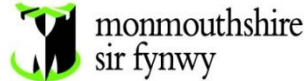


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Brynbuga
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County Hall
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Usk
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Dydd Mawrth, 16 Mai 2023

Dear Councillor

PENDERFYNIADIAU AELOD CABINET UNIGOL

Notice is hereby given that the following decisions made by a member of the cabinet will be made on Dydd Mercher, 24 Mai 2023.

1. **TERFYNAU CYFLYMDER ARFAETHEDIG MCC O 20, 30 A 50 MYA - GORCHYMYN DIWYGIO RHIF. 9 2023** 1 - 42

Division/Wards Affected: Llanbadoc & Usk; Llanybi Fawr; Llantilio Crossenny; Shirenewton

CABINET MEMBER: Councillor Catrin Maby

AUTHOR: 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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E-mail: garethfreeman@monmouthshire.gov.uk

Yours sincerely,

Paul Matthews
Chief Executive

CABINET PORTFOLIOS

County Councillor	Area of Responsibility	Ward
Mary Ann Brocklesby	<p>Leader Lead Officer – Paul Matthews, Matthew Gatehouse</p> <p>Whole Authority Strategy and Direction Whole authority performance review and evaluation Cardiff City Region Joint Cabinet Regional working Government relations WLGA, LGA and Public Service Board</p>	Llanelly
Paul Griffiths	<p>Cabinet Member for a Sustainable Economy and Deputy Leader Lead Officer – Frances O'Brien</p> <p>Economic resilience and Sustainability focus towards foundational economy Local Development Plan and Strategic Development Plan Town Centre and neighbourhood investment and Stewardship Development Management and Building Control Skills and Employment including green jobs and apprenticeships Broadband connectivity Trading Standards, Environmental Health, Public Health, Licensing</p>	Chepstow Castle & Larkfield
Rachel Garrick	<p>Cabinet Member for Resources Lead Officers – Peter Davies, Frances O'Brien, Matthew Phillips, Jane Rodgers</p> <p>Finance Developing and proposing the budget to Council Digital and Information technology Human Resources, Payroll, Health and Safety Strategic Procurement – promoting localism Land and Buildings Property Maintenance and management Fleet Management Emergency Planning</p>	Caldicot Castle

Martyn Groucutt	<p>Cabinet Member for Education Lead Officers – Will McLean, Ian Saunders</p> <p>Early Years Education All age statutory education Additional learning needs / Inclusion Post 16 and adult education School Standards & Improvement Community learning 21st Century Schools Programme Youth service</p>	Lansdown
Sara Burch	<p>Cabinet Member for Inclusive and Active Communities Lead Officers – Frances O'Brien, Ian Saunders, Jane Rodgers, Matthew Gatehouse</p> <p>Affordable Housing Strategy Homelessness Community Safety Active Travel Leisure Centres Play and Sport Tourist Information, Museums, Theatres, Attractions</p>	Cantref
Tudor Thomas	<p>Cabinet Member for Social Care, Safeguarding and Accessible Health Services Lead Officer – Jane Rodgers</p> <p>Children's services Fostering & adoption Youth Offending Service Adult Services Whole authority safeguarding (children and adults) Disabilities Mental Health and wellbeing Relationships with health providers and access to health provision</p>	Park
Catrin Maby	<p>Cabinet Member for Climate Change and the Environment Lead Officer – Frances O'Brien, Matthew Gatehouse</p> <p>Decarbonisation Transport Planning Local Food production, consumption and procurement including agroforestry and local horticulture Traffic network planning Public Transport Highways including trunk roads Pavements and back lanes Flood alleviation, management and recovery, river quality</p>	Drybridge

	<p>Waste management Street care, litter and public spaces Countryside, Biodiversity and public rights of way including parks and open spaces Public conveniences</p>	
Catherine Fookes	<p>Cabinet Member for Equalities and Engagement</p> <p>Lead Officers – Frances O’Brien, Matt Phillips, Matthew Gatehouse</p> <p>Community inequality (health, income, nutrition, disadvantage, discrimination, isolation) Benefits Welsh language Democracy promotion and citizen engagement Community Hubs and Contact Centre Customer service and citizen experience Communications, public relations, marketing Working with voluntary organisations Registrars Service Electoral Services Constitution Review Ethics and Standards</p>	Town

Aims and Values of Monmouthshire County Council

Our purpose

Building Sustainable and Resilient Communities

Objectives we are working towards

- Giving people the best possible start in life
- A thriving and connected county
- Maximise the Potential of the natural and built environment
- Lifelong well-being
- A future focused council

Our Values

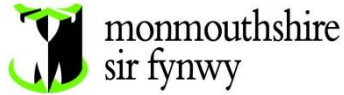
Openness. We are open and honest. People have the chance to get involved in decisions that affect them, tell us what matters and do things for themselves/their communities. If we cannot do something to help, we'll say so; if it will take a while to get the answer we'll explain why; if we can't answer immediately we'll try to connect you to the people who can help – building trust and engagement is a key foundation.

Fairness. We provide fair chances, to help people and communities thrive. If something does not seem fair, we will listen and help explain why. We will always try to treat everyone fairly and consistently. We cannot always make everyone happy, but will commit to listening and explaining why we did what we did.

Flexibility. We will continue to change and be flexible to enable delivery of the most effective and efficient services. This means a genuine commitment to working with everyone to embrace new ways of working.

Teamwork. We will work with you and our partners to support and inspire everyone to get involved so we can achieve great things together. We don't see ourselves as the 'fixers' or problem-solvers, but we will make the best of the ideas, assets and resources available to make sure we do the things that most positively impact our people and places.

Kindness: We will show kindness to all those we work with putting the importance of relationships and the connections we have with one another at the heart of all interactions.



SUBJECT:	PROPOSED MCC 20, 30 & 50 MPH SPEED LIMITS – AMENDMENT ORDER NO. 9 2023
MEETING:	INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY
DATE:	24/05/2023
DIVISION/WARDS AFFECTED:	LLANBADOC AND USK, LLANGYBI FAWR, SHIRENEWTON, LLANTILIO CROSSENNY

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 20mph, 30mph and 50mph Speed Limits throughout Llantrisant, Llanllowell and R113 Usk to Caerwent Road, Usk;
 - 1.2.2 A 30mph Speed Limit on R37 Pwll-Y-Cwm to Newcastle Road, Llangattock-Vibon-Avel.
- 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, due to significant support from the local communities 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 20mph, 30mph and 50mph Speed Limits throughout Llantrisant, Llanllowell and R113 Usk to Caerwent Road, Usk.
 - 2.1.2 The introduction of a 30mph Speed Limit on R37 Pwll-Y-Cwm to Newcastle Road, Llangattock-Vibon-Avel.

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 above has been undertaken by officers in accordance with current setting local speed limits guidance and regulations and

the proposals incorporated within this proposed Traffic Regulation Order 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 conurbation.
- 3.3.1 The introduction of a 20mph Speed Limit with 30mph buffer Zones in Llantrisant, Usk – Following representations received from members of the Llantrisant Community, Local Town/Community Councils and The Electoral Ward Member for Llangybi Fawr (Fay Bromfield) it has been identified by Officers of Monmouthshire County Council that the above locality would benefit from a reduction in speed limit due to its residential nature. 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 proposal subject to this statutory consultation was shaped by prior engagement with the Local Member, Councillor Fay Bromfield.
- 3.3.2 The introduction of a 30mph Speed Limit in Llanllowell, Usk - The proposal is intended to reduce travelling speeds through the residential community of Llanllowell, 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. The proposal subject to this statutory consultation was shaped by prior engagement with the Local Member Councillor Fay Bromfield.
- 3.3.3 The introduction of a 50mph Speed Limit on the R113 Usk to Caerwent Road, Usk – The introduction of a 50mph Speed limit in this location will connect the reduction in speed limits between Llantrisant and Llanllowell. Additionally, it will reduce vehicle travelling speeds leading up the lower speed limits in Llanllowell and Llantrisant, allowing vehicles to decelerate over a shorter distance. This is also a route which is considered unsuitable for vehicle speeds greater than 50mph due to the presence of many adjoining roads and sharp bends. Ultimately, this will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road traffic collisions. The proposal subject to this statutory consultation was shaped by prior engagement with the Local Member, Councillor Fay Bromfield.
- 3.3.4 The introduction of a 30mph speed limit in the vicinity of Monmouth Montessori School and other residential properties on R37, Pwll-Y-Cwm to Newcastle Road, Llangattock-Vibon-Avel – This proposal responds to representations received from the local Community Council and Local Member Ian Chandler. The proposal is intended to reduce travelling speeds in the vicinity of Monmouth Montessori School 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 all highway users, including school staff and pupils, and will lessen the severity of road collisions. The proposals subject to this statutory consultation were shaped by prior engagement with the local community members and Llangattock-Vibon-Avel Community Council.
- 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 The Welsh Government's Circular 24/2009 provides national guidance for setting local speed limits in Wales. Despite the national legislative change and WG support for 20mph speed limits, this Circular has not yet been updated and therefore remains an important consideration. 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 contribute to protecting 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. 	<ul style="list-style-type: none"> • None 	This is the preferred option.

