



REPORT

SUBJECT:	PROPOSED 20MPH SPEED LIMIT, A472 USK.
MEETING:	Individual Cabinet Member
DATE:	26th April 2017
DIVISION/WARDS AFFECTED:	USK

1. PURPOSE:

To consider the proposed order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1994.

2. RECOMMENDATIONS:

Not to hold a public inquiry and to proceed to approve and implement the proposed order. Those persons that have forwarded objections are informed of the Councils decision.

3. KEY ISSUES:

Monmouthshire County Council proposes to introduce a 20mph speed limit on a section of the A472, Usk, from Usk Primary School to Usk Bridge. We acknowledge that this section of the A472 through Usk, has recorded average vehicular speeds of around 23.5mph in what is considered to be a significantly sensitive and physically constrained environment for vulnerable road users. This is particularly the case as the roads (A472) are the primary pedestrian route of travel for the Primary school

on Monmouth Road and the local shops and other amenities located on or adjacent to Bridge Street and Castle Parade. It is also recognized that the roads (A472) experiences high levels of through traffic travelling to and from the A4042 and the A449 trunk roads, this also further impacts on the local environment. These proposals will contribute to creating a safer highway environment for all road users.

4. REASONS:

The proposed order is considered to be required in the interests of road safety and to promote lower vehicular speeds.

Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 enables the Council to hold a public inquiry into the proposal if there are unresolved objections. In this instance there has been 1 objection received, this is detailed in Appendix 1

5. RESOURCE IMPLICATIONS:

The cost of making the Traffic Regulation Order will be funded from the Council's Road Safety and Traffic Management budget.

6. SUSTAINABLE DEVELOPMENT IMPLICATIONS:

There are no sustainability issues regarding the introduction of a 20mph speed limit along this route.

7. CONSULTEES:

Corporate Leadership Team
County Councillor S. B. Jones, Cabinet Member for Transportation & Infrastructure
County Councillor B Strong, Local Member for Usk Ward

8. RESULTS OF CONSULTATION

1 objection was received from Gwent Police, the Local Elected Member and Usk Town Council have indicated their support for the proposals.

9. BACKGROUND PAPERS:

Schedule of Objections, Schedule of Measurements, Statement of Reasons, Drawing No.1668-5

10. AUTHOR: Paul Keeble – Traffic & Network Manager

11. CONTACT DETAILS:

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Email: paulkeeble@monmouthshire.gov.uk

Appendix 1

Consultation Response from Gwent Police Regarding 20mph Speed Limit - A472 Usk

In response to the proposals by Monmouthshire Highways to put in place a twenty miles per hour speed limit on the A472 through Usk, I would advise as follows;

Gwent Police does support road safety measures that influence drivers into slower speeds, especially in areas predominantly used by pedestrians, especially young persons. Road safety measures would be to improve driver standards and provide a safer road environment for all highway users.

However in each and every case there must be a proven need, the limit must be clear and drivers must have the ability to comply, zones and limits of 20mph need to be self-enforcing, that is to say, there should be engineering measures in place to physically issue driver compliance.

Gwent Police as with other Police Services has a limited capacity and resilience and will assume that if correctly placed, speed limits will be self-enforcing and that the Highways Authority in accordance with the Traffic Management Act will be responsible for ensuring that it meets these aims.

The A472 is a main road through Usk from the Midlands A449 through to Pontypool and the Gwent Valleys.

The A472 at the commencement of the current 30mph speed limit near the Monmouth Road junction is a wide two lane single carriageway road with two lanes for vehicles travelling both East and West with central carriageway markings.

Travelling in a general westbound direction there is a wide junction to Monmouth Road which gives the impression of a wider carriageway on the A472, due to the acceleration and deceleration approaches to the junction, there is very good visibility at this point.

To the nearside beyond this junction to Monmouth Road is the vehicle entrance to Usk Primary School, there is also in this area a static camera housing similar to that provided for a static vehicle activated speed camera.

A short distance further is the access road on the offside to Monmouth Road and vehicle exit from the Primary school, the A472 narrows on both sides to accommodate a traffic light controlled pedestrian crossing to serve the needs of Usk Primary School.

Between the vehicle entrance and exit to the School a speed survey was carried out for Monmouthshire Highways the average speed over 7 days was 27.95mph. I noticed that during the day time hours 08.00 to 18.00 hours the average speed varied from 25.9mph to 29.9mph.

The A472 continues towards Usk, the nearside pavement width having been extended in width to beyond the junction with Castle Mews residential area, which reduces the width of available carriageway. The Fire Station is in this area although it is used on a part-time basis for training and responding to emergency situations.

After the Fire Station the pavement on both sides is reduced in width. Near the Fire Station a second speed analysis was carried out and the 7 day average speed is recorded as 28.05mph with the day time average 08.00 to 18.00hrs varying between 24.5mph and 26.6mph.

Access is also provided to the one way system at Castle Street before approaching a large junction to the nearside for Twyn Square, which is regularly used by large vehicles and service buses.

From the staggered road junction at the Three Salmons junction of the B4598 the A472 appears to narrow to pass through the main retail area of Usk, the pavements are narrow which leaves pedestrians close to large moving vehicles.

A further speed analysis was carried out in this area, this gives an overall average speed of 24.87mph with the day time average 08.00 to 18.00hrs varying between 20.8mph and 24mph. The small retail outlets are directly onto the narrow pavement areas.

