bod yn gwneud y pethau sy'n cael yr effaith mwyaf cadarnhaol ar ein pobl a lleoedd.

Caredigrwydd – Byddwn yn dangos caredigrwydd i bawb yr ydym yn gweithio gyda nhw, gan roi pwysigrwydd perthnasoedd a'r cysylltiadau sydd gennym â'n gilydd wrth wraidd pob rhyngweithio.

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SUBJECT: LOCAL GOVERNMENT (WALES) ACT 1994 THE LOCAL AUTHORITIES (PRECEPTS) (WALES) REGULATIONS 1995 – Determination of Payment Schedule

MEETING: Individual Cabinet Member – Councillor R.Garrick

DATE: 25th January 2023

1. PURPOSE:

- 1.1. To determine the schedule of precept payments to precepting authorities for 2023/24 as required by statute and following the results of the consultation process.

2. RECOMMENDATIONS:

- 2.1. That the following schedule of payments is determined:
- (i) The Police Authority precept is paid from the Council Fund by twelve monthly equal instalments on the third Tuesday in each month.
 - (ii) The Community Council precepts are paid by three equal instalments on the last working day in April, August and December in each year.

3. KEY ISSUES:

- 3.1. At the Individual Cabinet meeting on the 14th December 2022 the following schedule of instalments were proposed:
- (i) The Police Authority precept is paid from the Council Fund by twelve monthly equal instalments on the third Tuesday in each month.
 - (ii) The Community Council precepts are paid by three equal instalments on the last working day in April, August and December in each year.
- 3.2. Consultation with Town & Community Councils confirmed that the majority (28 of the 30 bodies consulted) wished to continue to receive their precept in three equal instalments on the last working day in April, August and December.

- 3.3. Under statute, the Council is required to make a determination by 31st January, at least 21 days having elapsed between the decision on proposals and the determination.

4. REASONS:

- 4.1. To determine the schedule of precept payments to precepting authorities for 2023/24 as required by statute and following the results of the consultation process.

5. OPTIONS APPRAISAL

- 5.1. Options are laid out by Statute and no further assessment is required.

6. EVALUATION CRITERIA

- 6.1. Not applicable.

7. RESOURCE IMPLICATIONS

- 7.1. Nil

8. WELLBEING OF FUTURE GENERATIONS (INCORPORATING EQUALITIES, SUSTAINABILITY, SAFEGUARDING AND CORPORATE PARENTING)

- 8.1. There are no implications directly arising from the recommendations and decisions highlighted in this report.

9. CONSULTEES

Strategic Leadership Team

Cabinet Members

10. BACKGROUND PAPERS

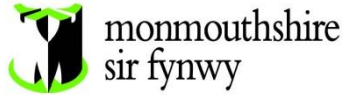
- 10.1. None

11. AUTHORS:

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SUBJECT:	PROPOSED MCC 20, 30 & 40 MPH SPEED LIMITS – AMENDMENT ORDER NO. 7 2022
MEETING:	INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY
DATE:	25/01/2023
DIVISION/WARDS AFFECTED:	TOWN, OSBASTON, MITCHEL TROY AND TRELLECH UNITED, RAGLAN, DEVAUDEN, ST ARVANS, LLANBADOC AND USK, ROGIET, WEST END

1. PURPOSE:

- 1.1 This report seeks Cabinet Member approval to proceed with several Traffic Orders throughout the County.
- 1.2 The Traffic Orders under consideration relate to the introduction of:
 - 1.2.1 A 20mph speed limit on Old Dixton Road, Monmouth and in Usk, Dingestow, Mitchel Troy, Mitchel Troy Common and Raglan;
 - 1.2.2 20mph and 30mph speed limits in the Wye Valley Villages (Broadstone, Catbrook, Llandogo, Llanishen, Penallt, Parkhouse, St Arvans, The Narth and Tintern);
 - 1.2.3 A 30mph speed limit in Llanbadoc;
 - 1.2.4 A 40mph speed limit on the B4245 between Undy and Rogiet.
- 1.3 The proposed Orders were advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.4 If significant unresolved objections arise from the consultation, a public inquiry can be held to reach a decision. However, in this instance, it is considered that a public inquiry is not required. It is recommended that all the proposals proceed with the Traffic Orders made as set out below.

2. RECOMMENDATIONS:

- 2.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed Orders:
 - 2.1.1 The introduction of a 20mph speed limit on Old Dixton Road, Monmouth.
 - 2.1.2 The introduction of 40 mph speed limit on the B4245 between Undy and the Llanvihangel Rogiet bends.
 - 2.1.3 The introduction of a 30mph speed limit in Llanbadoc.
 - 2.1.4 The introduction of 20mph and 30mph speed limits in the Wye Valley Villages (Broadstone, Catbrook, Llandogo, Llanishen, Penallt, Parkhouse, St Arvans and The Narth).

- 2.1.5 The introduction of a 20mph speed limit in Usk.
- 2.1.6 The introduction of a 20mph speed limit in Dingestow.
- 2.1.7 The introduction of a 20mph speed limit in Mitchel Troy and Mitchel Troy Common.
- 2.1.8 Making permanent the experimental 20mph speed limits in Raglan and Tintern.

3. KEY ISSUES

- 3.1 Monmouthshire County Council has received various requests and concerns from stakeholders and community representatives in relation to the below named localities to review the current existing various speed limits.
- 3.2 A review of the existing speed limits at each location listed below has been undertaken by officers in accordance with current setting local speed limits guidance and regulations and the proposals are intended to align the speed limits at each location to current guidance on setting appropriate statutory speed limits.
- 3.3 The reduced speed limits are being proposed in the interests of increasing the level of highway safety and to encourage and support residents and other highway users to use more sustainable modes of travel within each settlement.
 - 3.3.1 The introduction of a 20mph speed limit on Old Dixton Road, Monmouth – In advance of the Welsh Government's initiative to reduce the national default speed limit to 20mph, and following representations received from the local community, Cabinet Member approval was given in March 2022 to introduce a community-wide 20mph speed limit for Monmouth. The proposal is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community by contributing to creating a safer, more welcoming environment for highway users and lessening the severity of road traffic collisions. Following the local elections in May 2022, the approved scheme was discussed with the newly elected County Councillors for Monmouth and as a result an additional 20mph limit was requested by Cllr Jane Lucas to cover Old Dixton Road. The reasons for this proposal are identical to those for the original town-wide speed limit.
 - 3.3.2 The reduction from 60mph to 40mph on the B4245 between Undy and Llanvihangel Rogiet will connect the existing 40mph speed limits currently in place on the B4245 and reduce the number of speed limit changes on this road. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road traffic collisions. This request arose as a result of meetings with the Severnside County Councillors to review the 20mph Severnside pilot area.
 - 3.3.3 The reduction of the current speed limit from 40mph to 30mph in Llanbadoc – The proposal is intended to reduce travelling speeds through the community of Llanbadoc, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community by contributing to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road traffic collisions. This request was raised by former Councillors Clarke and Smith and the

proposals incorporate an extension to the 30mph limit requested by Councillor Tony Kear during initial discussions.

- 3.3.4 The introduction of 20mph and 30mph speed limits in the Wye Valley Villages (Broadstone, Catbrook, Llandogo, Llanishen, Penallt, Parkhouse, St Arvans, The Narth) – This proposal responds to representations received from the local community and incorporated into the adopted Wye Valley Villages Improvement Plan as a priority action. MCC proposes to introduce community-wide 20mph speed limits in each of the named Wye Valley villages. The proposal is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community by contributing to creating a safer, more welcoming environment for highway users and visitors and will lessen the severity of road collisions. The proposals subject to this statutory consultation were shaped by prior engagement with the local communities, led by Councillors Ann Webb, Jayne McKenna and Richard John with support from the respective Community Councils and MCC officers. For Llandogo, the plan has been amended slightly to exclude two unadopted roads, previously included in error (The Woodlands and Holmfield Drive).
- 3.3.5 The introduction of a 20mph speed limit in Usk – In advance of the Welsh Government's initiative to reduce the national default speed limit on restricted roads to 20mph, and following representations received from the local community MCC proposes to introduce a community wide 20mph speed limit. The proposal is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community by contributing to creating a safer, more welcoming environment for highway users and lessening the severity of road traffic collisions. The proposals subject to this statutory consultation were shaped by prior engagement with the local County Councillors and Usk Town Council.
- 3.3.6 The introduction of a 20mph speed limit in Dingestow – The proposal is intended to reduce the current speed limit in the village from 30mph to 20mph to encourage lower travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling, and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road traffic collisions. The proposed 30mph speed limit encompasses a bend with a sharp deviation where there is a history of vehicles leaving the carriageway causing damage to adjacent residential properties. This request arose via a community petition submitted to Council in 2019, and bringing it forward now has been supported by the Welsh Government's encouragement of lower speed limits in residential areas. The proposals subject to this statutory consultation were shaped by prior engagement with the local communities, led by Councillors Jayne McKenna and Richard John with support from MCC officers.
- 3.3.7 The introduction of a 20mph speed limit in Mitchel Troy and Mitchel Troy Common – The proposal is intended to reduce the current speed limit within the village of Mitchel Troy from 30 mph to 20 mph and to introduce a 20-mph speed limit at Mitchel Troy Common. The intention is to reduce travelling speeds in these communities, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more

welcoming highway environment for all highway users and lessen the severity of road traffic collisions. The proposals subject to this statutory consultation were shaped by prior engagement with the local communities, led by Councillors Jayne McKenna and Richard John with support from MCC officers.

- 3.3.8 The introduction of permanent 20mph speed limits in Raglan and Tintern following a trial since 2020 – The proposals are intended to reduce travelling speeds throughout the village, which in turn will encourage the use of alternative travel modes, such as walking, cycling, and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road traffic collisions. The proposals subject to this statutory consultation were shaped by the trial 20mph zones introduced in 2020, taking into account feedback from the local communities, Councillors Penny Jones and Ann Webb and the respective Community Councils.
- 3.4 A summary of responses to the statutory consultation can be found in Appendices 1 and 2 together with Officer responses. There are no issues or comments raised that cannot be overcome or that change the Officer recommendation to proceed with introducing the proposed restrictions or amendments.
- 3.5 A number of the responses raises concerns regarding the visual impact of new signage required to indicate the new speed limits proposed. The new Welsh Government legislation comes into effect in September 2023 and will make 20mph the new default speed on 'restricted roads' (those with compliant streetlighting): these roads will not require speed limit repeater signs after September 2023. However, apart from Monmouth, Raglan, parts of Tintern and Usk, most of the proposals referred to in this report are in rural villages without compliant streetlighting and many currently have national speed limits on their roads. Any speed limit change in those areas will require new signage, whether 20mph, 30mph or another speed limit other than national speed limit. However, efforts will be made to locate signage sensitively and small repeater signs will be utilised. Ultimately, however, the visual impact of new signage is considered to be outweighed by the road safety benefits.
- 3.6 Penallt attracted the most responses, with 4 supporting, 5 somewhat agreeing and 8 objecting. Some of the 'somewhat agree' responses sought changes to the extent of the 20mph limit or sought 30mph instead of 20mph. All responses have been carefully considered by officers, and the recommendation remains to implement the proposed 20mph limit. The final proposal, as subject to this statutory consultation, is significantly scaled back compared to the initial proposal subject to informal community engagement.
- 3.7 The Welsh Government's Circular 24/2009 provides national guidance for setting local speed limits in Wales. MCC has considered paragraph 5.6 to 5.11 of the Welsh Government's Circular 24/2009 in particular 5.7 and 5.10. A decision has been made to depart from this guidance and introduce 20mph limits as set out above for the following reasons: The proposals are intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. They will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions. It is understood that the Welsh Government intends to update Circular 24/2009 to reflect its new approach to setting speed limits.

4. EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):

- 4.1 The proposals aim to support the national policy for reducing speed and improving road safety by creating a safer, more welcoming highway environment for all highway users and lessening the frequency and severity of road traffic collisions.
- 4.2 The proposals will contribute to providing a safer environment which will encourage people to walk, cycle and scoot in line with the objectives of the Active Travel Act.
- 4.3 The new lower speed limits will also protect the interest of groups such as those with limited mobility, additional learning needs, dementia, and visual impairment.

5. OPTIONS APPRAISAL

- 5.1 The table below provides an options appraisal of the proposal:

Options	Benefits	Risks	Comments/Mitigation
No action	<ul style="list-style-type: none">• Less demand on officer time and resource/budget	<ul style="list-style-type: none">• Highway safety levels remain unchanged.• Road Traffic Collision risk and severity levels remain unchanged.• Discouragement of active travel within communities.	The benefits of adopting the proposals outweigh the resource implications.
Adopt the proposals	<ul style="list-style-type: none">• A safer highway environment for all users.• Lessening of the frequency and severity of Road Traffic Collisions.• Encouragement of active travel.	<ul style="list-style-type: none">• None	This is the preferred option.

6. CONCLUSION AND REASONS:

- 6.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed Orders:
- 6.1.1 The introduction of a 20mph speed limit on Old Dixton Road, Monmouth (drawing 1954).
- 6.1.2 The introduction of 40 mph speed limit on the B4245 between Undy and the Llanvihangel Rogiet bends (drawing 1960).

- 6.1.3 The introduction of a 30mph speed limit in Llanbadoc (drawing 1964).
- 6.1.4 The introduction of 20mph and 30mph speed limits in the Wye Valley Villages (Broadstone, Catbrook, Llandogo (amended to exclude the unadopted roads at The Woodlands and Holmfield Drive), Llanishen, Penallt, Parkhouse, St Arvans and The Narth) (drawings 1962, 1963, 1965, 1967, 1970 and 1971 as amended).
- 6.1.5 The introduction of a 20mph speed limit in Usk (drawing 1964).
- 6.1.6 The introduction of a 20mph speed limit in Dingestow (drawing 1961).
- 6.1.7 The introduction of a 20mph speed limit in Mitchel Troy and Mitchel Troy Common (drawings 1968 and 1969).
- 6.1.8 Making permanent the experimental 20mph speed limits in Raglan and Tintern (drawings 1920 and 1966).
- 6.2 The proposals will support the national policy for reducing speed and improving road safety by creating a safer, more welcoming highway environment for all highway users and lessening the frequency and severity of road traffic collisions.
- 6.3 The proposals will contribute to providing a safer environment which will encourage people to walk, cycle and scoot in line with the objectives of the Active Travel Act.
- 6.4 The proposals will ultimately have a positive impact on health and wellbeing within the communities.

7. RESOURCE IMPLICATIONS:

- 7.1 The proposals will be funded from the Council's Road Safety and Traffic Management budget with the exception of the Raglan and Tintern 20mph limits which we largely funded as trials using WG covid-19 recovery funding to support Raglan high street and Tintern's tourism offer.

8. CONSULTEES:

- Cabinet Member for Climate Change and the Environment
- Communities and Place DMT
- SLT including Monitoring Officer and S151 Finance Officer
- The Traffic Orders were publicised in accordance with the statutory process including notification of County Councillors for the affected wards and the relevant Town/Community Council.