	<ul style="list-style-type: none"> • Encouragement of active travel. 		
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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 20mph, 30mph and 50mph Speed Limits throughout Llantrisant, Llanllowell and R113 Usk to Caerwent Road, Usk.
- 6.1.2 The introduction of a 30mph Speed Limit on R37 Pwll-Y-Cwm to Newcastle Road, Llangattock-Vibon-Avel.

7. RESOURCE IMPLICATIONS:

- 7.1 The proposals will be funded from Monmouthshire County Council's Road Safety and Traffic Management budget.

8. CONSULTEES:

- Cabinet Member for Climate Change and the Environment
- 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: Letter of support from David T C Davies MP
- Appendix 6: Drawing no's 2049, 2050
- Appendix 7: Wellbeing of Future Generations Equalities Impact Assessment

10. AUTHORS:

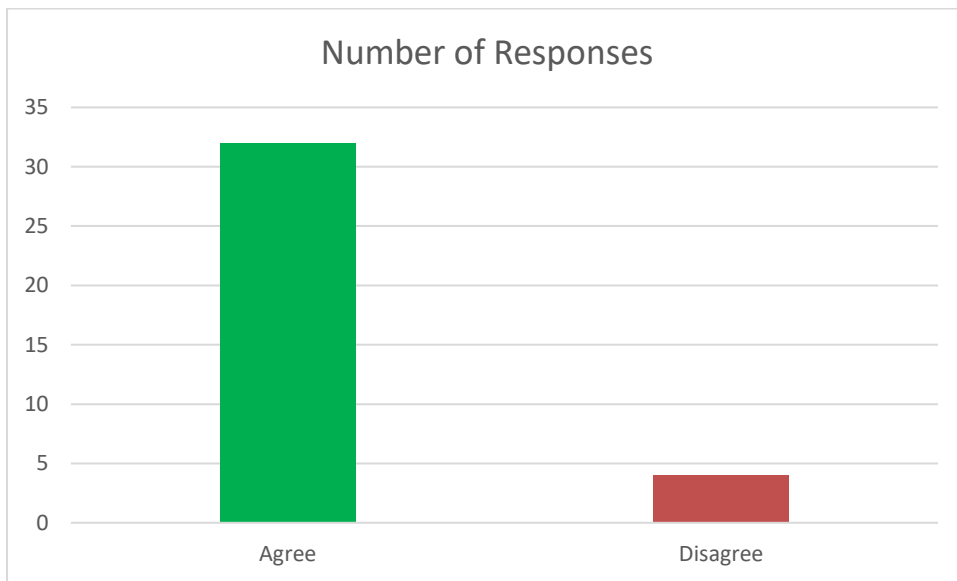
Mark Hand, Head of Placemaking, Regeneration, Highways and Flooding
 Graham Kinsella, Traffic and Road Safety Manager
 Gareth Freeman, Assistant Engineer (Traffic)

11. CONTACT DETAILS:

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 E-mail: garethfreeman@monmouthshire.gov.uk

Appendix 1: Summary of Consultation Responses

Agree/Disagree	Number of Responses
Agree	32
Disagree	4



Appendix 2: Schedule of Consultation Responses

Reference	Representations	Officer's Response
177 (Agree)	<p>I support the implementation of the TRO. Generally, 50mph is fine for the R113 road. However, I would add that 50mph is still far above a suitable speed to drive from the start (wentwood end) of the 50mph, around the very sharp and narrow corner. I would add that a minimum additional signage to warn road users of this dangerous corner is required. A preferred option would be to reduce this section to 20/30mph from Upper House to Little Wentwood Farm. We have lived here for just two years and have seen many near misses and assisted a number of RTCs on the corner. People drive far too fast for this section of road. 50mph is more suitable further down on R113, but not further up the hill. I would support introducing a further reduction in this section to prevent further accidents.</p>	<p>Noted. Monmouthshire County Council does not support the introduction of a speed limit lower than 50mph at the location specified in this proposal for the following reasons: The road in question is rural in character and environment with interspersed properties and junctions. The provision of a lower statutory speed limit for a short section in this countryside environment would likely result in the matter falling into disrepute and becoming ignored. Also, current highway and speed limits guidance states that setting lower speed limits should not be used or put forward to address a specific issue/concern at a specific point on a public highway and that other measures should be considered to address such an issue. Therefore, we will review the existing highway signage/road markings to assess whether any additional advisory signs or markings would be appropriate at the location you have specified. The speed limit is a maximum, not a target, and drivers should adapt their speed to the road conditions.</p>
179 (Agree)	<p>The current derestricted speed limit is not appropriate for the narrow twisty village lanes and is extremely dangerous for pedestrians' well-being.</p>	<p>Noted.</p>

200 (Agree)	I believe speed limits should be reflective of the community's needs/wants, and it is clear the consensus of the community is to have speed limits reduced in a bid to increase highway safety. Road safety for all users is paramount. I support the implementation of the TRO if it improves safety and makes residents feel safer when it comes to active travel.	Noted.
201 (Agree)	As a long-term resident of Llantrisant and a frequent user of the roads in and out of the village together with the road through Llanllowell to Usk, I have become increasingly conscious of the potential hazards to safe driving on relatively narrow roads with high hedges, frequent bends, and in the vicinity of the village, blind junctions and gateways. A particular issue has been the marked increase in the number of cyclists: the risk to them was dreadfully highlighted a few years ago at the junction near Llanllowell. Introducing speed limits of 50mph and 30 mph will reinforce the need for careful driving and help avoid the current potential for near misses to become nasty accidents. In recent years a combination of new residents with young families and the significant growth in home delivery vehicles has increased the risk levels on the inner Llantrisant village road. As a rural location without benefit of either footways or streetlights, action to limit the speed of vehicles to 20mph will reduce risk and help protect the environs of the Grade 1 listed Medieval church and churchyard which the roadway passes around.	Noted.
203 (Agree)	I have lived in Llantrisant village for over 10 years and during this time I have noticed an increase in traffic in and around our village. There are a great number of delivery drivers, some of whom drive at speeds that are not safe for an area with tight bends and there are small children in the village. Outside on the road past the village there is a stable yard with horses that are exercised on the roads. There are tight bends, and a number of cars go at speeds in excess of 50. Lowering the speed limit to 20 in the village and 30 outside it is a much safer option. On the Usk to Wentwood road there are bends that restrict a view of the road ahead. People get up speed coming down the hill towards The Hand, where the Usk - Wentwood road meets the road to Llantrisant. Here there is a road emerging which is hidden from view. There are also many timber lorries that take up a large part of the road. This is highly dangerous, and I think lowering the speed limit to 50 at this point is still too high.	Noted. Monmouthshire County Council does not support the introduction of a speed limit lower than 50mph at the location specified in this proposal for the following reasons: The road in question is rural in character and environment with interspersed properties and junctions. The provision of a lower statutory speed limit for a short section in this countryside environment would likely result in the matter falling into disrepute and becoming ignored. Also, current highway and speed limits guidance states that setting lower speed limits should not be used or put forward to address

		<p>a specific issue/concern at a specific point on a public highway and that other measures should be considered to address such an issue. Therefore, we will review the existing highway signage/road markings to assess whether any additional advisory signs or markings would be appropriate to warn drivers of oncoming traffic at blind bends.</p>
204 (Disagree)	<p>The 20-mph limit on the main road through Llantrisant is too low for such a main road with so few houses on the road. I would have supported 30mph. I would also prefer the speed limit implementation money to be spent on road repairs instead, given the deep and dangerous potholes</p>	<p>In line with Welsh Government guidance, the roads through Llantrisant 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. The proposal will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.</p>
205 (Agree)	<p>I believe that there is a strong possibility of a road traffic accident occurring if this TRO is not implemented.</p>	<p>Noted.</p>

206 (Agree)	My daughter lives with us and works at The Greyhound pub, which is on the proposed 50 mph stretch. She can't drive for medical reasons and sometimes has to walk to or from the pub if we are not available to give her a lift. The stretch from the pub past the garage to the road junction has no verge so she has to walk on the road itself. The road has blind bends. A speed restriction here would make it considerably safer, although I would prefer it to be 40 mph not 50.	Monmouthshire County Council does not support the introduction of a 40mph speed limit at this location for the following reasons: The road in question is rural in character and environment with interspersed properties and junctions. The provision of a lower statutory speed limit for a short section in this countryside environment would likely result in the matter falling into disrepute and becoming ignored. Also, current highway and speed limits guidance states that setting lower speed limits should not be used or put forward to address a specific issue/concern at a specific point on a public highway and that other measures should be considered to address such an issue. Therefore, we will review the existing highway signage/road markings to assess whether any additional advisory signs or markings would be appropriate.
207 (Agree)	Walking around these roads is very dangerous. I often walk the loop round the village for exercise (I am one of the older residents) and I find myself having to shelter on the muddy grass verge to escape from oncoming traffic.	Noted.
208 (Agree)	I have lived in Llantrisant for many years and have always been concerned at the speed of motorists in the area. With narrow roads, blind junctions, no pavements and no streetlights, it has never been the safest environment for drivers or other road users - apparently 60% of collisions involving young drivers happen on rural roads. With many more cyclists using roads in the area, the danger has increased - as shown by a recent incident. There are also many animal owners - dogs and horses as well as sheep! -, but what is even more concerning is the number of young children who should be enjoying the freedom of the lovely countryside, but hardly the most relaxing experience for their parents. I think it's probably	Noted.

	obvious, but I would confirm my support for speed limits.	
209 (Agree)	As a working sheep farmer with access on the road, I am very conscious of the hazards caused by speeding motorists unaware of the number of access points, unsighted by bends in the road. The introduction of speed limits would significantly reduce these hazards and therefore increase the safety of pedestrians, especially those with children or animals, and other users.	Noted.
211 (Agree)	I live on the Usk to Caerwent road (R113) which currently has a speed restriction of 60 mph. I fully support the council's proposal to introduce a 50-mph limit on this road. It is hazardous for motorists, cyclists, walkers and horse riders for a number of reasons: The section between Usk and edge of Wentwood Forest has, in my estimation, at least nine public road junctions along its length. There are at least a further five road junctions along the section which traverses the forest via the village of Llanvair Discoed to the A48 at Caerwent. This is in addition to private access roads, drives and pathways along the route. I estimate that at least 100 households are either situated directly on these sections or on the side lanes served by its junctions. There are no pavements, footpaths or even verges for pedestrians along most of this road. I cannot walk the short distance to my local pub (The Greyhound) because the road is too dangerous, there being nowhere to stand back out of the way of oncoming vehicles. There are several commercial businesses situated along this route, including a pub and hotel, a filling station and garage, agricultural operations and an enterprise involving heavy plant and machinery, all of which necessarily create in and outgoing traffic. Tree felling in Wentwood Forest involves large, articulated and exceptionally heavy vehicles carrying timber using this route, often several times a day. For much of the route, the carriageway is very narrow, often so much so that vehicles travelling in opposite directions cannot safely pass each other without a significant reduction in speed or stopping altogether. There are several sharp and blind bends where visibility is further inhibited by road gradients. Like everywhere else, there has been a marked increase in traffic in recent years, an issue made worse by home delivery vehicles whose drivers are likely to be less familiar with the road's hazards than local motorists, thus creating potential dangers. The route is popular with touring cyclists, especially at weekends. This can cause frustration and impatience among some motorists who then take risks, increasing the	Noted.

	<p>chances of accidents. The road between Usk and Caerwent is one of the few in the county without a specific speed restriction. The imposition of a 50-mph limit and installation of appropriate road signage would contribute greatly to improving its safety. I also fully support the proposed introduction of a 30-mph limit along the section of the above road in Llanllowell, where it is particularly narrow and potentially dangerous at the point where the road crosses a bridge by Llanllowell Church. I also fully support the introduction of a 20-mph limit with 30 mph buffer zones within Llantrisant village and where there are a significant number of homes clustered together and thus pedestrians, as well as an equestrian centre whose riders use the road.</p>	
212 (Agree)	<p>Over the last decade or so the highway/road network around Usk and the surrounding villages have seen some major changes and faced some significant challenges. It is universally acknowledged that the number of motor vehicles on the UK roads has increased year on year and this trend is likely to continue. Fitness campaigns, promoted by the Government, Local Authorities and Health Boards continue to be extremely popular, which has seen an increased number of road users such as cyclists, runners and pedestrians (often with their family pets). The well published Climate Change facing the world has also had its impact locally. Heavy rain routinely causes flash flooding and temporary road closures, particularly in the Llantrisant and Llanllowell areas. These challenges, which all introduce road safety risks & concerns, are unfortunately made all the more worrying by the budget constraints faced by the Local Authorities, who are clearly struggling to maintain the highways/roads to the desired standard. Extensive speed restrictions introduced in Usk Town appear to be having the desired impact within the community, and in the main Usk enjoys reasonably wide roads with pedestrian footpaths on either side. Unfortunately, in most of the surrounding rural areas the roads are generally narrower, with more demanding bends and very few have any kind of pedestrian footpath. I therefore wholeheartedly support the proposals contained within the Consultation Paper and firmly believe without prompt and decisive action the risk of unfortunate incidents, resulting in injury and potential loss of life, will increase and become a reality.</p>	Noted.

213 (Agree)	<p>Over the last decade or so the highway/road network around Usk and the surrounding villages have seen some major changes and faced some significant challenges. It is universally acknowledged that the number of motor vehicles on the UK roads has increased year on year and this trend is likely to continue. Fitness campaigns, promoted by the Government, Local Authorities and Health Boards continue to be extremely popular, which has seen an increased number of road users such as cyclists, runners and pedestrians (often with their family pets). The well published Climate Change facing the world has also had its impact locally. Heavy rain routinely causes flash flooding and temporary road closures, particularly in the Llantrisant and Llallywell areas. These challenges, which all introduce road safety risks & concerns, are unfortunately made all the more worrying by the budget constraints faced by the Local Authorities, who are clearly struggling to maintain the highways/roads to the desired standard. Extensive speed restrictions introduced in Usk Town appear to be having the desired impact within the community, and in the main Usk enjoys reasonably wide roads with pedestrian footpaths on either side. Unfortunately, in most of the surrounding rural areas the roads are generally narrower, with more demanding bends and very few have any kind of pedestrian footpath. I therefore wholeheartedly support the proposals contained within the Consultation Paper and firmly believe without prompt and decisive action the risk of unfortunate incidents, resulting in injury and potential loss of life, will increase and become a reality.</p>	Noted.
214 (Agree)	<p>Yes, definitely for the safety of our community/village, both directions are sometimes so dangerous both walkers with young families and horse riders are being put at risk. Speeds are silly high accidents are waiting to happen. Please help with our plight thank you.</p>	Noted.

215 (Agree)	It should make the road safer for the school, pedestrians and riders, as well as vehicles exiting junctions.	Noted.
Email Submission (Disagree)	Further to information received regarding the proposed restrictions I have lived at this address for over 20 years and have never seen a road traffic accident and therefore I am very much against any changes to the current speed limits. We have spoken to our neighbours and nearly all are of the same opinion.	In line with Welsh Government guidance, the roads through Llantrisant 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. The proposal will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.
Email Submission (Disagree)	I am writing to express my objection to the proposed speed limit restrictions of 20mph in Llantrisant. This is symptomatic of the nanny state that is being imposed from the Welsh Assembly Government. Changing a speed limit should be considered on the direct evidence. In the 40 years I have lived here I am not aware of any speed related road accident having occurred in Llantrisant (And the one involving a cyclist near Glen Court Farm was caused I believe by a drunken driver No speed limit would have saved that situation.) Research by Belfast, Edinburgh and Cambridge Universities (ref RAC) maintained that	In line with Welsh Government guidance, the roads through Llantrisant 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