9. BACKGROUND PAPERS:

- Appendix 1: Summary of all consultation responses
- Appendix 2: Schedule of consultation responses
- Appendix 3: Notice of Intention
- Appendix 4: Statement of Reasons
- Appendix 5: Drawing no's 1954, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1968, 1969, 1970 and 1971 as amended
- Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment

10. AUTHORS:

Mark Hand, Head of Placemaking, Highways and Flooding
Graham Kinsella, Traffic and Road Safety Manager
Gareth Freeman, Assistant Engineer (Traffic)

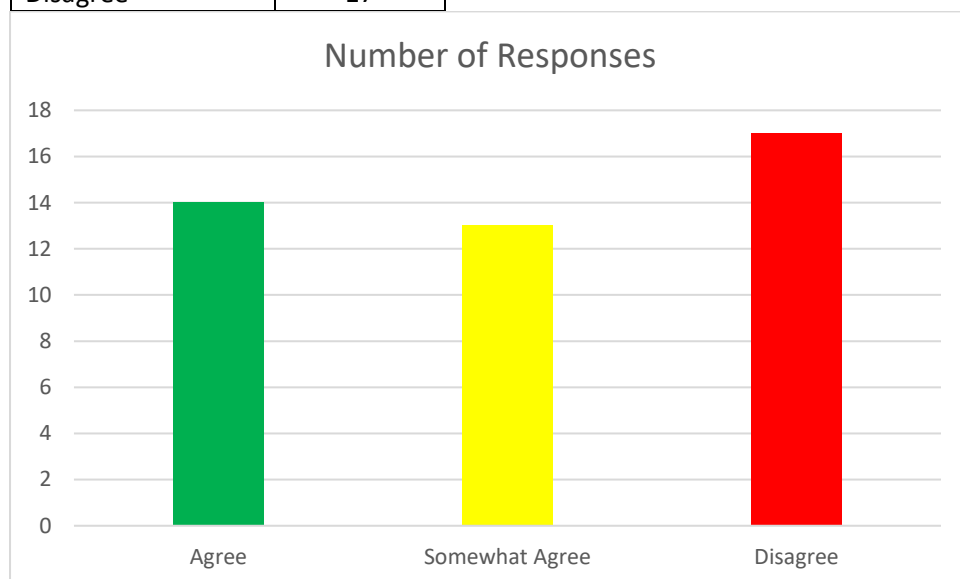
11. CONTACT DETAILS:

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Appendix 1: Summary of All Consultation Responses

Agree/Disagree	Number of Responses
Agree	14
Somewhat Agree	13
Disagree	17



Notes:

- Majority of Disagrees reference 20mph in Penallt being too slow. However, there are several residents from Penallt who agree with the 20mph.
- Majority of Somewhat Agrees agree with the proposals but suggest the 20mph extents are altered. A number of others propose a 30mph limit instead of 20mph, partly due to the speed limit being considered more appropriate and partly to reduce the visual clutter and/or cost of the proposals. However, it is worth noting that the costs and need for repeater signs is identical for 20mph and 30mph on non-restricted roads as exist in most of the villages.

Agrees	
Location	No. of Responses
Penallt	4
The Narth	3
Mitchell Troy	2
Dingestow	1
Usk	1
Llanbadoc	1
Other	1

Somewhat Agrees	
Location	No. of Responses
Penallt	5
Catbrook	4
The Narth	1
Mitchell Troy	1
Common	1
Whitebrook	1
Other	1

Disagrees	
Location	No. of Responses
Penallt	8
Catbrook	6
Llandogo	1
Other	2

Appendix 2: Schedule of Consultation Responses

Name/Details	Representations	Officer's Response
78 Resident (Disagree - Via online form)	<p>I was unable to attend the Council consultation held in Catbrook Memorial Hall on 29th July regarding the consideration of a new 20mph limit in Catbrook Village, but I wish to comment. I am not sure whether this is part of the Tintern TRO but can see no other reference to this matter on the Council website. I am a resident of Whitelye and have to drive through Catbrook on 80 percent of my car journeys to and from home. I have objections on principle and on specifics. On principle, any proposed speed limit needs careful consideration as a limit is a blunt instrument. There will be places within any limit where drivers will need to drive well below the set limit as they consider hazards and road conditions. Equally, there will be areas where it is safe, albeit illegal, to drive faster than the limit, especially if the limit is set very low. Sensible drivers do not need a limit, they will adjust their speed to the road conditions and hazards. Signage pointing out potential hazards (schools, animals crossing, sharp bends, hidden exits) will help them to identify where they need to adjust their speed. Bad drivers probably pay little attention to the speed limits anyway and, unless the area is policed, which local experience tells me it will not be, their poor driving habits are unlikely to be identified, sanctioned and improved. Meanwhile, good drivers, who are likely to obey the limit, even when it is set unreasonably low, will be frustrated at the delays, at being forced to drive inefficiently and un-ecologically, and by local politicians trying to tell them exactly how to behave when they are perfectly capable of making these sorts of judgements for themselves. Specifically, I am not aware of any incident in Catbrook in the last 23 years where an accident and harm has been caused by a speeding vehicle. Unfortunately, and sadly for the owners, a cat was run over in the village a couple of years ago. I believe this has acted as a catalyst for a campaign from a limited number of villagers for an unreasonably low speed limit in the village. I have run over a cat myself (though not this one). I was not</p>	<p>The Welsh Government has committed to reducing the national urban speed limit from 30mph to 20mph by September 2023. The proposal to reduce speed limits are intended to encourage alternative travel modes by contributing to making the roads a safer environment for all users. It is recognised that pedestrians and cyclist do feel safer whilst travelling through a reduced speed limit, which in turn should encourage the use of these methods of transportation, whilst also meeting the Welsh Government's Active Travel agenda. The lower speed limits will reduce travelling speeds and contribute to creating a safer environment for all users. Increased levels of walking/cycling will positively contribute to the overall health and wellbeing of the respective communities. In line with Welsh Government guidance, the roads identified in this proposal, namely throughout Catbrook, are locations where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, this combined with the number of residential properties fronting the highways within the proposal, they therefore meet the criteria for a 20mph speed limit. Whilst it is acknowledged some motorists may disregard Highway Law, the Police as the enforcement authority can act. With regards to comments about 20mph speed limits being inefficient and un-ecological: a 2017 study which modelled the impacts of a 20mph default speed limit for restricted roads across Wales concluded there would be an overall improvement in air quality. The researchers also calculated gains of 54 lives saved and a decrease of 647 years of life lost due to reduced PM2.5 and Nitrogen Dioxide emissions. It is also acknowledged that lower speeds result in fewer vehicular collisions and reduced severity of injuries, "The Welsh 20mph Task Force Group Final Report"</p>

	<p>speeding, and the animal just dashed across the road and under my wheels. There was nothing I could do to avoid it. One might consider that if a driver's instinctive reaction to such an incident was to swerve or brake hard, they could easily cause an accident. On the evidence in Catbrook therefore, a more effective road safety measure might be to sanction people for not controlling their animals rather than imposing a tedious 20mph speed limit. The signage for such a scheme will cost money. I am told that at the meeting the host councillors said the money was "set aside". This is not a reason to spend public money on an unnecessary scheme. There are many more deserving projects this public money could be directed towards. Finally, signage is an intrusion on the landscape, especially a pretty area such as Catbrook. These days, signage consultants (for public buildings for instance) think carefully, out of respect for the intelligence of the public, in order to minimise signage to the essentials. Also, appropriate informative signage is always better for the public psyche than directive signage.</p>	<p>published by Welsh Government in July 2020 substantiates these findings. Whilst it is appreciated that lower travelling speeds through communities will not be welcomed by all, the overarching benefits are considered to outweigh the negatives. Efforts will be made to minimise the visual impact of signage, however it is acknowledged that new extra signage will be required.</p>
97 Resident (Somewhat agree - Via online form)	<p>Would like to see 20mph limit by Llanishen garage and the Carpenters Arms pub (if only for a short section - or whatever policy allows).</p>	<p>The commencement points of the 20 mph speed limits are correctly located where the developed residential properties commence it is not considered appropriate to extend the proposed 20 mph limit further to encompass the remainder of the routes proposed which are rural in character, nature and setting. The start point of the 20 mph speed limits are located where there is a clear change in environment which is apparent to the motorist that they are entering a developed village environment.</p>
98 Resident (Agree - Via online form)	<p>I welcome the new 20 mph speed limits set by Welsh Government into Monmouthshire. 20mph reduces danger, injuries, casualties & fatalities. Reduces air & noise pollution. Encourages walking, cycling & active travel. Saves money to motorist, NHS & Emergency Services. Slower speeds are safer for all road users. Well done Monmouthshire in embracing these changes. Diolch</p>	<p>Noted</p>

<p>99 Resident (Disagree - Via online form)</p>	<p>Reduced speed limits will not be observed without enforcement. Other features such as narrow lanes and parked vehicles mean speeds are kept low already. 20mph is an overly conservative limit in some parts of the proposed areas resulting in low likelihood of many drivers complying with those limits. The proposed additional signage will negatively affect the rural environment, most of these roads don't even have centre markings.</p>	<p>The proposal to reduce speed limits are intended to encourage alternative travel modes by contributing to making the roads a safer environment for all users. It is recognised that pedestrians and cyclist do feel safer whilst travelling through a reduced speed limit, which in turn should encourage the use of these methods of transportation, whilst also meeting the Welsh Government's Active Travel agenda. The lower speed limits will reduce travelling speeds and contribute to creating a safer environment for all users. It is acknowledged that lower speeds result in fewer vehicular collisions and reduced severity of injuries. "The Welsh 20mph Task Force Group Final Report" published by Welsh Government in July 2020 substantiates these findings. Increased levels of walking/cycling will positively contribute to the overall health and wellbeing of the respective communities. Whilst it is acknowledged some motorists may disregard Highway Law, the Police as the enforcement authority can act. Whilst it is appreciated that the additional signage may be considered unsightly, the negatives are considered to be outweighed by the overarching benefits.</p>
<p>100 Resident (Agree - Via online form)</p>	<p>Retain the peace and safety of the village centre ensuring it is a safe place to walk and for children to play, for both visitors and residents</p>	<p>Noted</p>

<p>101 Resident (Disagree - Via online form)</p>	<p>Our village is not on a through route for traffic from other locations, so most users are very local. We have no school or shop. In 21 years, I have not heard of any speed related accidents or injuries to pedestrians or drivers. We are a great community and respect each other in the most part. The money involved in making these changes would be best used on more pressing issues.</p>	<p>The proposal to reduce speed limits are intended to encourage alternative travel modes by contributing to making the roads a safer environment for all users. It is recognised that pedestrians and cyclist do feel safer whilst travelling through a reduced speed limit, which in turn should encourage the use of these methods of transportation, whilst also meeting the Welsh Government's Active Travel agenda. The lower speed limits will reduce travelling speeds and contribute to creating a safer environment for all users. Increased levels of walking/cycling will positively contribute to the overall health and wellbeing of the respective communities. Whilst it is appreciated that the additional signage may be considered unsightly, the negatives are considered to be outweighed by the overarching benefits.</p>
<p>102 Resident (Somewhat agree - Via online form)</p>	<p>I don't understand the reason for the short 30mph sections in the rural location of Catbrook. It would be cheaper and less clutter to just have a 20mph area, as is the case on entering Trellech from Catbrook, also the stretch between Broadstone and Catbrook should be 20mph to avoid unnecessary signage.</p>	<p>The commencement points of the 20 mph speed limits between Broadstone and Catbrook are correctly located where the developed residential properties commence it is not considered appropriate to extend the proposed 20 mph limit further to encompass the remainder of this area which is rural in character, nature and setting. The start points of the 20 mph speed limits are located where there is a clear change in environment which is apparent to the motorist that they are entering a developed village environment. The short section of 30mph between Broadstone and Catbrook does not meet the criteria for 20mph, namely due to the lack of residential frontages in this area. The short 30 sections before the 20mph speed limits are known as "Buffer" zones. the guidance notes that the terminal points of speed limits need to take account of the particular local circumstances. Occasionally it may be appropriate to use a short length of 30mph speed limit as a transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of villages or urban areas with adjoining intermittent development.</p>

103 Resident (Agree - Via online form)	The evidence is overwhelming that vehicle speed is the major factor in determining survival chances of any individual struck by a car. I fully support the implementation of these TROs. Let us kill speed not a child.	Noted
104 Resident (Agree - Via online form)	Traffic travels too fast on the lane through The Narth. A speed limit needs to be introduced to keep children and walkers safe. I have a 10yr old who wants some independence Walking to park / friend's house but with the current speed of cars and vans it is unsafe	Noted
105 Resident (Somewhat agree - Via online form)	The map you have used is out of date. Our house is not shown on it, yet it was completed in October 2020, and is on the same site as Thorneycroft (misspelt on you map). You propose to reduce the 30mph to 20mph directly outside the front of our house. I assume this would require signage which would negatively impact the view from my desk. My request is that the change from 30mph to 20mph happens 10 meters or so sooner, upon entering the village, at the boundary of Rose Farm and Thorneycroft. Our children catch the school bus from the front of our property and the bizarre placement of the reduction would cause confusion.	Noted. We will review on-site provision of the signs to take into account the school bus drop-off location with a view to positioning the signs slightly further out of the village as suggested.
108 Resident (Disagree - Via online form)	It's unnecessarily slow.	The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. In line with Welsh Government guidance, the roads identified in this proposal are locations where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, this combined with the number of residential properties fronting the highways within the proposal, they therefore meet the criteria for a 20mph speed limit. Whilst it is appreciated that lower travelling speeds through communities will not be welcomed by all, the overarching benefits are considered to outweigh the negatives.
110 Resident (Disagree - Via online form)	Penallt. The residents were consulted and unanimously rejected the 20mph proposal on various grounds one of which was the proliferation of signs in the AONB. Having a 20 and a 30-mph zone will double the	The proposal to reduce speed limits are intended to encourage alternative travel modes by contributing to making the roads a safer environment for all users. It is recognised that pedestrians

	<p>signage. It's the worst-case scenario. There was not one voice in support at the public meeting. This is not a totalitarian regime. Why waste everyone's time and money if you have a 'consultation' to then reject the findings just because it doesn't fit your model?</p>	<p>and cyclist do feel safer whilst travelling through a reduced speed limit, which in turn should encourage the use of these methods of transportation, whilst also meeting the Welsh Government's Active Travel agenda. The lower speed limits will reduce travelling speeds and contribute to creating a safer environment for all users. Increased levels of walking/cycling will positively contribute to the overall health and wellbeing of the respective communities. Whilst it is appreciated that the additional signage may be considered unsightly, the negatives are considered to be outweighed by the overarching benefits.</p>
111 Resident (Agree - Via online form)	The speed limit should be 20 mph throughout all villages	Noted
112 Resident (Agree - Via online form)	Penallt is a small village without a pavement therefore 20 miles an hour is fast enough. People drive far too fast for the conditions.	Noted
114 Resident (Disagree - Via online form)	There is no need for a 20mph limit in Catbrook. There are no high-risk areas such as schools or surgeries where people congregate. There have been no previous speeding accidents. The signage clutter will ruin the appearance of the village which is in an AONB. The money would be better spent on improving public services.	<p>The proposal to reduce speed limits are intended to encourage alternative travel modes by contributing to making the roads a safer environment for all users. It is recognised that pedestrians and cyclist do feel safer whilst travelling through a reduced speed limit, which in turn should encourage the use of these methods of transportation, whilst also meeting the Welsh Government's Active Travel agenda. The lower speed limits will reduce travelling speeds and contribute to creating a safer environment for all users. Increased levels of walking/cycling will positively contribute to the overall health and wellbeing of the respective communities. Whilst it is appreciated that the additional signage may be considered unsightly, the negatives are considered to be outweighed by the overarching benefits.</p>
115 Resident (Disagree - Via online form)	Regarding the village of Penallt. On the 01 August residents of Penallt village gathered to discuss proposals for new speed limits. After discussions, presentations and opinions, the Chair suggested a show of hands. Of the 40 attendees, not one single person voted for a 20mph speed limit, although there was a majority support for a 30mph limit. This seemed to me a fairly democratic process. Now we are told that	<p>The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. In line with Welsh Government guidance, the roads through Penallt are a location</p>

	<p>MCC are to implement a 'hybrid' solution of a mix of 20mph and 30mph in order to comply with Welsh Government law. This solution would involve a huge number of signs because the entrance to the village is from a 60mph road...far too many for our little village. I truly believe that the ambient visual nature of Penallt could be changed forever with the advent of speed restriction signage. We are in an AONB - we are a country village, NOT suburbia and besides, the widths of the roads through the village already provide a natural speed limit. Please review this decision.</p>	<p>where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, this combined with the number of residential properties fronting the highways within the proposal, it therefore meets the criteria for a 20mph speed limit. Whilst it is appreciated that lower travelling speeds through communities will not be welcomed by all, the overarching benefits are considered to outweigh the negatives, namely additional signage.</p>
<p>116 Resident (Somewhat agree - Via online form)</p>	<p>Since moving to Mitchel Troy Common some 5 years ago the volume of traffic from both the B4293 and Mitchel Troy Road has increased considerably, mainly by people blindly following a Sat Nav or just using the road as a cut through to the A40. This makes it very difficult for us to exit our property and I literally take my life in my hands each time I leave. There are properties all the way up this road and I fail to see the logic of just having the 20 mile an hour limit restricted to where you propose. We were never consulted in the first round of discussions although I note the gentleman who works for a national newspaper was and the 20-mile limit extends to his property. I think this has all been handled very badly and that what you propose will not alter our experience of driving up and down this appalling road in any way. We love living here but the constant worry about being hit when leaving home makes me wonder if we should be thinking of moving. Your proposal does not help in any way cars will still be racing down from the B4293.</p>	<p>The 20mph is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling, and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions. Whilst it is acknowledged some motorists may disregard Highway Law, the Police as the enforcement authority can act accordingly.</p>
<p>117 Resident (Somewhat agree - Via online form)</p>	<p>The idea of making villages etc safer is obviously good, however the 20mph limit proposed in Llandogo is flawed as the most dangerous part of driving though this village is cars parked after dark on the main A466 without lights on. Sooner or later, whatever the speed limit, someone will be killed or serious injured. I would propose that safer parking should be prioritised first, rather than blame speed</p>	<p>Your comments on parking issues have been noted. The 20mph is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling, and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.</p>