	<p>reducing the speed limit to 20mph had little impact on road safety. 20 mph speed limits are recommended for urban areas with busy streets, and it is inappropriate to impose this limit in a rural situation. The bulk of Llantrisant houses are sited away from the through road on a small lane so pedestrians are stepping out onto a lane which it would frankly be impossible to travel at 20mph anyway. The move to change the speed limit in Llantrisant was discussed last year by some of the residents and a letter was sent out to canvas opinion. This was not an official letter from the community council but arranged by two residents. I have not been made aware of the results of their unofficial survey, but it is a symptom of certain members of the community attempting to bulldoze through their wishes. Someone in the village has now taken it upon themselves to put up illegal 10mph signs ... perhaps in your role as Traffic and Road Safety Officer you could arrange for these illegal signs to be removed.</p>	<p>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. The proposal will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions. Monmouthshire Highways Operations Team have been asked to remove the illegal 10mph signs and they will be removed shortly if not already.</p>
<p>Email Submission (Disagree)</p>	<p>I refer to your letter highlighting the consultation with reference to the proposed 20mph speed limit for Llantrisant Village. I would like to lodge my objection to this. A suggestion to reduce the national single carriageway speed from 60mph to 50 mph is probably reasonable and understandable. However, to create a buffer zone of 30mph for a short distance and then impose a 20-mph zone through the village is neither sensible, nor appropriate. I would suggest that focusing on 30mph for a short distance and then concentrating on 20mph and then travelling for a short distance at 30mph before being allowed to return to a legal 50mph will be unnecessarily complicated. I would think that a driver concentrating on his or her speedometer does not create a safer environment but is overwhelmingly distracting. After all, apart from any imposed speed limits in any area, a sensible driver should always drive according to the conditions even if a speed which less than 50mph or 40mph is more sensible in the particular conditions affecting any particular area on any particular day. If the community requires the speed to be reduced, a more sensible speed would be to make the limit 40mph. I would also point out that 20mph has been recommended for busy urban areas. This is not the case of Llantrisant Village. I would also add that the proposal would continue to cause an adverse proliferation of additional road signs in a particularly pleasant and attractive area of scenic beauty. This is also a reason why I object to these new proposed speed limits.</p>	<p>In line with Welsh Government guidance, the roads through Llantrisant 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. Regarding speed limit buffer zones, the Welsh Government Guidance notes that the terminal points of speed limits need to take account of the particular local circumstances, such as steep gradients, sharp bends, junctions, access roads, humpbacked bridges or on the outskirts of villages or urban areas with adjoining intermittent development. In this case it is considered</p>

		<p>appropriate to use a short length of 30mph speed limit as a transition between the 50mph and 20mph speed limits. 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. Whilst it is appreciated that the additional signage may be considered unsightly, the proposal will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.</p>
Email Submission (Agree)	<p>Dear [REDACTED], Please accept this email as endorsement of the proposed implementation of speed limit through Llanllowell and Llantrisant. The amount and size of the vehicles travelling along these roads has vastly increased and it has become increasingly hazardous for walkers and farmers moving animals. There are no footpaths and no street lighting, so pedestrians and dog walkers are forced to walk on the road. At thirty miles an hour the chances of survival and cars being able to stop are much higher. Please implement as soon as possible, Yours sincerely, [REDACTED], Resident of Llanllowell</p>	Noted.
Email Submission (Agree)	<p>My husband & I have been residents in Llantrisant for nearly 23 years and would like to express our serious concerns about the current speed limits of 60 mph in operation on and around the village. We are situated on the edge of the village and access directly onto the village road. My husband and I are now pensioners with family with young children staying over and frequently visiting. We have dogs, 2 of which have sustained serious injuries as a result of clashes with speeding vehicles. We feel we take our lives in our hands if we choose to walk around the village with the children and/or the dogs and certainly this has become far less pleasurable experience in recent times with the continued increased volume of fast traffic. In fact, we have neighbours/friends living opposite and feel a visit to them is seriously perilous. Furthermore, to compound the issue we run a small professional show jumping yard from our equestrian property which involves staff arriving/leaving daily, hacking out of horses on a frequent basis and large horse boxes leaving the property, when necessary, all having to</p>	<p>Traffic calming measures will be introduced along with the introduction of the speed limits detailed in this proposal. These will be in the form of gateway features and rumble strips at strategic points.</p>

	<p>negotiate traffic legitimately travelling passed at 60mph. This is ludicrous and dangerous. We consider ourselves to be totally immersed within the rural life that we have chosen and yet, over the years the ever-increasing fast traffic is becoming seriously problematic and seems to be an accident waiting to happen.</p> <p>Llantrisant is becoming the fast rat run of the locale with a great deal of people travelling at excessive speeds for the conditions. As a community we will endeavour to use passive speed control with bulb planting, signs and decorative gates etc but we think that our efforts could be compounded with official measures thus avoiding any unfortunate but avoidable accidents. Please will you take our concerns seriously and consider traffic calming measures for us.</p>	
<p>Email Submission (Agree)</p>	<p>I am writing in response to Monmouthshire County Council's current public consultation in relation to the Llantrisant community's request for the imposition of speed limits on local roads. I live on the Usk to Caerwent road (R113) which currently has a speed restriction of 60 mph. I fully support the council's proposal to introduce a 50-mph limit on this road. It is hazardous for motorists, cyclists, walkers and horse riders for a number of reasons: The section between Usk and edge of Wentwood Forest has, in my estimation, at least nine public road junctions along its length. There are at least a further five road junctions along the section which traverses the forest via the village of Llanvair Discoed to the A48 at Caerwent. This is in addition to private access roads, drives and pathways along the route. I estimate that at least 100 households are either situated directly on these sections or on the side lanes served by its junctions. There are no pavements, footpaths or even verges for pedestrians along most of this road. I cannot walk the short distance to my local pub (The Greyhound) because the road is too dangerous, there being nowhere to stand back out of the way of oncoming vehicles. There are several commercial businesses situated along this route, including a pub and hotel, a filling station and garage, agricultural operations and an enterprise involving heavy plant and machinery, all of which necessarily create in and outgoing traffic. Tree felling in Wentwood Forest involves large, articulated and exceptionally heavy vehicles carrying timber using this route, often several times a day. For much of the route, the carriageway is very narrow, often so much so that vehicles travelling in opposite directions cannot safely pass each other without a significant reduction in speed or stopping altogether. There are several sharp and blind bends where visibility is further inhibited by road gradients. Like everywhere else, there has been a marked increase in traffic in recent years, an issue made worse by home delivery vehicles whose drivers are likely to be less familiar with the road's hazards than local motorists, thus creating potential dangers. The route is popular with touring cyclists, especially at weekends. This can cause frustration and impatience</p>	<p>Noted.</p>

	<p>among some motorists who then take risks, increasing the chances of accidents. The road between Usk and Caerwent is one of the few in the county without a specific speed restriction. The imposition of a 50-mph limit and installation of appropriate road signage would contribute greatly to improving its safety. I also fully support the proposed introduction of a 30-mph limit along the section of the above road in Llanllowell, where it is particularly narrow and potentially dangerous at the point where the road crosses a bridge by Llanllowell Church. I also fully support the introduction of a 20-mph limit with 30 mph buffer zones within Llantrisant village and where there are a significant number of homes clustered together and thus pedestrians, as well as an equestrian centre whose riders use the road.</p>	
<p>Email Submission (Agree)</p>	<p>I live at [REDACTED] and I would like to respond to the consultation in relation to road safety as I received a letter from Fay Bromfield about this today. In relation to the road described in the letter as R113 Usk to Caerwent Road: I am very supportive of safety measures being introduced along the road. Being right on the corner, I have seen a couple of accidents on the corner and heard/observed many near misses. People simply do not appreciate how the corner tightens up and they approach it with far too much speed – the road appears a quiet country road but as I imagine you know there are regularly very large logging lorries going up and down, as well as many tractors. It is for this reason that, whilst I am supportive of the 50mph speed limit you propose, I would also like to request that in addition good signage is installed along the road's most dangerous/deceiving spots. To take the corner by my house as an example – clearly no one is doing even 50mph there, but people are still driving too fast for the nature of the road, and I can only assume that this is because people are not familiar with the road and its usual traffic. I leave it to you to consider what signage would be appropriate, but I would suggest something which indicates that the bend is deceptive as it tightens from being easily wide enough for two cars to narrower than two cars' width. My impression is that this is not people who are intentionally speeding/driving too fast, but they do not appreciate the dangers. Our cat was killed in our driveway by someone using it as a passing place but entering it too quickly. As we have dogs in time, we will need to take steps to reduce that risk, but as our driveway is being frequently used as a passing place this is eroding the join between our driveway and the road. I would like to ask the council – next time potholes are being filled it would be appreciated if the workers could help to rectify some of the damage being done to our driveway, by smoothing the join between our driveway and the road. Another danger spot along this road is by the triangle junction to</p>	<p>Noted.</p>