118 Resident (Agree - Via online form)	I agree with 20 mile an hour speed limit reduction, whilst in my experience using the crossing in the village is unsafe. The vehicles do not always stop when trying to use the crossing and I have been verbally abused on several occasions while crossing the road to the play area with my small grandson. I also enjoy walking the lanes with my dog as do many other people, this would make it safer.	Noted
119 Resident (Agree - Via online form)	The traffic goes too fast through Mitchel Troy village. The traffic doesn't always stop at the zebra crossing, when children and adults are waiting to cross. There are now more pre-school and school age children in the village, especially with the installation of Swallow Park, it can be quite intimidating walking along the narrow path from the church to the village hall, because of how fast the traffic is going and the noise the lorries make.	Noted
122 Resident (Somewhat agree - Via online form)	The speed limit increase from 20mph to 30 mph in the middle of the village makes no sense at all as there is a narrow blind bend within the short 30mph section. Personally, I do not support 20mph limits in narrow villages, but if you must introduce them, then at least do so using some sense of road hazards.	The commencement points of the 20 mph speed limits between Broadstone and Catbrook is correctly located where the developed residential properties commence it is not considered appropriate to extend the proposed 20 mph limit further to encompass the remainder of this area which is rural in character, nature and setting. The start points of the 20 mph speed limits are located where there is a clear change in environment which is apparent to the motorist that they are entering a developed village environment.
123 Resident (Disagree - Via online form)	I am utterly fed up with the number of signs currently spoiling the village of Catbrook - most of these are currently resulting from a planning dispute between some local residents and the distillery. Regardless, they have had a significantly negative impact of my enjoyment of the countryside surrounding my house. I appreciate these will hopefully disappear soon (it's been months since the retrospective application was refused, yet there are now more signs than ever, so I'm not hopeful :-()), it has given me a greater appreciation of how these kinds of signs impact upon me. The residents have copied the typical red, black and white of traffic signs, making this a reasonable analogy to the proposed new speed limits. As a regular walker in and around the village for the last 4 years, I have never encountered speeding motorists or other unsafe driving. Indeed, the nature of the	The proposal to reduce speed limits are intended to encourage alternative travel modes by contributing to making the roads a safer environment for all users. It is recognised that pedestrians and cyclist do feel safer whilst travelling through a reduced speed limit, which in turn should encourage the use of these methods of transportation, whilst also meeting the Welsh Government's Active Travel agenda. The lower speed limits will reduce travelling speeds and contribute to creating a safer environment for all users. Increased levels of walking/cycling will positively contribute to the overall health and wellbeing of the respective communities. Whilst it is appreciated that the additional signage may be considered unsightly, the negatives are considered to be outweighed by the

	<p>narrow lanes means a 20mph speed limit is, to all intents and purposes, in force already. I was disappointed to see the new road signs installed at the entrances to the village last week. These are approximately 3 times the size of the old signs and make the village name less clear (light green on white is a poor choice for anyone with visual impairment!) than the original simple black and white signs. They are also festooned with logos of various bodies that appears to be more to do with stoking the egos of those involved rather than providing useful information to the public (surely the whole point of a street sign?!). This indicates those involved in selecting these signs have no appreciation for the impact these eyesores have on small rural communities, and therefore would implement any speed limit with similar disregard. I do NOT want to see further street signs cluttering this village with the introduction of speed limits and the associated street and road signage further impacting upon the beauty of this village and the surroundings. Furthermore, I would be apoplectic if traffic-calming measures are introduced, which I consider to be utterly impractical for this kind of rural community.</p>	<p>overarching benefits. Your comments on additional traffic calming measures have been noted.</p>
<p>124 Resident (Agree - Via online form)</p>	<p>I have young children that walk through our village and the speed of some drivers (both residents and delivery drivers etc) is very dangerous with no consideration of the changes in the Highway Code giving pedestrians priority over motorists. I feel that a legally enforceable speed limit with max speed signs will help massively and reduce the chances of a serious accident. I know it's a contentious issue but a few signs that will enable enforcement of the speed limits that can prevent accidents is a very small price to pay.</p>	<p>Noted</p>
<p>125 Resident (Agree - Via online form)</p>	<p>I support the proposals for a 20mph speed limit in The Narth, which should help to improve road safety for pedestrians and cyclists as well as motorists. I also welcome the 30mph lead-in zones, particularly the one on the southern side of the village, where there is no footpath, and the road is used extensively by walkers and horse riders. In order to be effective in reducing vehicle speeds, I think that the 20mph speed limit will need to be accompanied by physical infrastructure measures, such as road narrowing or entry gates (as in Trellech), rumble strips or road humps. Finally, as a</p>	<p>Noted. No physical measures are proposed at this time, but this can be reconsidered if the evidence shows a persistent issue with speeding traffic.</p>

	<p>purely presentational point, I would suggest that the 'Statement of Reasons' could make a much stronger case for the implementation of the 20/30mph limits in The North and the Wye Valley Villages generally. The proposals seem fully consistent with Welsh Government policy, but the references to the 2009 Circular give the opposite impression.</p>	
<p>126 Resident (Disagree - Via online form)</p>	<p>I wish to object to proposals for permanent 20 mph speed limits in Llandogo and Tintern on the A466 road. I would not essentially disagree with the proposals for the other village roads, though with most of those speeding is not an issue and driving at speeds of much more than 20 mph is not practicable and a problem with road safety is not apparent. This representation is in two parts as the online form does not allow enough space. My reasons: part1</p> <ul style="list-style-type: none"> • It is stated that the change will improve road safety. There is no evidence having lived in the area for over 35 years that road safety per se is an issue within the villages. The majority of KSI [killed or seriously injured] injuries have occurred outside the village envelopes and have involved motor cyclists. They have not occurred to pedestrians. • The Welsh Government has suggested that lowering the speed limit could save some £100 million p.a. A recent well publicised study from the Journal of Epidemiology and Community Health has indicated that there was no statistically significant difference in the casualty rates between 30 mph and 20 mph speed limit areas. The report for the Welsh Government appears to be based on assumptions rather than recent evidence. As such it gives an impression of being self-serving. It also appears not to take into account that in road traffic injuries where the insured motorist is at fault the insurance company will invariably commission private healthcare to expedite the injured person's recovery to avoid extra compensation resulting from delayed NHS treatment and consequent prolonged recovery and incapacity for work etc. There is also a facility known as the NHS Injury Cost Recovery Scheme to recover costs of treatment where a third-party injury claim has been made. In the local area here where the 20-mph speed limit is proposed the casualty level is minimal such that any significant savings would be unlikely to 	<p>The proposal to reduce speed limits are intended to encourage alternative travel modes by contributing to making the roads a safer environment for all users. It is recognised that pedestrians and cyclist do feel safer whilst travelling through a reduced speed limit, which in turn should encourage the use of these methods of transportation, whilst also meeting the Welsh Government's Active Travel agenda. The lower speed limits will reduce travelling speeds and contribute to creating a safer environment for all users. Increased levels of walking/cycling will positively contribute to the overall health and wellbeing of the respective communities. Whilst it is acknowledged some motorists may disregard Highway Law, the Police as the enforcement authority can act. It is also acknowledged that lower speeds result in fewer vehicular collisions and reduced severity of injuries, "The Welsh 20mph Task Force Group Final Report" published by Welsh Government in July 2020 substantiates these findings. The bus company that runs the x74 service will be aware of the speed limit change, there is unlikely to be a significant increase in the service's travel time as a result of the changes proposed under this Traffic Order for short stretches of the A466 in St Arvans, Tintern and Llandogo. The comment made at the August 2022 meeting related to the all Wales legislative change and the impact on public transport as well as other road users, which was considered by the Welsh Government prior to making the legislative change. The objector's comments on additional chicanes and double white lines have been noted and please be advised that the authority has further plans to introduce a double white centreline on the bend through</p>

	<p>occur. • The evidence and national proposals are essentially intended for urban residential roads. The A466 is a rural village road with low density of residences. • There are no vulnerable establishments [e.g., schools or elderly residential care homes] within 100 metres of the road. It would appear to be assumption that pedestrians have no road sense, whereas in truth it is only those whom I would describe as “intellectually vulnerable” either due to age [very young or with memory loss with age] or who have another intellectual incapacity/disability. Persons in this category would normally be accompanied by another competent adult. • The local bus service [route 69] runs to a tight timetable and is currently hourly. If there are lower speed limits on the A466 as well as in roads in Monmouth and Chepstow [which do have schools on them] this could well mean that the bus would not be able to maintain the current hourly service on weekdays. The service could become unreliable for connections in Chepstow where currently it does connect with services to Bristol and Newport. This will not reduce car use but increase it. This is not an unsubstantiated claim. The 20 mph speed limits in the Caldicot and Magor areas have resulted in the X74 service needing to be rescheduled. It also needs to be renamed as S74 [slow]. At a meeting in Llandogo on 18th August 2022, I mentioned this issue, only to be told by a MCC officer [Mark Hand] that this would be a Welsh Government issue. I find that somewhat surprising for a senior council officer just to abrogate any responsibility for its actions and hope that another authority will pick up the pieces. The council should accept a responsibility for the consequences of its actions and take the steps required to mitigate those actions and take into consideration any cost involved as well as the impact upon the community. An impact assessment should take place with any proposal even if not required by statute, this I would describe as good and sensitive management. My reasons: part 2: • The notion that lower speed limits will encourage alternative modes of travel may well be appropriate in urban areas, but it is not feasible in a rural area. The villages are small enough that a majority of residents who are able will walk within the village.</p>	<p>Llandogo. Whilst it is appreciated that lower travelling speeds through communities will not be welcomed by all, the overarching benefits are considered to outweigh the negatives. As the objector themselves notes, fines from speed enforcement go to the Treasury not to the Council.</p>
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	<p>Most residents of Llandogo will go to one of three GP surgeries. All are some 4 miles from the village [and two are up long hills]. One is on the bus route. The idea of alternative means of transport such as walking, cycling or scooting is to say the least risible. If the bus service becomes too infrequent or unreliable it would inevitably mean those without access to car would have difficulty with attending a GP or would hope that friends and neighbours would help. The nearest supermarket is 7 miles away [in England] and is not on a bus route.</p> <ul style="list-style-type: none"> • The local issue is one of speeding. Most folk feel that lowering the speed limit will not stop that. It needs other measures such as chicanes or has been suggested double white lines. The latter rarely need enforcement as for some reason they are observed by the vast majority of motorists. • When restrictions occur for whatever reason displacement activity takes place. We already frequently see speeding after the 30-mph limit in the 40-mph limit in Llandogo. This of itself could result in safety issues. Drivers who feel their journey has been delayed may well take risks in the road where the national speed limit applies. Enforcement is unlikely to stop this. • In a time when we are in a cost-of-living crisis, do we need such expenditure? There are other priorities on budgets especially with social care and further increases in council tax will only draw more criticism of the council, even though I realise that some of the cost will be borne by Welsh Government. The council will also come under criticism that this is just a cynical move to raise more money for the council, even though I fully realise that fine revenue for speeding offences goes to the UK Treasury. • The reasons given for the change in speed limits appear simplistic and have been addressed above. It also appears that the impact of the change has not been considered. The explanations I have given represent a viewpoint based on local knowledge over a long period of time. In summary my view is that the measures proposed do not answer the concerns of the community which could be addressed by other means. The proposed reduction into 20 mph results in inconvenience and potential difficulties for residents which is difficult to justify. 	
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128 Resident (Disagree - Via online form)	The 20mph speed limit in Penallt is inappropriate. It will bring lots of extra unnecessary signage to an area that currently has no speed limit signs. During the public presentation from Monmouthshire councillors not one single person who attended voted for the 20mph speed limit. At that public meeting it was also stressed that Penallt doesn't fall into the blanket 20mph residential requirement. It was explained that because of the lack of street lighting it has never been classed as residential. The roads in Penallt are narrow and winding enough to be self-limiting, it is actually difficult to achieve 20mph through most of Penallt. Not necessary.	The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. In line with Welsh Government guidance, the roads through Penallt are a location where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, this combined with the number of residential properties fronting the highways within the proposal, it therefore meets the criteria for a 20mph speed limit. Whilst it is appreciated that lower travelling speeds through communities will not be welcomed by all, the overarching benefits are considered to outweigh the negatives.
129 Resident (Somewhat agree - Via online form)	I broadly support the TRO as I believe that the introduction of 20mph speed limits in residential areas is sensible. However specifically on the Penallt village proposals I believe the extent of the 20mph zone is too limited. In particular I feel it should also apply to Lone Lane, particularly the top half, as this is a very narrow road in most places with lots of properties right on the road (i.e., not accessed via drives but metres from the road). Driving up and down there every day I have frequently witnessed or been involved in near incidents with dogs and children regularly running into the road. My 20-month-old daughter and I were recently almost hit by a car doing excessive speed, I would guess c. 30mph, after she ran into the road when I got her out of her car seat. I would contrast this decision with, for example, the decision to make the road coming off the A40 into Raglan a 20mph zone, where the road is much wider, houses set back from the road, and housing largely only on one side of the road. It seems to me that if it is felt the Raglan 20mph zone should extend to their it should also be the case on Lone Lane in Penallt.	The commencement points of the 20mph speed limit on Lone Lane are correctly located where the developed residential properties commence it is not considered appropriate to extend the proposed 20 mph limit further to encompass the remainder of Lone Lane which is rural in character, nature and setting. The start points of the 20-mph speed limit on Lone Lane is located where there is a clear change in environment which is apparent to the motorist that they are entering a village environment.
130 Resident (Agree - Via online form)	On a straight stretch of the road the speed obtained by some motorists is way above the 30 limit and on another section of road a motorist has to navigate crossing on an extremely dangerous blind bend to get to another section of road.	Noted