	<p>Llantrisant due to the blind bend, junction and fact the road narrows on the strip between the two junction parts of the triangle. I would like to suggest better signage there also. I also agree with the 30mph limit in Llanllowell – again the road quickly goes from wide and straight giving the impression you can go quite quickly to quite narrow and by houses with no real warning or change in speed limit. I have seen several near misses when following someone going towards Usk who has met a lorry in the middle of the road by the church and quickly wished they had slowed down. Thank you for taking action to improve safety in this area. Happy to discuss if helpful.</p>	
<p>Email submission (Agree)</p>	<p>Re the R113 Usk to Caerwent road I think you should consider reducing the speed limit to 40 mph for the following reasons.1. The section Usk to Llanllowell is prone to flooding often having large patches of standing water covering more than half the carriageway. The section is also prone be affected by low lying river mist which can be unexpected and patchy.2. The section Llanllowell to Penycaemawr has several access ways with very limited lines of sight including a public house a garage, three lanes and some farms.3.The section Penycaemawr to Caerwent is prone to low cloud conditions on the high section through Wentwood, part of the road above the reservoir reduces to single track, there are several extremely sharp corners two of which are on very steep sections, there are several access ways with limited line of sight.4. Large HGVs with trailers use this road to haul timber from Wentwood</p>	<p>The road in question is rural in character and environment with interspersed properties and junctions the authority would not support a reduction in the statutory speed limit to 40mph. The provision of a lower statutory speed limit in this countryside environment would likely result in the matter falling into disrepute and becoming ignored. Additionally, the narrow, winding nature of this route has a natural traffic calming effect which will reduce vehicle speeds at these sections.</p>
<p>Email Submission (Agree)</p>	<p>I am writing to you on behalf of Llantrisant Fawr Community Council. The Council members wished to commend the investigative work that has been carried out over the last year and resulted in the current Public Consultation. At this week's Council meeting a discussion of the data and results took place and it was agreed the Council should show their full support to the Public Consultation in the review of existing various speed limits in Llantrisant and Llanllowell. The current speed limits set, continue to have a detrimental effect on the resident's way of life. Not only from the safety aspect and fear of traffic accidents, but from being unable to take part in many pursuits of a rural lifestyle.</p>	<p>Noted.</p>

	<p>Speeding vehicles mean the roads are currently considered unsafe for those walking, cycling or horse riding and even carrying out tasks such as maintenance and the clearing of verges can be done with any ease or safety. The reduction to speed limits in these areas should be of paramount importance to all and we look forward to receiving a positive outcome in this regard.</p>	
<p>Email Submission (Agree)</p>	<p>As a resident of Llantrisant for 21 years, I am fully in support of the new speed restrictions for Llantrisant, Llanllowell and the R113 Usk to Caerwent Road. I am a frequent user of all the roads in and out of the village together with the road through Llanllowell to Usk. I am conscious of the potential hazards of safe driving on narrow roads with high hedges, frequent bends no road lighting, often flooded roads in winter, potholes, and the occasional fallen tree. In the village, lane junctions, driveways, gateways and young children. There is the increased number of cyclists, ramblers, dog walkers, mothers with prams and horse riders which are greatly at risk from speed of vehicles on these roads. Introducing speed limits of 50mph and 30mph will reinforce the need for careful driving and will help avoid current potential of fatal accidents and near misses. In the village there has been new residents with young families and a significant growth in home delivery vehicles, church services, weddings and funerals in the churchyard, without the benefit of any footpaths or streetlights. Action to limit the speed of vehicles to 20mph will reduce the risk of any fatal accidents.</p>	<p>Noted.</p>
<p>Email Submission (Agree)</p>	<p>Monmouthshire County Council Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 (Amendment Order No.9) 2023I write in response to your consultation on the Draft Monmouthshire County Council Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 (Amendment Order No.9) 2023 ('the proposed Order')¹.As a daily user, on foot, by car and bicycle, of the highways identified in the proposed Order, I am very pleased to see the restrictions outlined there in and am strongly in support of their implementation. However, I believe the proposed Order is defective insofar as it leaves, unrestricted, the stretch of highway between Usk and Llanllowell ('the unrestricted location'). By failing to provide for this integral part of the community infrastructure, the proposed Order fails to fully secure its stated objective of 'creating a safer, more welcoming highway environment for all highway users and lessen[ing] the frequency and severity of road collisions'. Further, for the reasons provided in the Annex to this letter, I submit that it is unreasonable to begin the restrictions outlined in the proposed Order only from Llanllowell (red section on drawing 2049). In sum, doing so excludes, from the proposed restrictions, a section of Maryport Street which:• comprises the entrances to several homes and recreation sites in daily use by</p>	<p>Speed Limit reductions proposed in this order are addressing issues raised by local community councils and the Elected Ward member and unfortunately did not include a reduction of the speed limit of the R113 between Llanllowell and Usk. On review, the authority would likely support the introduction of a reduced speed limit at this location, however, it unfortunately cannot be included in this proposal. We therefore will endeavour to include a reduction of the speed limit at this location in a future amendment order.</p>

	<p>vulnerable road users,• is itself designated for recreational use by vulnerable road users as part of the Usk Valley Walk and the National Cycle Network,• includes a number of bends that offer poor visibility for drivers, a single-lane bridge on another bend,• has a mean speed of 41mph and an 85th percentile speed of 47mph,2• contains several direct access stiles and no refuge for pedestrians or other vulnerable road users, and• runs through / adjacent to a Special Area of Conservation and a Site of Special Scientific Interest, and is the habitat for a number of protected species jeopardised by faster-moving traffic. Each of which is a relevant consideration to the making of such an Order and implies an appropriate restriction of 50mph (or less) for the unrestricted location. I urge the Council to redraw the plan of the proposed restrictions so as to incorporate additional restrictions for the unrestricted location. Alternatively, I would be grateful if you could you confirm what consideration, if any, was given by Monmouthshire County Council ('MCC') to the introduction of similar restrictions on this stretch of road during the development of the proposed Order—and, if appropriate, provide MCC's reasons for not including this stretch of road. It would be helpful if, as part of that response, you could explain how that decision is compatible with MCC's functions under s.3 of the Wellbeing of Future Generations (Wales) Act 2015, s.6 of the Environment (Wales) Act 2016 and the obligations which attach to the making of such an Order under the Road Traffic Regulation Act 1984 itself.3 1 A very minor comment, but the title of the proposed Order differs from the name given by way of citation in Article 1 – the former referring to 'Amendment Order 9', and the latter to 'Amendment Order No.9'.2 Figures based on speed measuring undertaken by MCC in November / December 2022.3 I note that no specific enabling powers are cited in the proposed Order but see, for instance, s.122 of the 1984 Act.</p>	
<p>Email Submission (Agree)</p>	<p>Could I just formally log that I fully support Cllr Bromfield in the request to the amendment to the current orders for: - 2049 Llantrisant, Llanllowell and R113 Usk to Caerwent Road, Usk. To introduce a 20mph, 30mph and 50mph Speed Limit 2050 R37 Pwll-Y-Cwm to Newcastle Road, Llangattock-Vibon-Avel to introduce a 30mph Speed Limit</p>	<p>Noted.</p>