<p>132 Resident (Disagree - Via online form)</p>	<p>There have been no accidents in Catbrook due to speeding and there are no high-risk areas where people congregate such as schools, surgeries etc. The signage clutter will be unsightly as are the recently imposed village entry signs. These signs are exactly what I feared would happen with roadside clutter. A 20-mph limit in the village is not necessary and also not enforceable in any case. The money would be better spent on public services e.g., repairing potholes and road surfaces generally.</p>	<p>The proposal to reduce speed limits are intended to encourage alternative travel modes by contributing to making the roads a safer environment for all users. It is recognised that pedestrians and cyclist do feel safer whilst travelling through a reduced speed limit, which in turn should encourage the use of these methods of transportation, whilst also meeting the Welsh Government's Active Travel agenda. The lower speed limits will reduce travelling speeds and contribute to creating a safer environment for all users. The 20mph will be an enforceable speed limit. It is acknowledged that lower speeds result in fewer vehicular collisions and reduced severity of injuries. "The Welsh 20mph Task Force Group Final Report" published by Welsh Government in July 2020 substantiates these findings. Increased levels of walking/cycling will positively contribute to the overall health and wellbeing of the respective communities. Whilst it is appreciated that lower travelling speeds through communities will not be welcomed by all, the overarching benefits are considered to outweigh the negatives, namely the additional signage. The Welsh Government has committed to reducing the national urban speed limit from 30mph to 20mph by September 2023.</p>
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<p>133 Resident (Somewhat agree - Via online form)</p>	<p>I believe the transition from 30 to 20mph and associated placing of signage does not make sense in several areas. I note one in particular - this is on The Craig Rd (the principal Road down to the Lone Lane crossroads). There are 3 new houses missing from the map (visible on satellite imaging today), also an approved, and started, development of several houses above these 3 in addition another single plot agreed for development on the opposite side of the road. Taking these current and under construction houses the 20-mph limit should start much further up the hill - nearer SO 5176 0893. Otherwise, the 20mph limit will start midway between the current 3 missing houses. The second point I would make is from a more personal perspective; if we consider Penrhyn Lane from Lone Lane crossroads towards Tre Gagle then the 30mph and 20mph zones are right outside my drive entrance at SO 5205 0865. This is perhaps one of the fastest roads into Penallt being straight and flat for some 500m or more. For two reasons I think the start of 30 and 20mph should be moved back towards Tre Gagle to somewhere near SO 5206 0849. This would achieve 2 outcomes; firstly, traffic would be much slower approaching my drive entrance. and secondly the visual obstruction caused by signage would be further away - both resulting in a much safer exit from my driveway. The final point is that the current proposal indicates a 20mph limit on an unadopted road from SO 5219 0918 to SO 5226 0931 - as this track (dead end) provides access to only one residence it does seem rather over the top. I do hope you can make these changes look well thought through rather than an office-based exercise.</p>	<p>The commencement points of the 20 mph speed limits are correctly located where the developed residential properties commence it is not considered appropriate to extend the proposed 20 mph limit further whilst the new to encompass the remainder of the routes proposed which are rural in character, nature and setting. The start point of the 20 mph speed limits are located where there is a clear change in environment which is apparent to the motorist that they are entering a developed village environment. The extents of the 20mph can be reviewed if the residential development proceeds in the future.</p>
<p>134 Resident (Somewhat agree - Via online form)</p>	<p>I cannot speak for other villages, but the revised plans for Penallt don't fully take into account the majority view of residents that the speed limit should be 30mph throughout. The new proposals are a step in the right direction as some 40% of the original 20mph area remains at 20mph, the remaining being relaxed to 30mph. The problem with the 20mph zone is that too many residents regard this speed as being unnecessarily funereal, with the result that it will not be respected and, as it is very unlikely to be policed, it will simply be ignored. Far better to have 30mph</p>	<p>The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. In line with Welsh Government guidance, the roads through Penallt are a location where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, this combined with the number of residential properties</p>

	throughout, a limit which residents understand the reason for. As a result, residents (and visitors) are far more likely to keep to it ... it is a safer solution because of this.	fronting the highways within the proposal, it therefore meets the criteria for a 20mph speed limit.
135 Resident (Somewhat agree - Via online form)	<p>We are entirely in favour of a 20mph zone through the whole area of Catbrook, Broadstone and Parkhouse. There should be no increase in speed limit to 30mph between Broadstone and Catbrook. Currently we have no speed limit and we all suffer from the reckless drivers who treat the roads as if they had priority and monopoly of them. We need a speed limit. We have studied the MCC map of the proposed zones and comment as follows:</p> <p>General comments • We would support a 20mph zone throughout the whole Parkhouse - Broadstone - Catbrook area. All these roads are used daily by walkers. Residents go out every day, winter and summer, walking dogs, pushing pushchairs, walking with small children and disabled adults, or riding horses. Most drivers are courteous and recognise that this is a residential area, but many are not and force us to jump into the hedge when they pass at an unsafe speed. • Unsafe drivers are not just in cars and vans. We frequently experience problems with big tractors travelling much too fast through the village. This village is a popular route for cyclists, walkers, riders and ramblers. The village hall has an active events schedule with regular community and social gatherings. The entrance to the hall is not easily visible from the road, the car park for the hall is on the opposite side of the road; traffic travelling too fast through the village does not recognise that pedestrians may be crossing the road. This is particularly dangerous on dark winter nights. • As residents we think we should be able to walk through our village without constant worry about ourselves, our children or pets being run over. Specific comment about the suggested 30mph zone between Broadstone and Catbrook; • Increasing the speed limit to 30mph at the most dangerous blind corner in the village would be complete madness and almost certainly lead to accidents. • The blind corner on the road between Broadstone and Catbrook should be 20 mph (or ideally 10mph). It is an extremely dangerous blind corner where the road</p>	<p>The commencement points of the 20 mph speed limits between Broadstone and Catbrook have been reviewed but are considered to be correctly located where the developed residential properties commence. It is not considered appropriate to extend the proposed 20 mph limit further to encompass the remainder of this area which is rural in character, nature and setting. The start points of the 20 mph speed limits are located where there is a clear change in environment which is apparent to the motorist that they are entering a developed village environment.</p>

	<p>narrows. A public footpath, bridleway and three driveways emerge onto it. It is really dangerous to approach this corner in a vehicle at more than 10 or 15mph as it is impossible to see a pedestrian, horse or dog more than a couple of metres ahead. There is no room to pass another car on the corner itself. We live near this corner and have frequently seen delivery vehicles, tractors and cars - all travelling much too fast - who have had to slam on their brakes to avoid an accident. • In light of the above, we would strongly advise that the 20pmh limit remains along the whole road between Broadstone and Catbrook. This road is much used by dog-walkers, horse riders, people in wheelchairs, and disabled people from the local care home. It is a single track road with one passing place and there are few points where a car can pass pedestrians safely at any speed, let alone at 30mph. • We need to slow drivers down on these roads: too frequently they assume they should be able to pass other cars or pedestrians by driving up onto the verge or into the hedge, just to avoid slowing down or reversing. This destroys the roadside verges and damages the few resources left for pollinators and other wildlife.</p>	
136 Resident (Disagree - Via online form)	<p>A 20-mph speed limit is a total waste of time and will only serve to anger local residents and any other drivers who use these roads. It doesn't affect road safety as the odd driver who drives at excessive speed will ignore the speed limit anyway. It's just the majority of law-abiding citizens who will be affected. Normal people adjust their speed to suite the road they are driving on, the weather conditions and what other users are on the road. And looking at the Welsh Assembly web site where it states that the object is to encourage walking, cycling and scooting is a joke. What demented idiot dreamt that one up??? I cannot wait to see the local milk lady scooting down lone lane or the local working residents scooting off to Cardiff for a day's work! Both at a local meeting and an online survey the majority of local residents voted against a 20-mph speed limit. I thought we were in a democracy where local councillors represented the views of the majority of residents do not force their views upon us. I didn't realise we were using the same methods as in Russia, China or North Korea. I'm sure that the residents of the</p>	<p>The proposal to reduce speed limits are intended to encourage alternative travel modes by contributing to making the roads a safer environment for all users. It is recognised that pedestrians and cyclist do feel safer whilst travelling through a reduced speed limit, which in turn should encourage the use of these methods of transportation, whilst also meeting the Welsh Government's Active Travel agenda. The lower speed limits will reduce travelling speeds and contribute to creating a safer environment for all users. Whilst it is acknowledged some motorists may disregard Highway Law, the Police as the enforcement authority can act. It is acknowledged that lower speeds result in fewer vehicular collisions and reduced severity of injuries. "The Welsh 20mph Task Force Group Final Report" published by Welsh Government in July 2020 substantiates these findings. Increased levels of walking/cycling will positively contribute to the overall health and wellbeing of the respective</p>

	<p>surrounding villages who will be affected by this proposed speed limit all feel the same as I. Why don't the councillors who voted for this proposal come and face us at a public meeting to explain their position? Or even the hierarchy from the Welsh Assembly? I'm sure it won't take them long to scoot to Penallt!</p>	<p>communities. Whilst it is appreciated that lower travelling speeds through communities will not be welcomed by all, the overarching benefits are considered to outweigh the negatives. The Welsh Government has committed to reducing the national urban speed limit from 30mph to 20mph by September 2023.</p>
<p>137 Resident (Disagree - Via online form)</p>	<p>TRO 1970 - Penallt. This TRO disregards the opinion of the majority of villagers, clearly expressed in an open meeting with our County Councillors on 1 August 2022, that the proposed 20 mph zone is neither necessary nor desirable. The meeting agreed that Penallt should depart from the Welsh Government's default position for 20mph speed limits in all residential areas. We gave cogent and clear views at that meeting which reflected the unique layout and location of our village. For clarity, Penallt is a destination, not on a through-road. People who come here do so because they live here or are visitors. For the most part, the roads in the village centre are narrow and naturally self-limiting as regards vehicle speeds. It was agreed at the open meeting that if we must have a speed limit, then we should ask for relaxation of the Welsh Government proposal in favour of a village-wide 30mph limit only. Penallt is in an AONB and does not need roadside clutter caused by excessive signage. The significant additional signage that would be associated with the proposed 20 mph zone (as shown in blue on the proposal map) would introduce excessive roadside clutter and inappropriate urbanisation of our rural village. It is also a complete waste of public funds. Finding locations where all the signs could safely be sited would also be challenging, since most of the areas have no verges. Why MCC traffic officers have decided to overrule a village community's consensus is hard to comprehend. We understand that they have already had to reverse some of their 20mph limits in other parts of the county because they made no sense to the people who lived there. The way the revised plan is drawn certainly indicates that the traffic officers have not actually visited the village and do not understand the adverse visual impact that their proposals would have. Why it has been necessary to have a second consultation (when the outcome of the first</p>	<p>The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. In line with Welsh Government guidance, the roads through Penallt are a location where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, this combined with the number of residential properties fronting the highways within the proposal, it therefore meets the criteria for a 20mph speed limit. Whilst it is appreciated that lower travelling speeds through communities will not be welcomed by all, the overarching benefits are considered to outweigh the negatives. It is worth noting that the signage required and implementation costs of a 30mph limit, as requested, would be identical to the requirements for the proposed 20mph limit. The first consultation was informal stakeholder engagement led by the County Councillors for the ward to help inform the proposal: the extent of the 20mph were adjusted in response to the feedback, but officers recommend that 20mph is the appropriate speed limit for Penallt village core as per the plans, meeting the WG criteria based on residential frontages and mixed use of the roads.</p>

	consultation was perfectly clear) suggests that MCC are determined to force through what they think is best for our village against the wishes of the people who live here.	
138 Resident (Disagree - Via online form)	This objection relates to Penallt only. This plan was presented to a well-attended village meeting by councillors earlier this year. There was a unanimous show of hands to reject a 20mph limit and support a 30mph limit in the village. This evidence of local democracy should be respected. Penallt is a special case and demands a particular consideration. Penallt is the only village in Monmouthshire which has no through road: any vehicle entering the village is not on the way to anywhere else. This means that almost all drivers are knowledgeable about local road layout and conditions. Since 1935 (when speed limits were introduced) there has been no urban speed limit in the village with not a single case of pedestrian injury since my move to Penallt in 1981. If there is a move to a speed limit, then 30mph is proportionate. A 30mph limit will significantly reduce the roadside clutter of signage which detracts from the amenity of the rural character of the village. There are three junctions in the village that need a refreshing of signage. This was highlighted to our councillors who liaised with our highway's authority. To date no action is evident!	The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. In line with Welsh Government guidance, the roads through Penallt are a location where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, this combined with the number of residential properties fronting the highways within the proposal, it therefore meets the criteria for a 20mph speed limit. Whilst it is appreciated that lower travelling speeds through communities will not be welcomed by all, the overarching benefits are considered to outweigh the negatives. It is worth noting that the signage required for a 30mph limit, as requested, would be identical to the requirements for the proposed 20mph limit.
139 Resident (Somewhat agree - Via online form)	This reply applies to PENALLT. I am in favour of a 30mph speed limit throughout the village, this is what the majority of the villagers agreed on when consulted. The village is not a through village for traffic, the roads just go in a circle once the village has been entered. The current speed limit is the national speed limit of 60mph which is ridiculous so 30mph is a more than significant and adequate reduction. Why would you ignore the villager's majority request, we know our village, we live here, however on the basis that I think you will push forward with a 20mph zone regardless	The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. In line with Welsh Government guidance, the roads through Penallt are a location where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, they therefore do not meet the

	of villagers wishes I would ask for a modification so that peripheral roads that are not in the village centre are 30mph and not 20mph.	criteria for an exemption to the 20mph speed limit.
140 Resident (Agree - Via online form)	1. We would suggest extending the 20mph limit beyond Ninewells Farm on Ninewells Lane until the junction with the Trellech to Llandogo road. Ninewells Lane is extremely narrow, steep and has blind bends. We have had 2 recent near misses with speeding vehicles, one of whom was a distillery employee. The increase in traffic in recent times due to the distillery has meant that it has become extremely dangerous to walk or cycle along this lane and a 20mph speed limit would certainly help. 2. We would suggest extending the 20mph limit to cover the entire lane between Catbrook and Broadstone. This lane is used by many walkers and cyclists. This would also reduce the need for additional signage to switch between the proposed 20/30 mph limits.	1. The commencement point of the 20-mph speed limit on Ninewells Lane is correctly located where the developed residential properties commence it is not considered appropriate to extend the proposed 20 mph limit further to encompass the remainder of Ninewells Lane which is rural in character, nature, and setting. The start points of the 20-mph speed limit on Ninewells Lane are located where there is a clear change in environment which is apparent to the motorist that they are entering a developed village environment. 2. The commencement point of the 20-mph speed limit between Catbrook and Broadstone is correctly located where the urbanised developed residential properties commence at this location. It is not considered appropriate to extend the proposed 20 mph limit further. The start points of the 20-mph speed limits are located where there is a clear change in environment which is apparent to the motorist that they are entering a developed village environment.
141 Resident (Agree - Via online form)	100% in support of the proposed Penallt speed limit.	Noted
142 Resident (Disagree - Via online form)	My response is specifically related to the proposals for the village of Penallt. I would fully support a proposal to implement a 30mph zone covering the main residential areas of the village. This was put forward at the village meeting on 1st August where such a scheme met with strong support, while the MCC proposal to include a wider area and 20mph zones received no support. Drivers need to be aware that they are entering a rural residential area, hence my support for a 30mph zone, but the village does not need a mass of extra street furniture such as you would expect near a primary school in an urban location with 20mph areas. The reality is that there is very little through traffic in Penallt due to its position so the village should be able to have a scheme that suits its location and respects the fact that we are a very rural village in an AONB which won't	The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. In line with Welsh Government guidance, the roads through Penallt are a location where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, this combined with the number of residential properties fronting the highways within the proposal, it therefore meets the criteria for a 20mph speed limit. Whilst it is appreciated that lower travelling speeds through communities will not be welcomed by all, the overarching benefits are considered to outweigh the

	be enhance by masses of unnecessary extra signs.	negatives. It is worth noting that the signage required and implementation costs of a 30mph limit, as requested, would be identical to the requirements for the proposed 20mph limit.
143 Resident (Somewhat agree - Via online form)	I think that Lone Lane is not suited to a 30-mph limit, and it should be a 20 mph limit instead. Also, it seems that the proposal is for it to be just as far as around Cherry Orchard farm when it would presumably revert to the national speed limit. It is below Cherry Orchard that there are some of the most hazardous stretches of the lane with no easement for pedestrians. Whilst any speed reduction is welcome, I think the nature of the lane, its narrowness in particular, should mean a lower limit than proposed and for the whole length of the lane not just part of it.	The commencement points of the 20-mph speed limit on Lone Lane are correctly located where the developed residential properties commence it is not considered appropriate to extend the proposed 20 mph limit further to encompass the remainder of Lone Lane which is rural in character, nature and setting. The start points of the 20-mph speed limit on Lone Lane is located where there is a clear change in environment which is apparent to the motorist that they are entering a developed village environment.
144 Resident (Somewhat agree - Via online form)	I am in support of this, but please can I ask what road markings are being made. I am concerned that if yellow rumble strips are made the noise will be heard from my house only 4 metres from the road every time traffic goes by. Thank you.	Noted and in this specific instance we are agreeable to the rumble strips being installed so as to be visible but not to be raised, avoiding the noise concerns expressed.
Resident (Agree - Via email)	Dear Sir or Madam, I would just like to add my support to the speed limit changes proposed for Usk and Llanbadoc. I live in Llanbadoc and feel there is definitely a need for a reduction in speed.	Noted
Resident (Disagree - Via MyMon)	Please see my objections to the scheme specifically for Catbrook 1. There have not been any accidents in Catbrook, as far as I am aware, during the 25 years that I have lived in Whitelye 2. The architecture of the road through Catbrook is so circuitous that at the critical points where an accident might occur the max speed is probably 5-10 mph 3. The whole scheme is a dubious ideological plan with no scientific evidence to back it up. (Most road safety engineers carryout a risk/benefit/cost analysis in these situations which obviously has not been done.) 4. In my humble view, as the cost of the signs will probably be in the 10's of thousands the \\\"improvement in safety\\\" as expressed as the aims on the Monmouthshire website will not be achieved. You cannot improve on zero. 5. There will be detrimental effects to the natural surroundings because of the addition of many new sign 6. It is an egregious use of taxpayers' money when there will be no benefit in safety. 7. When it comes to future Council tax rises and when politicians need	The proposal to reduce speed limits are intended to encourage alternative travel modes by contributing to making the roads a safer environment for all users. It is recognised that pedestrians and cyclist do feel safer whilst travelling through a reduced speed limit, which in turn should encourage the use of these methods of transportation, whilst also meeting the Welsh Government's Active Travel agenda. The lower speed limits will reduce travelling speeds and contribute to creating a safer environment for all users. Increased levels of walking/cycling will positively contribute to the overall health and wellbeing of the respective communities. In line with Welsh Government guidance, the roads throughout Catbrook are a location where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, this combined with the number of residential properties fronting the highways within the

	to justify them this will be a factor in the elector's decision-making process. Mr Neale's phone no is [REDACTED]	proposal, they therefore meet the criteria for a 20mph speed limit. Whilst it is appreciated that lower travelling speeds through communities will not be welcomed by all, the overarching benefits are considered to outweigh the negatives, namely the additional signs. The Welsh Government has committed to reducing the national urban speed limit from 30mph to 20mph by September 2023.
Resident (Disagree - Via email)	<p>Hi, I have the following objections to the above amendment order - 1. The consultation documents online do not include (as required by law) the order being amended. It's true that the consolidation order is "available" on the website but only in its original form and there is no link from the pages relating to the amendment order. In order for me to compare the amendment order to the consolidation order, the latter would have to be in a form which reflects all the previous amendments. It's true that the consolidation order is "available" on the website but only in its original form and there is no link from the pages relating to the amendment order. In order for me to compare the amendment order to the consolidation order, the latter would have to be in a form which reflects all the previous amendments. 2. On the Council's webpage headed "Consolidation Order and Previous Amendment Orders", the No 6 Amendment Order was not included. 3. When looking at the consolidation order in conjunction with the No 7 Amendment Order, it is not possible to identify what the approved plans are. No description of the approved plans is included in the consolidation order, merely a list of numbers referencing "map tiles". This makes the orders ineffective.</p>	<p>1. The Consolidation Order and all previous amendment orders are available to view by appointment at County Hall, Usk, along with the other deposited documents as required by legislation. In addition to this, we make the documents available on the MCC website. All relevant documents are available, allowing comparison between Amendment Orders to be made in order to see how the proposal will affect the existing orders. 2. At the time of the Notice of Intention for Amendment Order No 7, Amendment Order 6 had not yet been made, however it was available to view on the website as a proposed Amendment Order. 3. The drawings 1954, 1960, 1964, 1962, 1963, 1965, 1966, 1969, 1970, 1971, 1961, 1968 and 1920 were included within the online documents and are referenced in the proposed order in addition to being available to view at County Hall by prior appointment. These documents identify the specific amendments. Map tile references refer to individual tiles associated with the overarching consolidation that will be amended as part of the order making process. The correct procedure has been followed and all relevant documents were available to view as part of the consultation process.</p>

Appendix 3: Notice of Intention

**ROAD TRAFFIC REGULATION ACT 1984
NOTICE OF INTENTION TO MAKE A PERMANENT ORDER
MONMOUTHSHIRE COUNTY COUNCIL**

**MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND
PARKING REGULATIONS CONSOLIDATION ORDER 2019**

(AMENDMENT ORDER NO 7) 2022

**PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC
ORDERS WITHIN VARIOUS COMMUNITIES IN MONMOUTHSHIRE**

NOTICE IS HEREBY GIVEN that Monmouthshire County Council of County Hall, The Rhadyr, Usk, NP15 1GA ("the Council") propose to make a Road Traffic Regulation Order as follows:

EFFECT OF THE ORDER: to introduce and amend-

- a 40 mph speed limit on the B4245 between Rogiet and Caldicot.
- A 20 mph speed limit and a 30 mph speed limit at Broadstone, Catbrook, Dingestow, Llandogo, Llanishen, Mitchel Troy, Mitchel Troy Common, Penallt, Parkhouse, Raglan, St.Arvals, The Narth, Tintern, Usk.
- a 30 mph speed limit at Llanbadoc.

within the localities identified on the plans, which are available to view at County Hall, Usk or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic>

Further details of the proposed Order, comprising plans and a statement of reasons for proposing to make the Order may be examined via pre-arranged appointment at County Hall, Usk NP15 1GA (appointments can be arranged by e-mailing traffic@monmouthshire.gov.uk) or by phoning 01633 644644 or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic> or the via the below QR code



Any objections in respect of this proposal should be made in writing, stating the grounds on which the objection is being made and should be sent to Traffic Section, Monmouthshire County Council, County Hall, Usk NP15 1GA not later than 5 pm on Wednesday the 21st December 2022 or via scanning the QR code below and selecting "How to comment on a proposed TRO", where the public consultation response form can be accessed.

Date: 23rd November 2022

Mark Hand,
Head of Placemaking, Regeneration, Highways and Flooding,
Monmouthshire County Council

Appendix 4: STATEMENT OF REASONS

MONMOUTHSHIRE COUNTY COUNCIL

MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019

(AMENDMENT ORDER NO 7) 2022

PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC

ORDERS WITHIN VARIOUS COMMUNITIES IN MONMOUTHSHIRE EFFECT OF THE ORDER: EFFECT OF THE ORDER:

20 mph speed limit at Old Dixton Road, Monmouth.

40 mph speed limit on the B4245 between Rogiet and Caldicot.

20 mph speed limit and a 30-mph speed limit at Broadstone, Catbrook, Dingestow, Llandogo, Llanishen, Mitchel Troy, Mitchel Troy Common, Penallt, Parkhouse, Raglan, St. Arvans, The Narth, Tintern, Usk.

30 mph speed limit at Llanbadoc.

STATEMENT OF REASONS

Monmouthshire County Council has received various requests and concerns from stakeholders and Community Representatives in relation to the above-named localities to review the current existing various speed limits.

A review of the existing speed limits at each location listed above has been undertaken by officers in accordance with current setting local speed limits guidance and regulations and the proposals incorporated within this proposed Amendment Order Number 7 are intended to align the speed limits at each location to current guidance on setting appropriate statutory speed limits.

The reduced speed limits are being proposed in the interests of increasing the level of highway safety and to encourage and support residents and other highway users to use more sustainable modes of travel within each conurbation.

DRAWING	ROADS	DETAILS
1954	20mph Old Dixton Rd, Monmouth	The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. The Welsh Assembly Government's Circular 24/2009 provides national guidance for Setting local speed limits in Wales. MCC has considered paragraph 5.6 to 5.11 of the Welsh Assembly Government's Circular 24/2009 in particular 5.7 and 5.10. A decision has been made to depart from this guidance for the following reasons: The proposal is intended to reduce travelling speeds through the

		community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.
1960	40mph B4245 between Rogiet and Undy	The proposal is to introduce a 40 mph over a short distance of the B4245 to bridge this short length of the B4245 and to connect to the existing 40 mph speed limits currently in place either side of the section of the B4245 specified within this proposal. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions
1964	30mph Llanbadoc	The proposal is intended to reduce travelling speeds through the community of Llanbadoc, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions. It is proposed to reduce the current speed limit of 40 mph to 30 mph.
1962,1963, 1965,1966 1969,1970 1971	20/30mph speed limits in Wye Valley Villages (Broadstone, Catbrook, Llandogo, Llanishen, Penallt, Parkhouse, St. Arvans, The Narth, Tintern)	The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. The Welsh Assembly Government's Circular 24/2009 provides national guidance for Setting local speed limits in Wales. MCC has considered paragraph 5.6 to 5.11 of the Welsh Assembly Government's Circular 24/2009 in particular 5.7 and 5.10. A decision has been made to depart from this guidance for the following reasons: The proposal is intended to reduce travelling speeds through the

		community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.
1964	20mph Usk	The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by August 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. The Welsh Assembly Government's Circular 24/2009 provides national guidance for Setting local speed limits in Wales. MCC has considered paragraph 5.6 to 5.11 of the Welsh Assembly Government's Circular 24/2009 in particular 5.7 and 5.10. A decision has been made to depart from this guidance for the following reasons: The proposal is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.
1961	20mph Dingestow	The proposal is intended to reduce the current speed limit in the village from 30mph to 20mph to encourage lower travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions. The proposed 30mph speed limit encompasses a bend with a

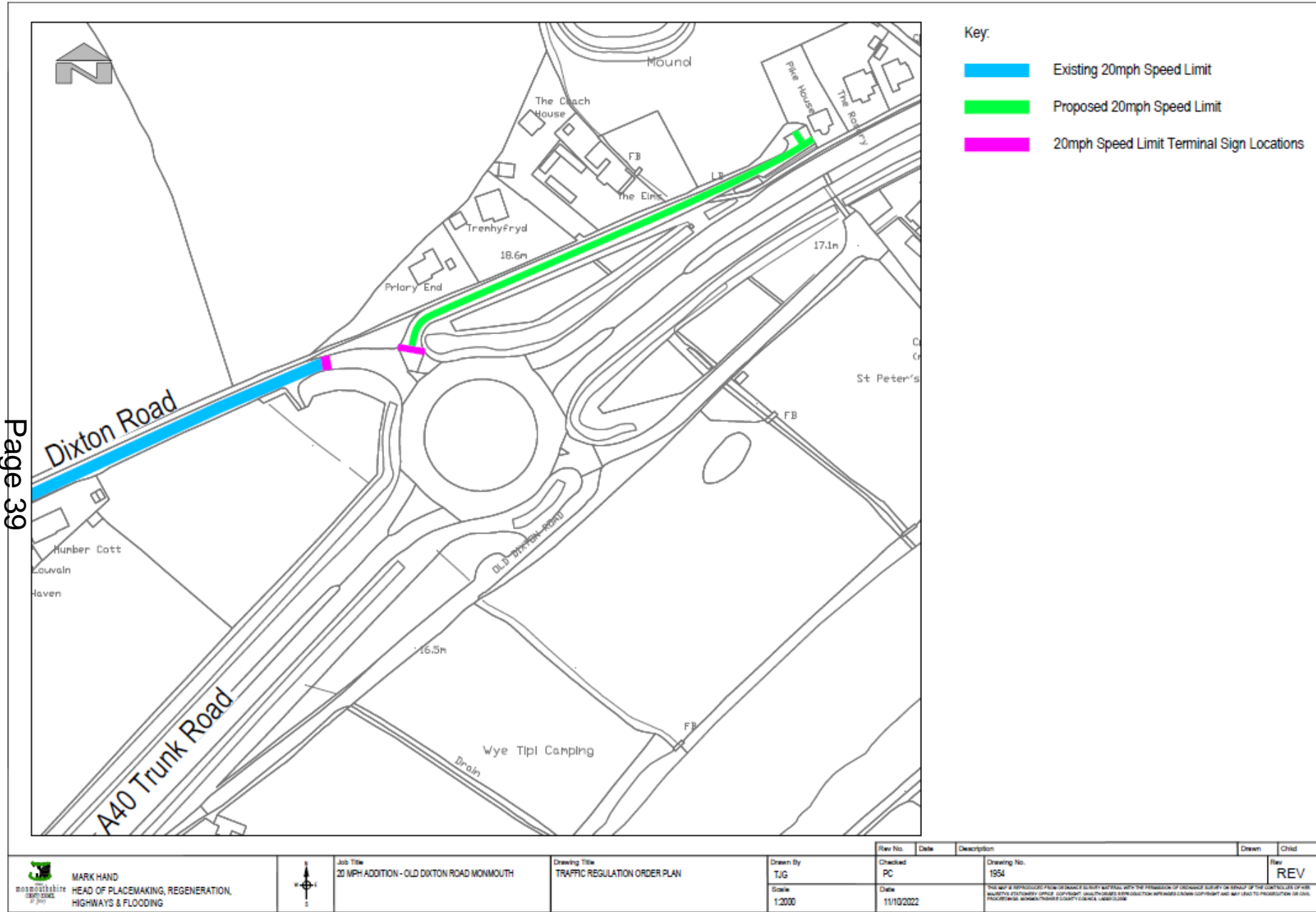
		sharp deviation where there is an history of vehicles leaving the carriageway causing damage to adjacent residential properties.
1968	20mph Mitchel Troy, Mitchel Troy Common	The proposal is intended to reduce the current speed limit within the village of Mitchel Troy from 30 mph to 20 mph and to introduce a 20-mph speed limit at Mitchel Troy Common. The intention is to reduce travelling speeds in these communities, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.
1920	20mph Raglan	The proposal is intended to reduce travelling speeds through the village, which in turn will encourage the use of alternative travel modes, such as walking, cycling, and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.

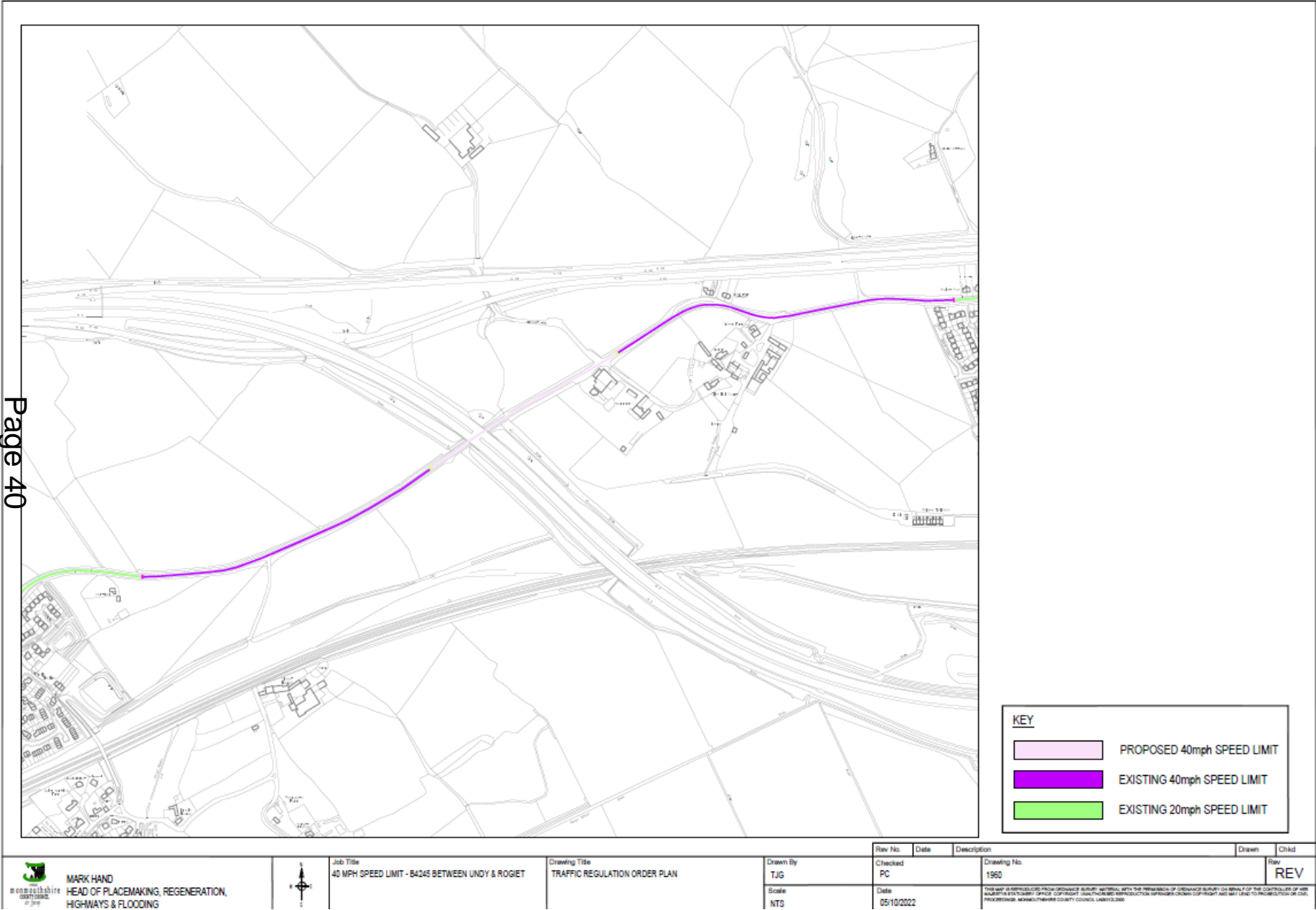
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1954 Old Dixon Road, Monmouth