<p>Email Submission (Agree)</p>	<p>While I have not been issued with the consultation details for the above I have viewed their implications and omissions, and note, that while they appear not to impact directly upon me or my neighbours, who reside between the Session House and the Usk Cricket Club, As this stretch of Maryport Street will be reduced to 20mph in September 2023 in line with the WAG National roll out, both I and my neighbours with small children frequently walk and cycle from the end of the proposed 20mph limit to Llanllowell and beyond. It is therefore of paramount importance to us that any new proposed Speed Restriction Order, in addition to the Sections detailed, should embrace this entire stretch of road and not be piecemeal in its application. I am delighted that this long overdue reduced speed limit to 20mph will hopefully answer the numerous requests for such that I and my neighbours have been making to Monmouthshire County Council since 2020. While over this period of time I have received polite acknowledgements, been allocated several Service Request numbers and promised referrals to the Highways Operational Manager from the M C C, no subsequent action has occurred or proposed future action indicated. However, although this part of my original submission has been responded to positively, I want to make further representations over the Council's proposed speed restriction plan for the Llanllowell and Llantrisant Sections. At the time of my request that steps be taken to reduce the Maryport Street speed limit from the Session House to Usk Cricket Ground, I also requested that steps be taken to reduce the speed limit along the entire length of the road beyond, claiming that 60mph was wholly inappropriate and presented a high degree of risk to drivers and pedestrians alike. The length of Maryport Street beyond the proposed 20mph restriction is used frequently in both directions by heavy articulated logging lorries, large logistic vehicles, vans of all sizes, heavy agricultural equipment, lorries carrying hay and other animal feed, large mobile horse boxes, containers, oil and petrol tankers, in addition to smaller domestic vehicles. The majority of this traffic travels between 7-00 am and 6-00 pm 5 or 6 days a week in both directions throughout the year, along a narrow, winding road, with no lights, no pavements, often flooded and at times with limited visibility from adverse weather conditions and/or with overgrown hedges obscuring vision, In addition to these hazards vehicles have to negotiate a single track bridge, sited within a chicane shaped part of the road, with no warning to oncoming drivers.. . While I applaud the proposed new speed restrictions in the Llanllowell and Llantrisant sections, I find it inconceivable that the section of road from Usk Cricket Club past the Ministry of Justice Training Centre to Llanllowell appears to have been overlooked. and is to remain unrestricted. I submit that if no amendment is made to the Order there is an ongoing risk of injury, not only to those who use it but also to the many who exit onto it from the Sports</p>	<p>Speed Limit reductions proposed in this order are addressing issues raised by local community councils and the Elected Ward member and unfortunately did not include a reduction of the speed limit of the R113 between Llanllowell and Usk. On review, the authority would likely support the introduction of a reduced speed limit at this location, however, it unfortunately cannot be included in this proposal. We therefore will endeavour to include a reduction of the speed limit at this location in a future amendment order.</p>
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	<p>Ground, where many unaccompanied young children play cricket, tennis, or football daily and on most evenings in the week. While outside Usk several more major rural "A" roads have speed restrictions of 40mph and 50mph, this dangerous, relatively narrow stretch of country road carries a wide range of heavy vehicles and domestic cars of all sizes and presents not only a danger to vehicles travelling in opposite direction along it, but also a constant risk to pedestrians, joggers, dog walkers, cyclists, horse riders, anglers, bird watchers and ramblers clubs. I would therefore ask that having considered the facts as presented, you will acknowledge the potential gravity of the omission and incorporate the current unrestricted section within your final plan of the proposed restrictions...</p>	
<p>Email Submission (Agree)</p>	<p>I write to express my support for the approval of this important consultation. I would like to thank the cabinet member Cllr Catrin Maby for visiting the area with me last summer and I would like to thank Graham Kinsella and the Highways Team for collating the data which has formed this consultation. Residents within my ward tell me they have seen an increase in the number of vehicles using the roads and an increase of the speeds at which vehicles are travelling. Firstly, I would like to discuss the Usk to Caerwent Road. As you can see from the helpful data Graham and the highways team provided, the number of vehicles traveling on this road exceeded 5000 vehicular movements and on some stretches it exceeded 6300 movements, with the average speed being 47mph, meaning many vehicles were travelling in excess of this speed. The village of Llanllowell is situated on this road, with many houses directly on the road. I would like to point out the Usk to Caerwent road, is a country lane which has fallen into major disrepair with numerous potholes. Many of the road markings have long since vanished. There are several bends on this road with narrow bridges, and steep inclines. The bridge in Llanllowell is prone to flooding from the river in periods of bad weather. Carl Touhig has advised that MCC often need to deploy a pump to clear the road of flood water. There are numerous working farms along this stretch of road, farmers have reported to me that when moving livestock, a job that previously necessitated minimal people, now requires extra manpower (up to four members of staff) to be present for safety reasons, adding to their overheads and thus decreasing profit. Businesses, such as the Greyhound Inn, a successful public house, which is hugely supportive of the local community, suffer greatly from these road issues. The Greyhound's entrance to the car park is on a slight</p>	<p>Noted.</p>

incline and leads on to the public highway on a bend. There are also residential properties on this road, with blind corners, making it unsafe for residents and members of the public to exit their homes. I would also like to mention residential property The Hand; this property is on a blind bend and when pulling out its impossible to see if a vehicle is travelling from either direction. Reducing the speed would take a proactive approach and limit the risk of a serious, if not fatal collision. We encourage active travel yet make no provision for it in our rural villages. During the pandemic we saw an increase in outdoor activities, with many members of the public taking up cycling, walking, and jogging. It's wonderful that this has continued. We are all aware these outdoor activities massively improve mental health and wellbeing and physical health, yet we are not making our roads safe for individuals who live outside of towns. Why should our rural villages be left out? As a council, if we wish to promote active lifestyles, we must give our residents the means to do so, which is within our gift as elected members and officers. Despite the issues mentioned, this road carries the national speed limit, which I find illogical, unpractical, and unsafe. Reducing the speed limit will create a welcoming, and safer environment for all road users. Secondly, I would like to discuss the proposals in Llantrisant. Residents have expressed their concerns regarding the increase in vehicular movements which exceeds 3000 movements per week, travelling at an average speed of 43mph, again meaning that some road users are travelling well in excess of the speed limit. There are no pavements on this stretch of road, making it nearly impossible to enjoy outdoor activities, with many walkers, cyclists, joggers, and horse riders often being forced on to the verges. Residents and I recently participated in a litter pick in Llantrisant. It was an eyeopener to see that with the increase of vehicles, comes a huge increase in litter. We also were often pushed on to verges and we witnessed cars, who showed no concern for pedestrians and did not reduce her speed as they approached us. There are families in the village who are impacted when partaking in outdoor activities with their young children, such as dog walking and exercising. There are also elderly residents, who aren't as mobile as a younger person and as above, are often pushed on to verges. There are houses and gardens sitting directly on this road, meaning residents are often unable to enjoy their outside as they would like, as their peaceful environment is spoilt with loud traffic noise. In Llantrisant, there is also an equestrian centre, this is a beautiful part of or county to ride, but speeding traffic causes huge anxiety amongst the riding community and accidents causing horses to bolt can have tragic outcomes. Reducing the traffic speed can only support inclusivity, making the roads safer for ALL road users. We are currently making enquiries into setting up a community speed watch, residents are rightly frustrated with the current situation and feel they

	<p>are not being taken seriously. I would urge you to carefully consider road safety implications for the benefit of our residents and accept the proposals before you. We must strike the right balance to ensure safety and fairness for road users, pedestrians, and active travel users alike.</p>	
<p>Email Submission (Agree)</p>	<p>Could Usk Town Council formally register our support for Cllr Bromfield in the request to the amendment to the current orders for: -</p> <p>2049 Llantrisant, Llanllowell and R113 Usk to Caerwent Road, Usk. To introduce a 20mph, 30mph and 50mph Speed Limit 2050 R37 Pwll-Y-Cwm to Newcastle Road, Llangattock-Vibon-Avel to introduce a 30mph Speed Limit</p> <p>Amendment-Order-9-2023.pdf (monmouthshire.gov.uk)</p> <p>Could we also request that the section of road from Usk Cricket Ground on Maryport St to Llanllowell is also considered for speed amendments.</p> <p>Kind regards</p>	<p>Noted.</p>

<p>Email Submission (Agree)</p>	<p>Following the correspondence submitted over the past few years, and indeed more recent correspondence submitted by my neighbours (copied-in), I'm very pleased to hear that a 20mph speed restriction will be applied to the section of Maryport Street, effectively covering the highway between the Sessions House and the Cricket Club entrance. This is particularly welcomed due to the amount of pedestrians that use this stretch of highway to access the local sports and social facilities including football, tennis, cricket and the start/finish of the much used riverbank walk.</p> <p>Further to this positive news, I'd like to echo the recent views put forth by my neighbours i.e. consideration of extending the 20 mph speed limit beyond the Cricket Club past the Ministry of Justice Training Centre to Llanllowell. My observations of some driver behaviour indicates that with a clear stretch of straight road (Maryport Street out towards Llanllowell) in front of them their speed increases exponentially until they reach the single lane bridge in Llanllowell. Having regularly walked and cycled this stretch of road, it is an understatement to say that it is safe. I'd also point out that a good proportion of this road is effectively within the town curtilage/settlement i.e., the Rogers Edwards playing fields. It appears to be a safe, practical and sensible option to consider extending speed restrictions along this stretch of the highway.</p>	<p>Welsh Government Guidance states that a reduction in speed limit should not be introduced to address a problem in an area if it does not suit the environment, instead other measures should be considered to address the problem, i.e., additional signs, road markings or other forms of traffic calming. Speed limit terminal points are selected based on the immediate environment of the area, usually where there is a clear change from rural to urbanised environment. When there is a clear change, motorists are more likely to reduce their speed as they have entered an area in which lower speeds are warranted. Extending the speed limit further may result in the speed limit being ignored at the gateway point, motorists may then continue to travel at higher speeds into the urban environment resulting in an increased danger to pedestrians and other road users. The authority therefore does not support extending the 20mph terminal point at this location.</p>
<p>Email Submission (Agree)</p>	<p>I have received a letter from Fay Bromfield ref the proposed change to speed limits in my neighbourhood. I support the implementation of these proposals but would question how you will enforce them. Please detail your proposals for enforcement. Simply putting up signs will not slow people down as is evidenced every day in the centre of Usk with its own 20mph speed limit which is repeatedly ignored by traffic in the High Street, which should be easier to enforce than the rural area of the proposed restrictions.</p>	<p>The enforcement of the speed limits in these locations will be managed by GoSafe and Gwent Police. Upon introduction of the reduction of speed limit at this location, the authorities mentioned above will be notified and will be able to enact enforcement action accordingly.</p>