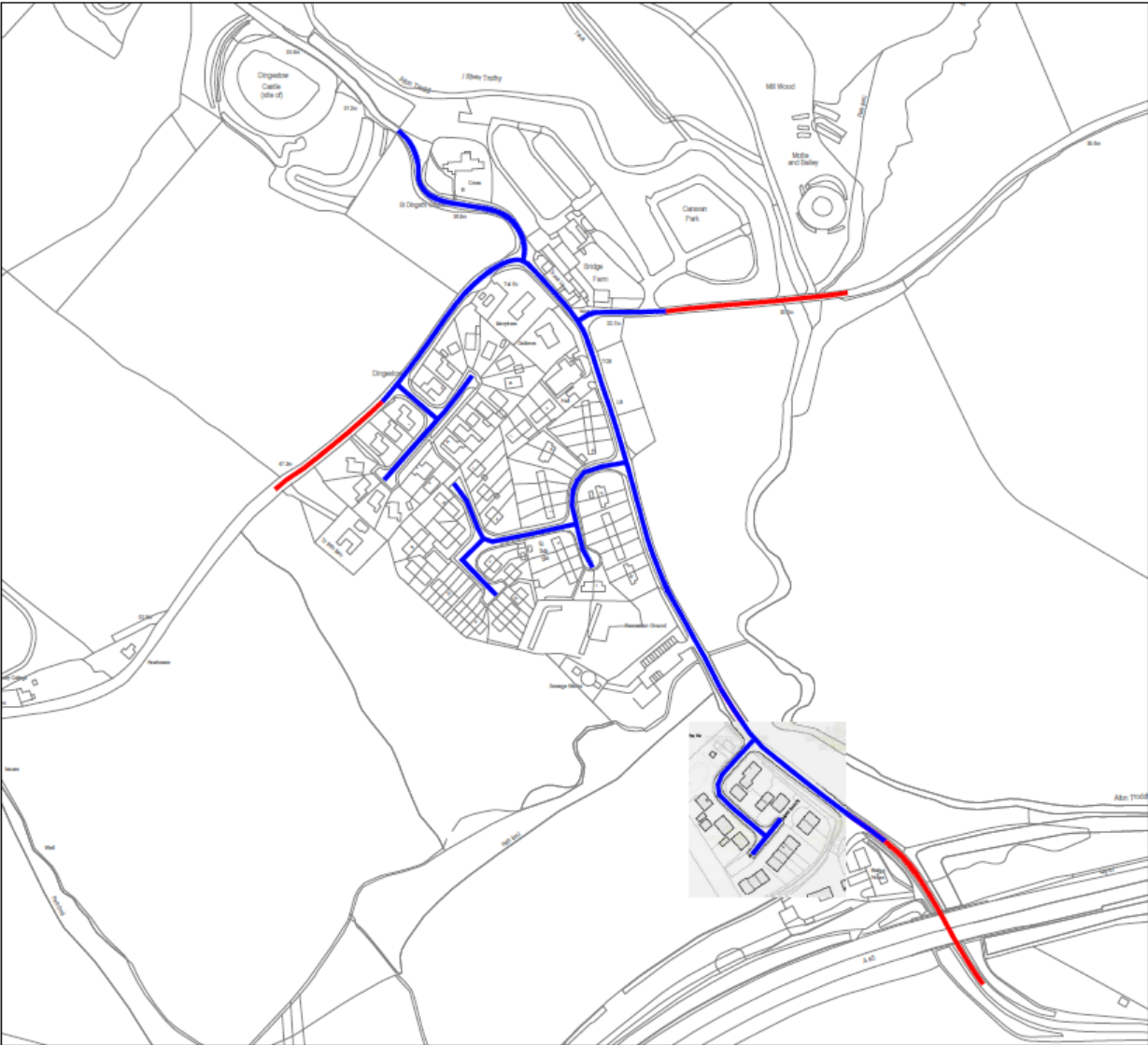
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1961 Dingestow 20 and 30mph



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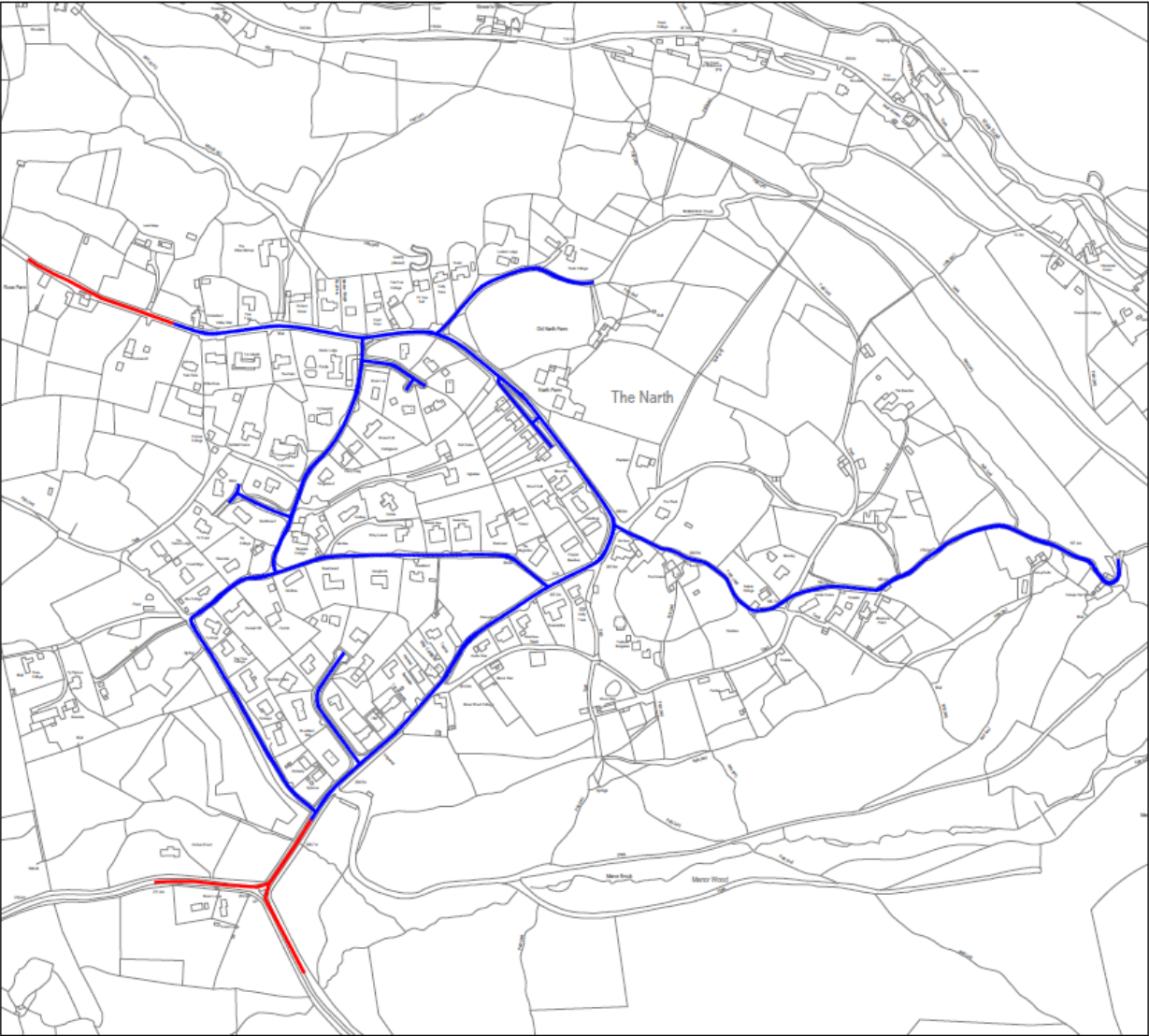


KEY

PROPOSED 30mph SPEED LIMIT

PROPOSED 20mph SPEED LIMIT



 MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title 20 MPH DEFAULT - DINGESTOW	Drawing Title TRAFFIC REGULATION ORDER PLAN	Drawn By TJG	Rev No. Checked PC	Date 23/08/22	Description Drawing No. 1961	Drawn REV	Checkd
				Scale NTS					



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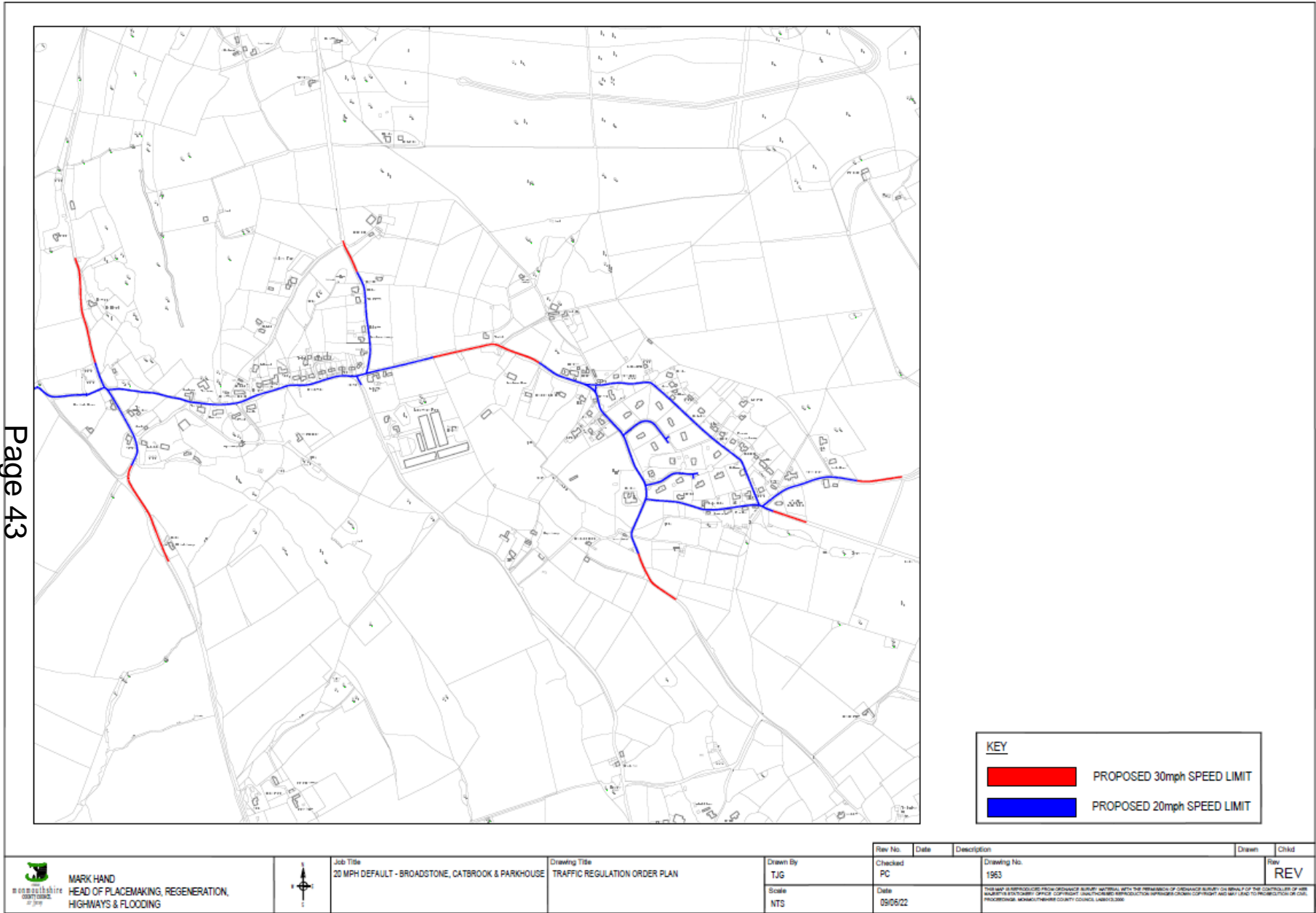
PROPOSED 30mph SPEED LIMIT

PROPOSED 20mph SPEED LIMIT

 <div>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</div>		Job Title 20 MPH DEFAULT- THE NORTH	Drawing Title TRAFFIC REGULATION ORDER PLAN	Rev No.	Date	Description	Drawn	Child
				Checked PC		Drawing No. 1962		Rev REV
				Drawn By T.JG	Date 05/07/22	THIS MAP IS REPRODUCED FROM ORIGINATOR SURVEY MATERIAL WITH THE PERMISSION OF ORIGINATOR SURVEY ON BEHALF OF THE CONTROLLER OF HIGHWAYS IN THE HIGHWAYS OFFICE. COPIES MUST BE MADE FROM THE ORIGINAL SURVEY MATERIAL AND NOT FROM A COPY. ANY USE TO PROSECUTE OR DEFEND A PROSECUTION IS NOT PERMITTED. NORTHAMPTONSHIRE COUNTY COUNCIL, LEICESTERSHIRE		

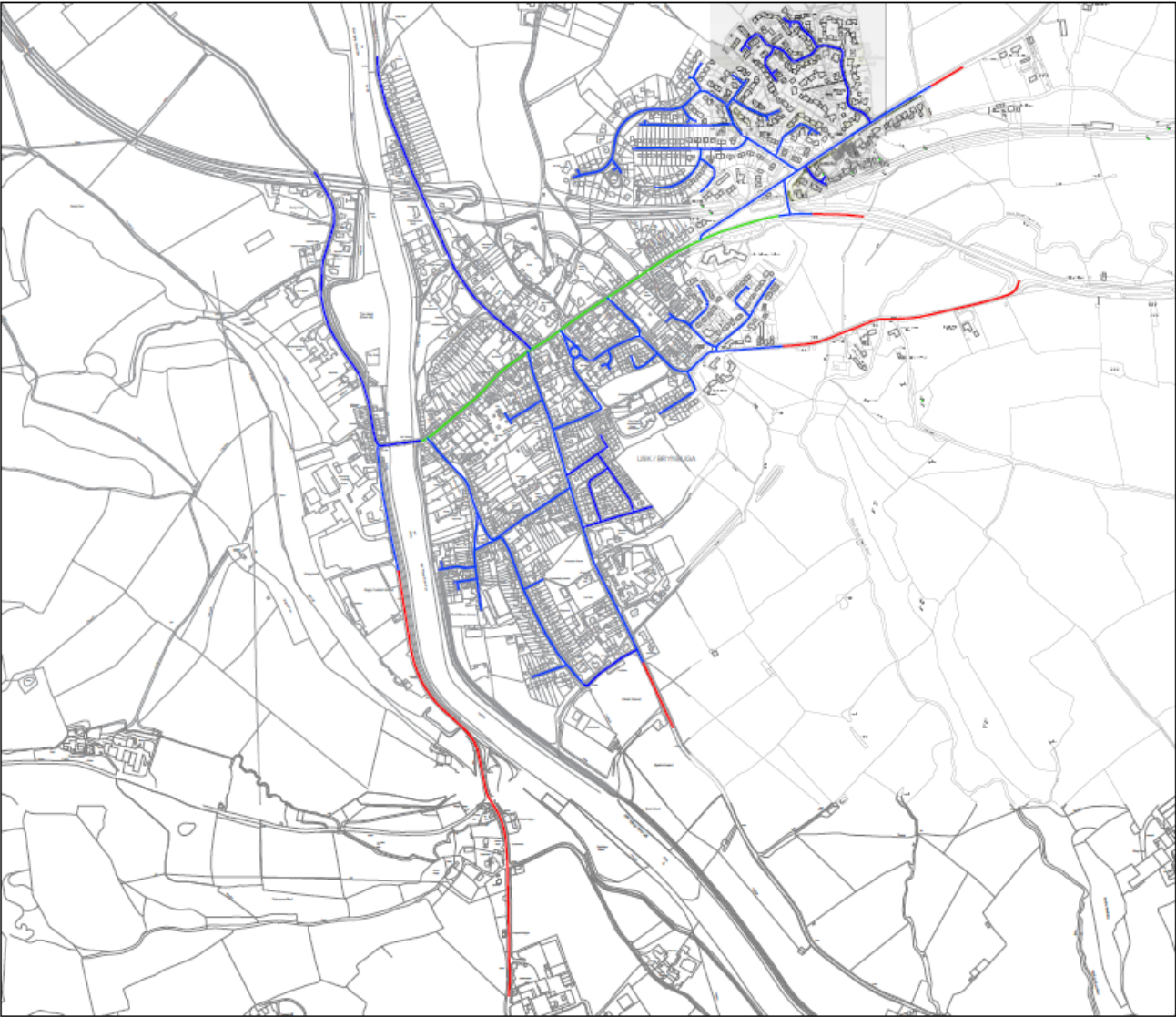
1963 Broadstone, Catbrook and Parkhouse 20 and 30mph

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1964 30mph Llanbadoc and 20mph Usk

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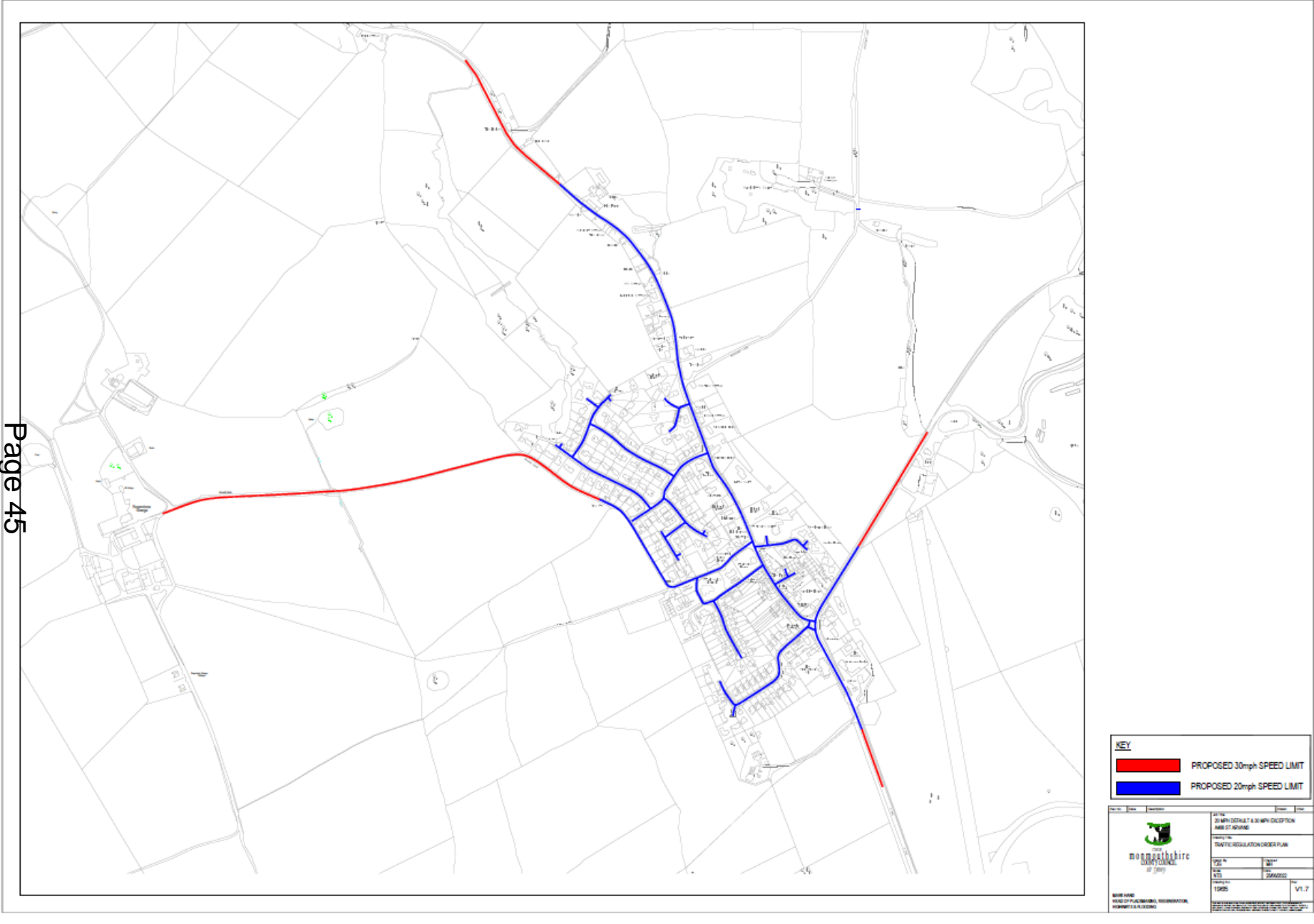
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PROPOSED 30mph SPEED LIMIT

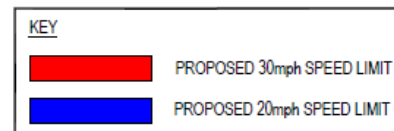
PROPOSED 20mph SPEED LIMIT



EXISTING 20mph SPEED LIMIT

				Rev No	Date	Description	Drawn	Chkd
  MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title 30 MPH EXCEPTION - A472 USK AND 20 MPH DEFAULT	Drawing Title TRAFFIC REGULATION ORDER PLAN	Drawn By TJG	Checked PC	Drawing No. 1964	Rev REV	
				Scale NTS	Date 25/04/2022	THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL, WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. COPYRIGHT © CROWN COPYRIGHT. REPRODUCTION IN ANY FORM WITHOUT THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE IS PROHIBITED.		



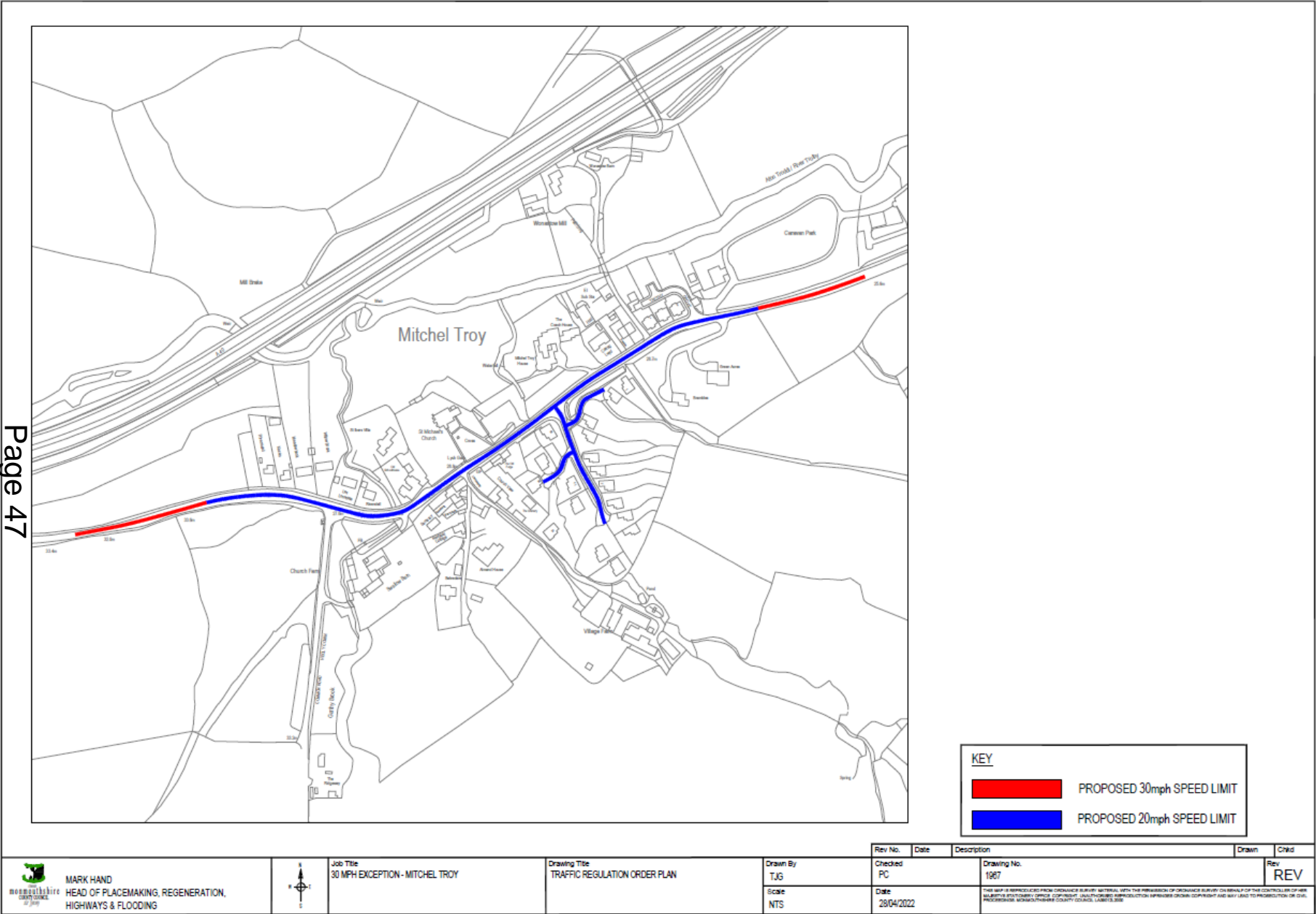
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 <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		<p>Job Title 30 MPH EXCEPTION & 20 MPH DEFAULT - A468 TINTERN & TINTERN PARVA</p>	<p>Drawing Title TRAFFIC REGULATION ORDER PLAN</p>	<p>Drawn By T.J.G</p>	<p>Checked PC</p>	<p>Drawing No. 1966</p>	<p>Rev REV</p>
				<p>Scale NTS</p>	<p>Date 15/08/22</p>	<p><small>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL, WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATUTORY OFFICE. COPIES MAY BE MADE FOR PRIVATE OR COMMERCIAL USE, BUT NOT FOR REPRODUCTION OR FOR THE PURPOSES OF A PUBLICITY OR ADVERTISING CAMPAIGN. THE CONTROLLER OF HER MAJESTY'S STATUTORY OFFICE ACCEPTS NO LIABILITY FOR ANY LOSS OR DAMAGE ARISING FROM THE USE OF THIS MAP.</small></p>	

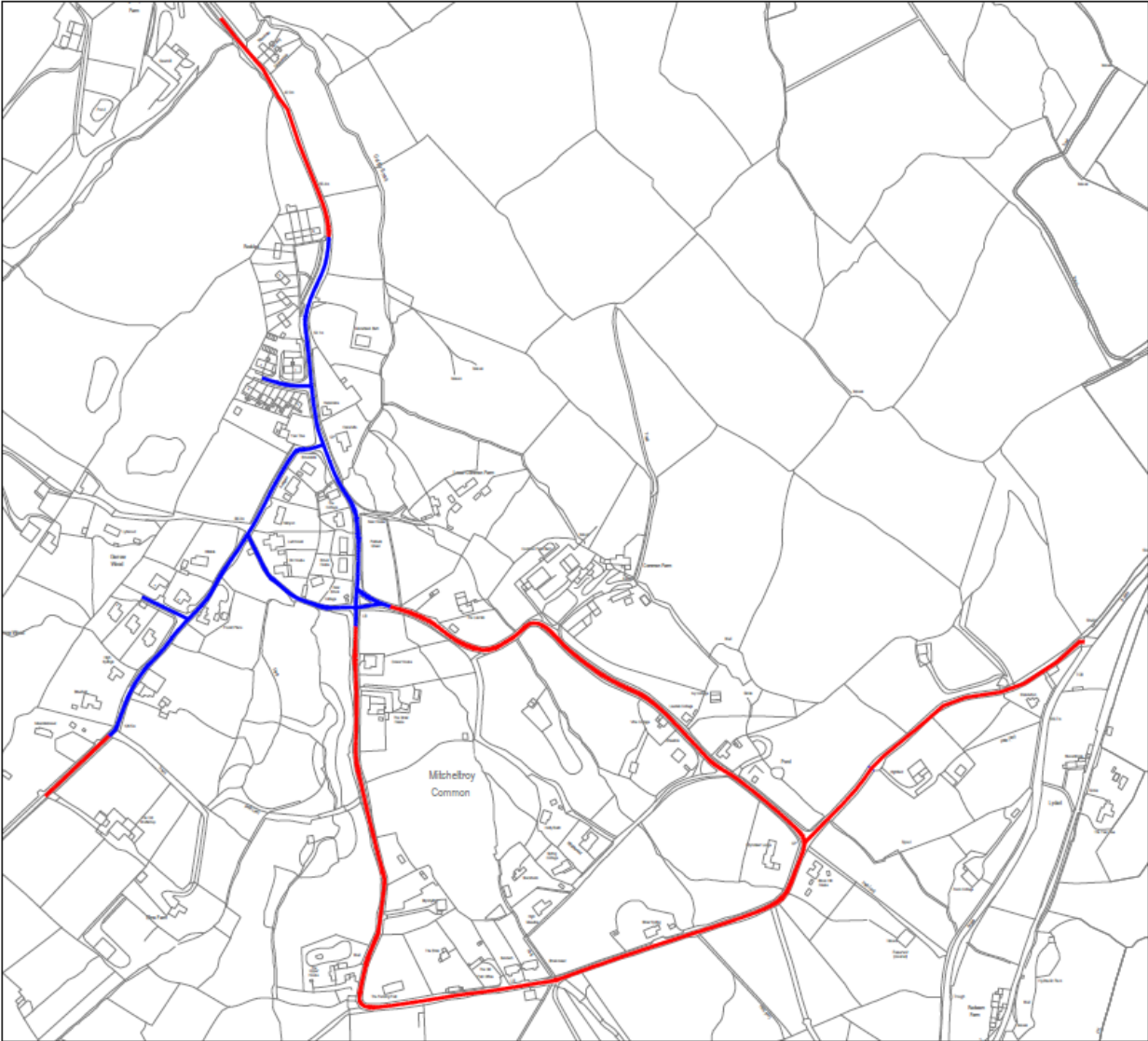
1967 Mitchel Troy 20 and 30mph

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1986 Mitchel Troy Common 20 and 30mph



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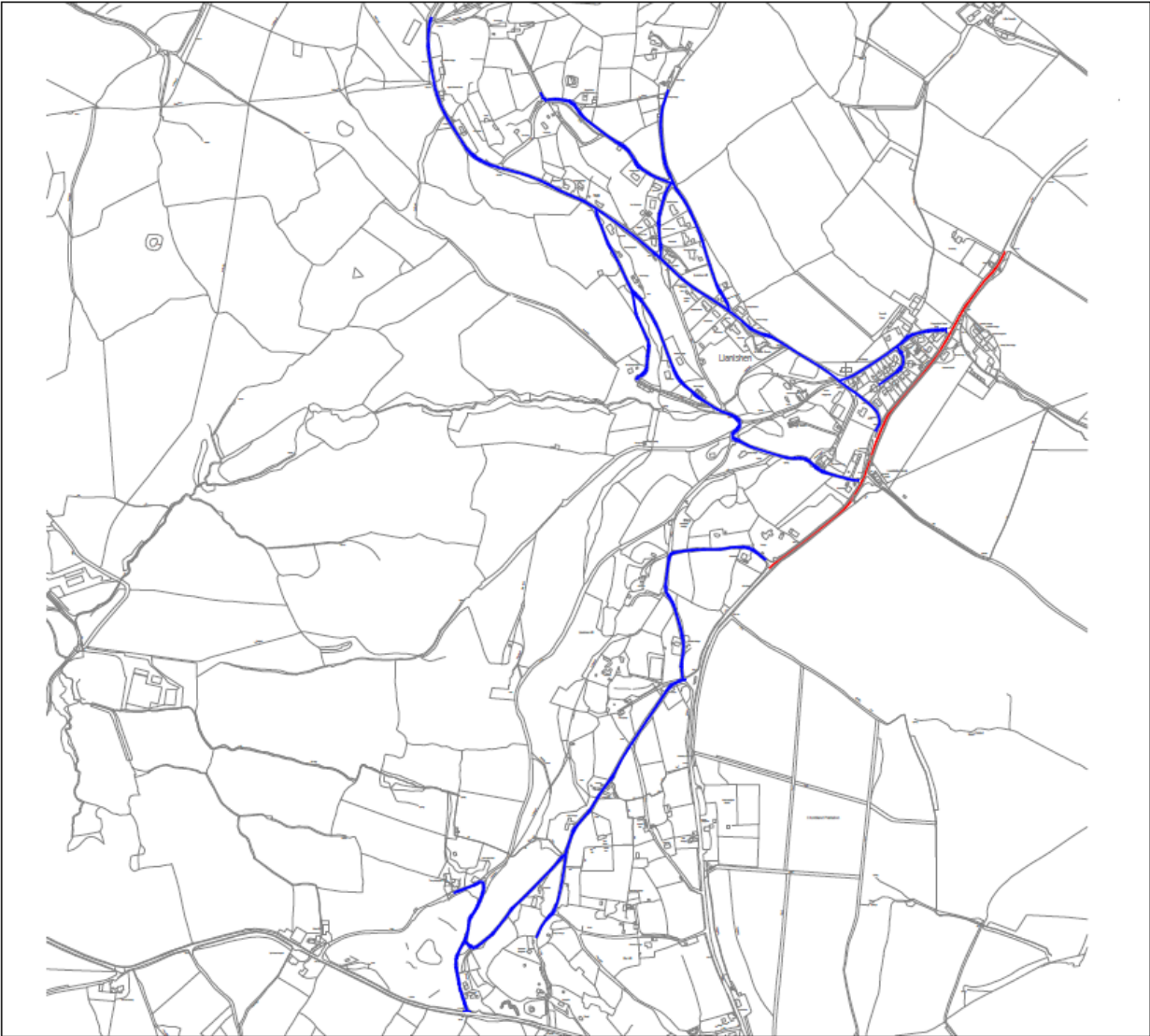