<p>Email Submission (Agree)</p>	<p>I understand my neighbour, [REDACTED] has written to you in response to the consultation on TRO Amendment Order No. 9. Please also find below my response to the consultation on TRO Amendment Order No. 9.</p> <p>I live at [REDACTED], adjacent to the Maryport Street and in front of [REDACTED] at [REDACTED]. I have read their letter and wholeheartedly agree that the stretch of road between Usk and Llanllowell should be changed to a 30mph restriction.</p> <p>There are several blind bends where car drivers cannot see if there are any pedestrians around the bends. I also have a clear vision from my window of the single-track bridge immediately next to a sharp bend in the road. On a daily basis I see cars drive at the National Speed Limit along this stretch of road. This is very dangerous, as there are no speed restrictions or signposts informing drivers of the single-track bridge, and I often see drivers have near accidents, as they approach the bridge and are forced to break suddenly in order to manoeuvre over the bridge and around the bend without crashing their cars. If a walker, jogger, horse rider, dog walker or cyclist were near the bridge at the same time, this could be fatal.</p> <p>Having a 30mph speed limit along this stretch of road would inform drivers of the danger as well as protecting anybody walking on the road.</p> <p>Some drivers are aware of the bridge, but still come racing along this stretch of road at great speed. Only last week I was forced to jump into the hedge, to avoid being hit by a car. Introducing a 30mph speed restriction along this stretch of road will help protect pedestrians and animals, as well as protect drivers who are unaware of the dangers, and also stop reckless drivers too.</p> <p>I am delighted to hear there will be some new restrictions in place, and very much hope you will be able to add this extra 30mph restriction too as I believe it is critical.</p> <p>Thank you so much for all your help. I am so very grateful.</p>	<p>Speed Limit reductions proposed in this order are addressing issues raised by local community councils and the Elected Ward member and unfortunately did not include a reduction of the speed limit of the R113 between Llanllowell and Usk. On review, the authority would support the introduction of a reduced speed limit at this location, however, it unfortunately cannot be included in this proposal. We therefore will endeavour to include a reduction of the speed limit at this location in a future amendment order.</p>
<p>Email Submission (Agree)</p>	<p>I am a resident of Llanllowell. I would welcome a speed limit through the village.</p> <p>There is a blind bend at the Church of St Llywel where a driver recently destroyed the fibre optic broad band cabinet. There is also a challenging corner at Llanllowell Bridge where motorists frequently demolish the bridge parapet. Even 20mph would be fast for this corner.</p>	<p>Noted.</p>

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 9) 2023**

**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 20mph, 30mph and 50mph Speed Limits throughout Llantrisant, Llanllowell and R113 Usk to Caerwent Road, Usk.
- To introduce a 30mph Speed Limit on R37 Pwll-Y-Cwm to Newcastle Road, Llangattock-Vibon-Avel

Within the locations 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 representations in respect of this proposal should be made not later than 5 pm on **Wednesday the 3rd May 2023** by either:

- Sending a written letter, stating the grounds on which the representation is being made, addressed to: Traffic Section, Monmouthshire County Council, County Hall, Usk NP15 1GA;
- Or by scanning the QR code below and selecting "How to comment on a proposed TRO", where the public consultation response form can be accessed.

Date: 5th April 2023

**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 9) 2023

PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC ORDERS WITHIN VARIOUS COMMUNITIES IN MONMOUTHSHIRE EFFECT OF THE ORDER:

- To introduce 20mph, 30mph and 50mph Speed Limits throughout Llantrisant, Llanllowell and R113 Usk to Caerwent Road, Usk.
- To introduce a 30mph Speed Limit on R37 Pwll-Y-Cwm to Newcastle Road, Llangattock-Vibon-Avel

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 9 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
2049	Llantrisant, Usk	Following representations received from the local community MCC propose to introduce a community wide 20mph speed limit with 30mph buffer zones in Llantrisant. The proposal will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.
2049	Llanllowell, Usk	Following representations received from the local community MCC propose to introduce a community wide 30mph speed limit in Llanllowell. The proposal will contribute to

		creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.
2049	R113 Usk to Caerwent Road, Usk	Following representations received from the local community MCC propose to introduce a 50mph speed limit on R113 Usk to Caerwent Road. The proposal will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.
2050	R37 Pwll-Y-Cwm to Newcastle Road, Llangattock-Vibon-Avel	The proposal is to introduce a 30 mph over a distance spanning area of highway which is in the vicinity of Monmouth Montessori School and other residential properties. The proposal will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.

Appendix 5: Letter of support from David T C Davies MP



RT HON DAVID T C DAVIES MP
Member for Monmouth

Please reply to:
The Grange
16 Maryport Street
Usk
Monmouthshire
NP15 1AB

Date 14 April 2023
Our Ref: DD8244
Your Ref:

Cty Cllr Catrin Maby
Cabinet Member for Climate Change and the Environment
Monmouthshire County Council
County Hall
The Rhadyr
Usk
Monmouthshire
NP15 1GA

Dear Catrin

**Re: Traffic and road safety public consultation
(Amendment Order No 9) 2023**

I understand the late Peter Clark brought a petition to Monmouthshire County Council from a resident in Llantrisant following complaints of speeding through the village and on the R113 Usk to Caerwent Road.

His successor Cty Cllr Fay Bromfield picked up the baton and took the petition to Scrutiny. I am aware she has also met with yourself and the council's traffic and road safety manager Graham Kinsella, who agreed to install devices to count vehicular movements and the speed of vehicles late last year. The results and data have been shared with me.

A public consultation is now underway to review the existing various speed limits on rural roads throughout Llantrisant and Llanllowell, which I fully support. The local community is understandably concerned about a problem in this particular area and residents feel reduced speed limits would be useful from a safety perspective.