KEY

PROPOSED 30mph SPEED LIMIT

PROPOSED 20mph SPEED LIMIT



		Job Title 20 MPH DEFAULT - MITCHEL TROY COMMON	Drawing Title TRAFFIC REGULATION ORDER PLAN	Drawn By TJG	Rev No.	Date	Description	Drawn	Chkd
					Checked PC		Drawing No. 1988		Rev
					Scale NTS	Date 05/07/22	THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL, WITH THE PERMISSION OF ORDNANCE SURVEY. ORDNANCE SURVEY MATERIAL IS THE PROPERTY OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. NO PART OF THIS PUBLICATION MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT PERMISSION IN WRITING FROM THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE.		

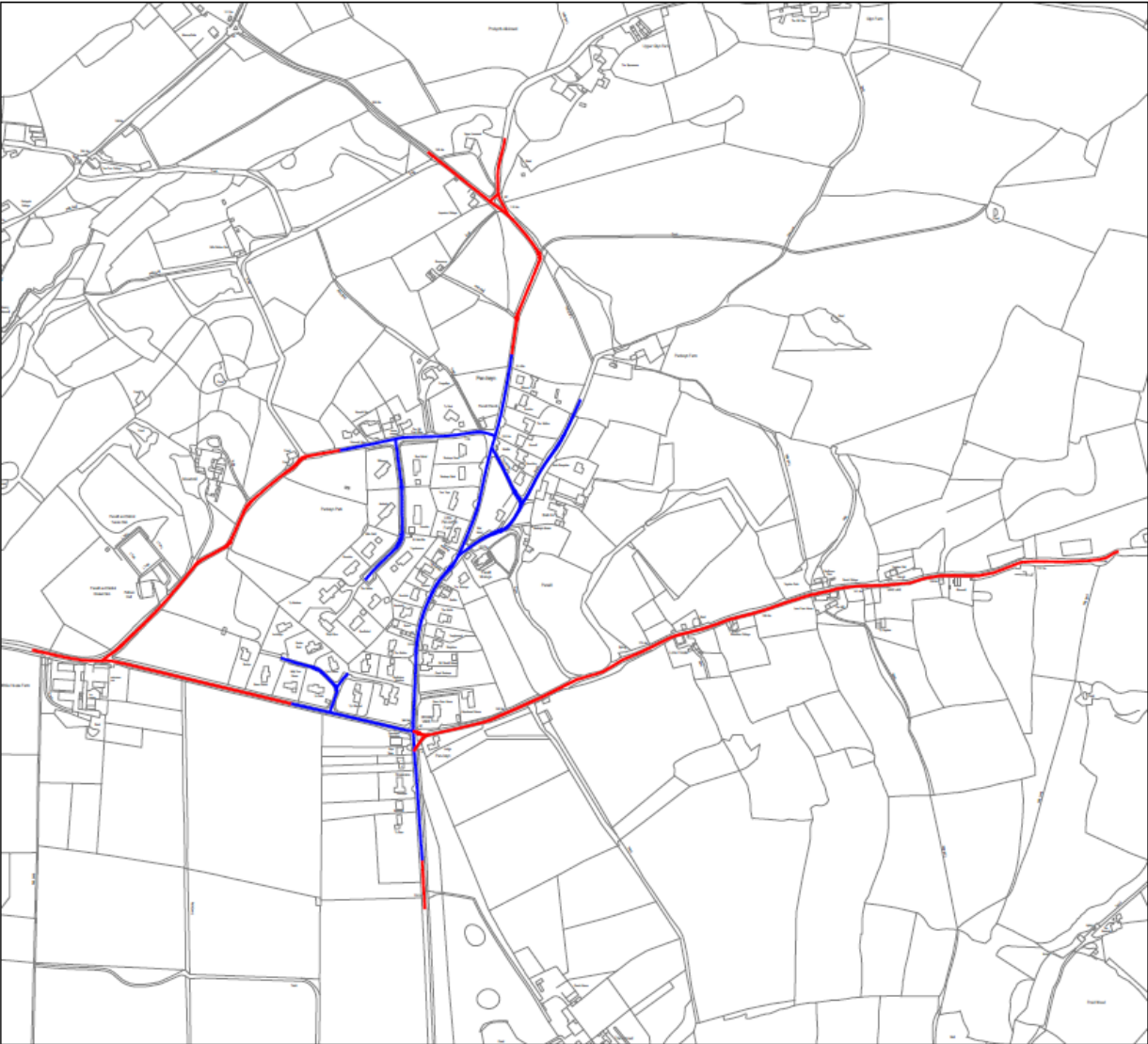


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PROPOSED 30mph SPEED LIMIT

PROPOSED 20mph SPEED LIMIT



 MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title 30 MPH EXCEPTION - B4293 LLANISHEN AND 20 MPH DEFAULT	Drawing Title TRAFFIC REGULATION ORDER PLAN	Drawn By TJG Scale NTS	Rev No.	Date	Description	Drawn	Chkd
					Checked PC		Drawing No. 1969		Rev REV
					Date 28/04/2022	THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. COPYRIGHT. UNAUTHORISED REPRODUCTION (INCLUDING CROWD FUNDING) MAY LEAD TO PROSECUTION OR CIVIL PROCEDURE. MONMOUTHSHIRE COUNTY COUNCIL LIBRARY			



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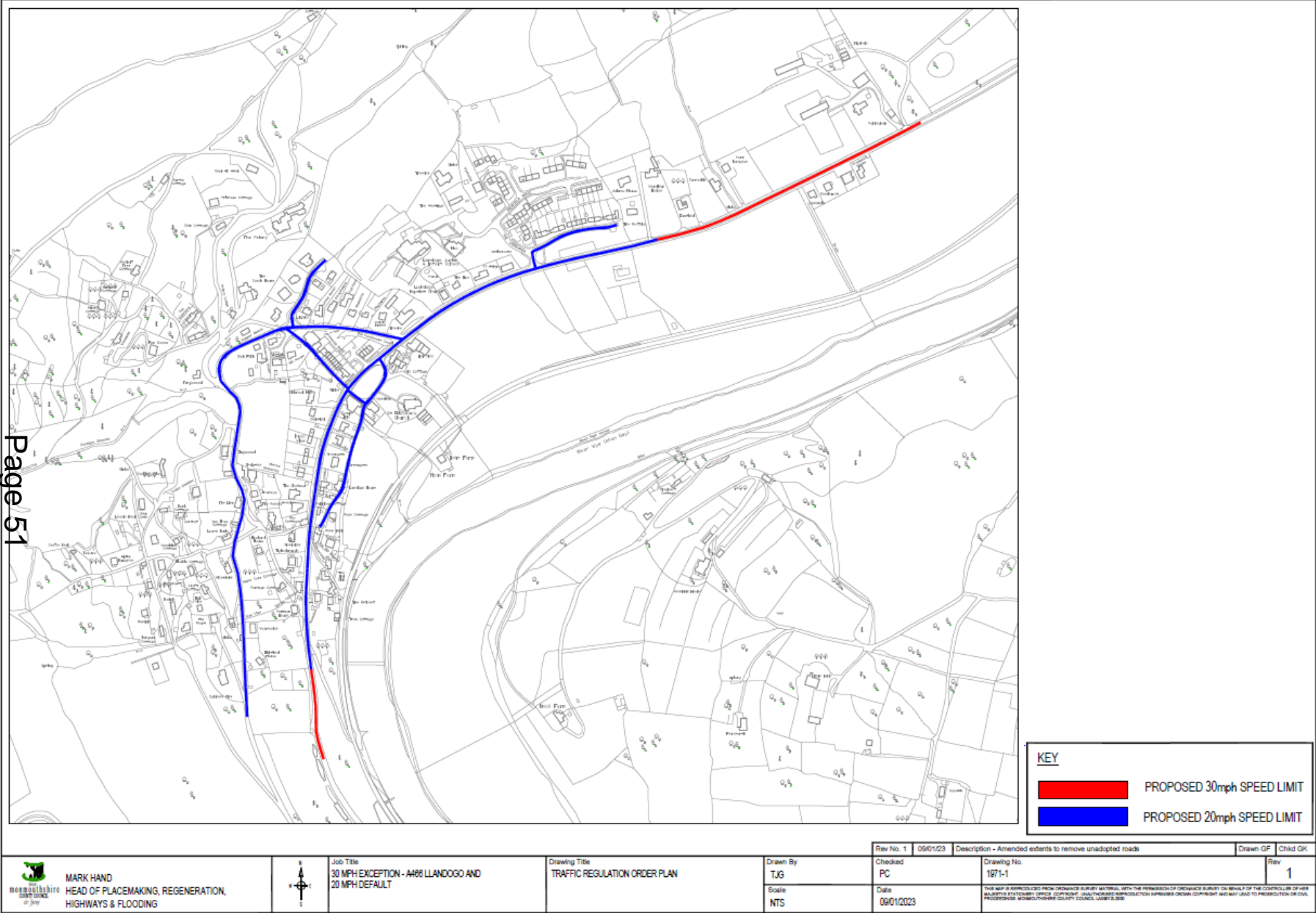
PROPOSED 30mph SPEED LIMIT

PROPOSED 20mph SPEED LIMIT

 MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title	Drawing Title	Drawn By	Checked	Drawing No.	Rev
		20 MPH DEFAULT - PENALLT	TRAFFIC REGULATION ORDER PLAN	TJG	PC	1970	REV
				Scale	Date		
				NTS	06/07/22		
		<small>THIS MAP IS REPRODUCED FROM ORDINANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDINANCE SURVEY. ORIGINALLY OF THE CONTROLLER OF HER MAJESTY'S STATISTICAL OFFICE. COPYRIGHT. UNLAWFUL REPRODUCTION WITHOUT WRITTEN CONSENT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL (2015/2016).</small>					

1971 Llandogo 20 and 30mph

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monmouthshire
sir fynwy

Equality and Future Generations Evaluation

Name of the Officer completing the evaluation Mark Hand Phone no: 01633 644773 E-mail: markhand@monmouthshire.gov.uk	Please give a brief description of the aims of the proposal To consider the proposed reduction in speed limits to 20,30 and 40mph through the residential and rural routes identified.
Name of Service area Placemaking, Regeneration, Highways and Flooding	5th January 2023

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Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	This proposal will reduce the travelling speeds of all vehicles through the settlements and along the routes identified. Which in turn will contribute to making the streets safer and reduce the severity of collisions. All highways' users should feel safer negotiating the highway, due to the reduction in travelling speeds. Particularly those vulnerable members of society, such as older, younger and people with disabilities.	None.	N/A.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Disability	These proposals will reduce the travelling speeds of all vehicles through the settlements and along the routes identified. Which in turn will contribute to making the streets safer and reduce the severity of collisions. All highways' users should feel safer negotiating the highway, due to the reduction in travelling speeds. Particularly those vulnerable members of society, such as older, younger and people with disabilities.	None.	N/A
Gender reassignment	None	None	N/A
Marriage or civil partnership	None	None	N/A
Pregnancy or maternity	None	None	N/A
Race	None	None	N/A
Religion or Belief	None	None	N/A
Sex	None	None	N/A
Sexual Orientation	None	None	N/A

The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions This duty aligns with our commitment as an authority to Social Justice.

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
--	---	--	--

Socio-economic Duty and Social Justice	None	None	N/A
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Policy making and the Welsh language.



How does your proposal impact on the following aspects of the Council's Welsh Language Standards?	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
Policy Making Effects on the use of the Welsh language, Promoting Welsh language Treating the Welsh language, no less favourably	All new highway signs and carriageway markings will be bi-lingual with Welsh appearing in front of English as per current guidance.	N/A	N/A
Operational Recruitment & Training of workforce	None	None	N/A
Service delivery Use of Welsh language in service delivery Promoting use of the language	None	None	N/A




4. Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

Well, Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral	N/A
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g., climate change)	Positive: lower travelling speeds should contribute to enhancing biodiversity by reducing dependency on motorised vehicles and encourage more sustainable modes of transport such as walking, cycling and scooting.	N/A
A Healthier Wales People's physical and mental wellbeing is maximized, and health impacts are understood	Positive: lower travelling speeds will contribute to making the streets safer and more attractive for alternate transport modes such as cycling, walking and scooting.	N/A
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive: lower travelling speeds will contribute to making the streets safer and encourage community cohesion.	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Positive: lower travelling speeds should contribute to enhancing general wellbeing by reducing dependency on motorised vehicles and encourage more sustainable modes of transport such as walking, cycling and scooting.	N/A
A Wales of vibrant culture and thriving Welsh language	Neutral	N/A

Well, Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation		
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Positive: lower travelling speeds should contribute to encouraging more sustainable modes of transport such as walking, cycling and scooting and thereby less reliance on motorised transport.	N/A

3. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	Welsh Government intend to reduce the national urban speed limit to 20mph in 2023. The 20mph elements of this proposal will support WG's future national roll out of 20mph.	N/A
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	Collaboration with partners in Gwent Police/GoSafe and Welsh Government has taken place in developing this proposal. Ongoing partnership working will be necessary to understand compliance levels.	N/A

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>Statutory consultation has been undertaken with all necessary stakeholders including the general public.</p>	<p>N/A</p>
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>N/A</p>	<p>None</p>
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The proposal should have a positive impact on wellbeing, safer streets should encourage the use of alternative travel modes such as walking, cycling and scooting and less reliance on motorised vehicles.</p>	<p>None</p>

4. Council has agreed the need to consider the impact its decisions have on the following important responsibilities: Social Justice, Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Social Justice	N/A	N/A	N/A
Safeguarding	N/A	N/A	N/A
Corporate Parenting	N/A	N/A	N/A

5. What evidence and data has informed the development of your proposal?

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- The 20mph proposals are intended to evaluate and understand what will be necessary when Welsh Government introduce a Country wide reduction in the national urban speed limit in 2023
- Traffic data will be collected following implementation to ascertain levels of compliance.

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

Positive impacts: The proposed reduction in speed limits will have an overall positive impact on the communities. Lower travelling speeds will encourage the use of alternative travel modes and lessen the severity of road traffic collisions. The proposals will contribute to making the roads safer for all users. Ongoing monitoring will inform Welsh Government's proposal to reduce the national urban speed limit to 20mph in 2023.

7. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible
Implement to speed limit proposals as advertised	Following the making and publication of the traffic regulation orders	Traffic Team (Graham Kinsella, Phaedra Cleary, Gareth Freeman)

8. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision-making process. It is important to keep a record of this process to demonstrate how you have considered and built-in equality and future generations considerations wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1			