Yours sincerely

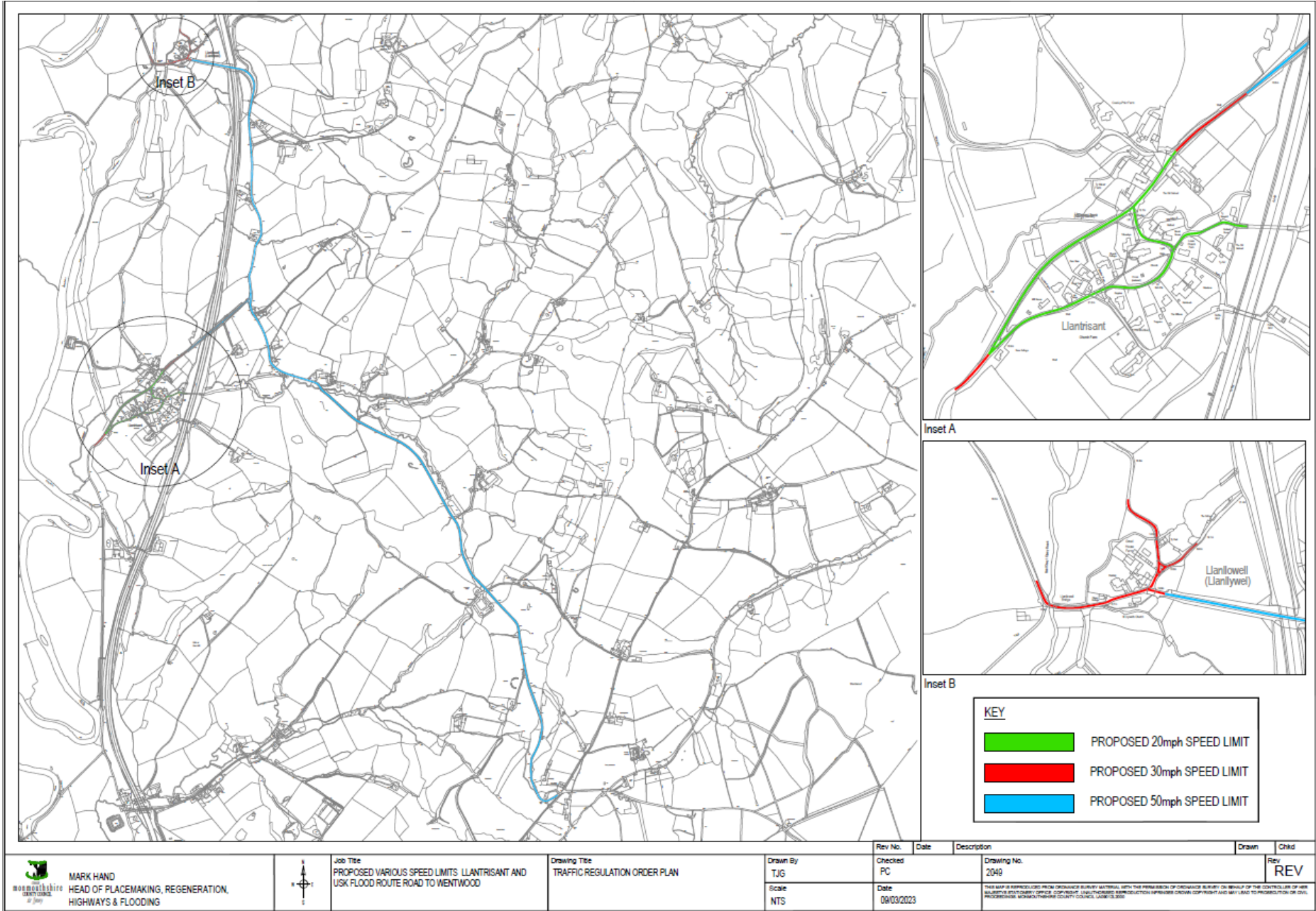
Rt Hon David T C Davies MP

Cc: Cty Cllr Fay Bromfield, ward member for Llangybi Fawr

Constituency office tel: 01291 672817
Email: david.davies.mp@parliament.uk Website: www.david-davies.org.uk
Twitter: @DavidTCDavies Facebook: [fb.com/davidtodavies](https://www.facebook.com/davidtodavies)
How we use your data: To read our privacy notice visit www.david-davies.org.uk/privacy

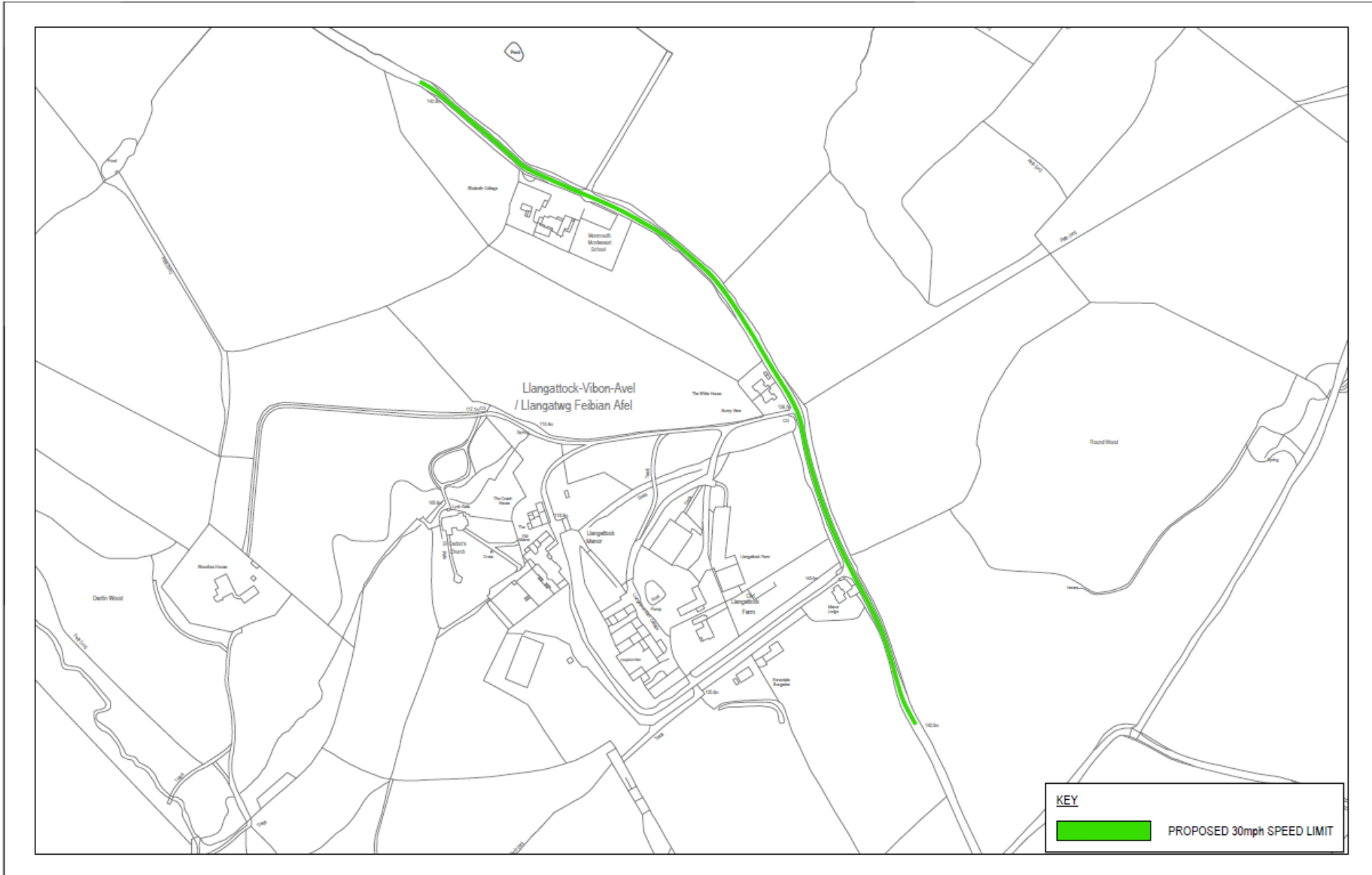
Appendix 6: Drawings – 2049 Various Speed Limits Llantrisant/Llanllowell, Usk

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2050 - 30mph Speed Limit Llangattock-Vibon-Avel

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<p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		Job Title	Drawing Title	Drawn By	Rev No.	Date	Description	Drawn	Chkd	
		PROPOSED 30 MPH SPEED LIMIT LLANGATTOCK-VIBON-AVEL	TRAFFIC REGULATION ORDER PLAN	TJG	Checked	PC	Drawing No.	2050		Rev
				Scale	Date	20/03/2023	<small>THIS MAP IS REPRODUCED FROM ORDINANCE SURVEY MATERIAL, WITH THE PERMISSION OF ORDINANCE SURVEY. OVERSIGHT OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. COPYRIGHT. QUALITY CONTROLLED PRODUCTION. UNLESS OTHERWISE SPECIFIED, ALL RIGHTS ARE RESERVED AND ANY LINK TO PRODUCTION OR CIVIL PROCEDURE ACT 1997/2003 COUNTY COUNCIL LIBRARY USE.</small>			



monmouthshire
sir fynwy

Equality and Future Generations Evaluation

<p>Name of the Officer completing the evaluation</p> <p>Mark Hand Phone no: 07773478579 E-mail: markhand@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>To consider the proposed reduction in speed limits to 20,30 and 50mph through the residential and rural routes identified.</p>
<p>Name of Service area</p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p>5th May 2023</p>

17 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
<p>Policy Making</p> <p>Effects on the use of the Welsh language, Promoting Welsh language Treating the Welsh language, no less favourably</p>	<p>All new highway signs and carriageway markings will be bi-lingual with Welsh appearing in front of English as per current guidance.</p>	<p>N/A</p>	<p>N/A</p>
<p>Operational</p> <p>Recruitment & Training of Workforce</p>	<p>None</p>	<p>None</p>	<p>N/A</p>
<p>Service delivery</p> <p>Use of Welsh language in service delivery Promoting use of the language</p>	<p>None</p>	<p>None</p>	<p>N/A</p>




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 local community and Electoral Ward Members has taken place in developing this proposal.	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>The proposals seek to improve safety for all highway users and reduce the likelihood and impact of road traffic collisions</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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- Representations from Local Communities, Town Councils and Electoral ward Members.
- Traffic data prior to the proposals.
- 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.

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	Cabinet Member decision	April 2023	n/a
2			

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