Bridge Street continues on, to the narrow carriageway over the river bridge with one narrow pavement on the offside of the road, again leaving pedestrians close to vehicle movements.

It is recognised nationally that Primary Schools are provided with a 20mph speed limit if adjacent to the Highway. The reduced speed limits is supported in the majority of areas with speed reduction measures such as road narrowing's, speed humps or cushions to ensure driver compliance when subject to either a mandatory speed limit or with an advisory speed limit or variable speed limit during the school day with clear electronic signs.

I would point out sections of Setting Local Speed Limits in Wales a Welsh Government circular.

Point 3.11 gives advice regarding signs and engineering measure required.

Point 3.12 advises using mean speeds to determine a local speed limit, the mean speed to be below the proposed limit.

Point 3.18 recommendations on advisory speed limits mentioning schools.

Point 5.7 to 5.11 gives advice on 20mph areas. Their purpose is to create conditions in which drivers naturally drive at 20mph due to vulnerable road users in the vicinity.

I have examined the personal injury collision record 1st October 2011 to 30th September 2016 for the A472 from east of Usk Primary School to the town bridge there are two recorded collisions.

I have attached views of the area. If 20mph is deemed an appropriate speed limit, this will need to be supported with sufficient traffic management measures to ensure driver compliance. I believe that there is a need for an advisory or variable speed limit outside Usk Primary School to meet the National expectations together with measures to ensure that driver's awareness is drawn to the need to reduce vehicle speeds as the school is not readily visible to the motorist.

The A472 would be difficult to site any enforcement measures; the area would not meet the requirements of a site for the All Wales Casualty Reduction Partnership as well as there being no areas to site a mobile camera unit.

There is a need to review the A472 and what measures may be required to ensure that the community expectations are met. I do not believe that to put in place a 20mph speed limit with signs alone will achieve the safety perceptions and expectations of the community.

Proposed 20mph Speed Limit, A472, Usk

Summary of Consultation Responses

Name/Details	Representations	Officer's Response
Gwent Police	<p>1. There must be a proven need to reduce the speed limit, the limit must be clear and drivers must have the ability to comply, zones and limits of 20mph need to be self-enforcing, that is to say, there should be engineering measures in place to physically issue driver compliance.</p> <p>2. If 20mph is deemed an appropriate speed limit, this will need to be supported with sufficient traffic management measures to ensure driver compliance. I believe that there is a need for an advisory or variable speed limit outside Usk Primary School to meet the National expectations together with measures to ensure that driver's awareness is drawn to the need to reduce vehicle speeds as the school is not readily visible to the motorist.</p>	<p>1. The requirement to reduce the current speed limit from 30mph to 20mph arises from the location of Usk Primary School & a physically constrained environment, which is the primary pedestrian route of travel for the Primary school on Monmouth Road and the local shops and other amenities located on or adjacent to Bridge Street and Castle Parade. However, it should be noted that the analysis of available speed data indicated the average speeds all vehicles travelling between Monmouth Road and the R122 at Usk Bridge was 23.5mph during daytime hours. Therefore, the implementation of the 20mph speed limit will seek to reinforce current travelling speeds.</p> <p>2. The speed limit does not require the implementation of any engineering or physical features, as the recorded vehicular speeds are around 20mph. The installation of traffic calming features have been investigated and it has been concluded that the introduction of such features in this particular location will create traffic delays and resulting traffic queues and congestion that would have a detrimental impact on the existing poor air quality issues in the Town.</p>

	<p>3. The A472 would be difficult to site any enforcement measures; the area would not meet the requirements of a site for the All Wales Casualty Reduction Partnership as well as there being no areas to site a mobile camera unit.</p> <p>4. There is a need to review the A472 and what measures may be required to ensure that the community expectations are met. I do not believe that to put in place a 20mph speed limit with signs alone will achieve the safety perceptions and expectations of the community.</p>	<p>3. Whilst we accept, enforcement of the 20mph speed limit would be difficult, it would not be impossible. 20mph Speed Limits are regularly enforced by the All Wales Casualty Reduction Partnership. We are confident that should enforcement become necessary, that appropriate enforcement locations could be identified or appropriate engineering measures implemented at specific and strategic locations where excessive speeds and non-compliance are identified.</p> <p>4. Speed analysis has been carried out at various locations along the A472. The results indicated the average speed of all vehicles travelling between Monmouth Road and the R122 at Usk Bridge was 23.5mph through daytime hours. It is anticipated that the presence of additional 20mph signing will encourage compliance. It is acknowledged that the physical constraints of the A472 along with sections of on street parking has a positive effect on reducing travelling speeds.</p>
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MONMOUTHSHIRE COUNTY COUNCIL
BRIDGE STREET, CASTLE PARADE & MONMOUTH ROAD (A472) USK
20MPH SPEED LIMIT ORDER 2016

Schedule of Measurements

20mph Speed Limit

A472

- (i) From a point 19 metres South West of the Eastern kerbline of New Market Street for a distance of 863 metres in a North Easterly direction.**

MONMOUTHSHIRE COUNTY COUNCIL

BRIDGE STREET, CASTLE PARADE & MONMOUTH ROAD (A472) USK

20MPH SPEED LIMIT ORDER 2016

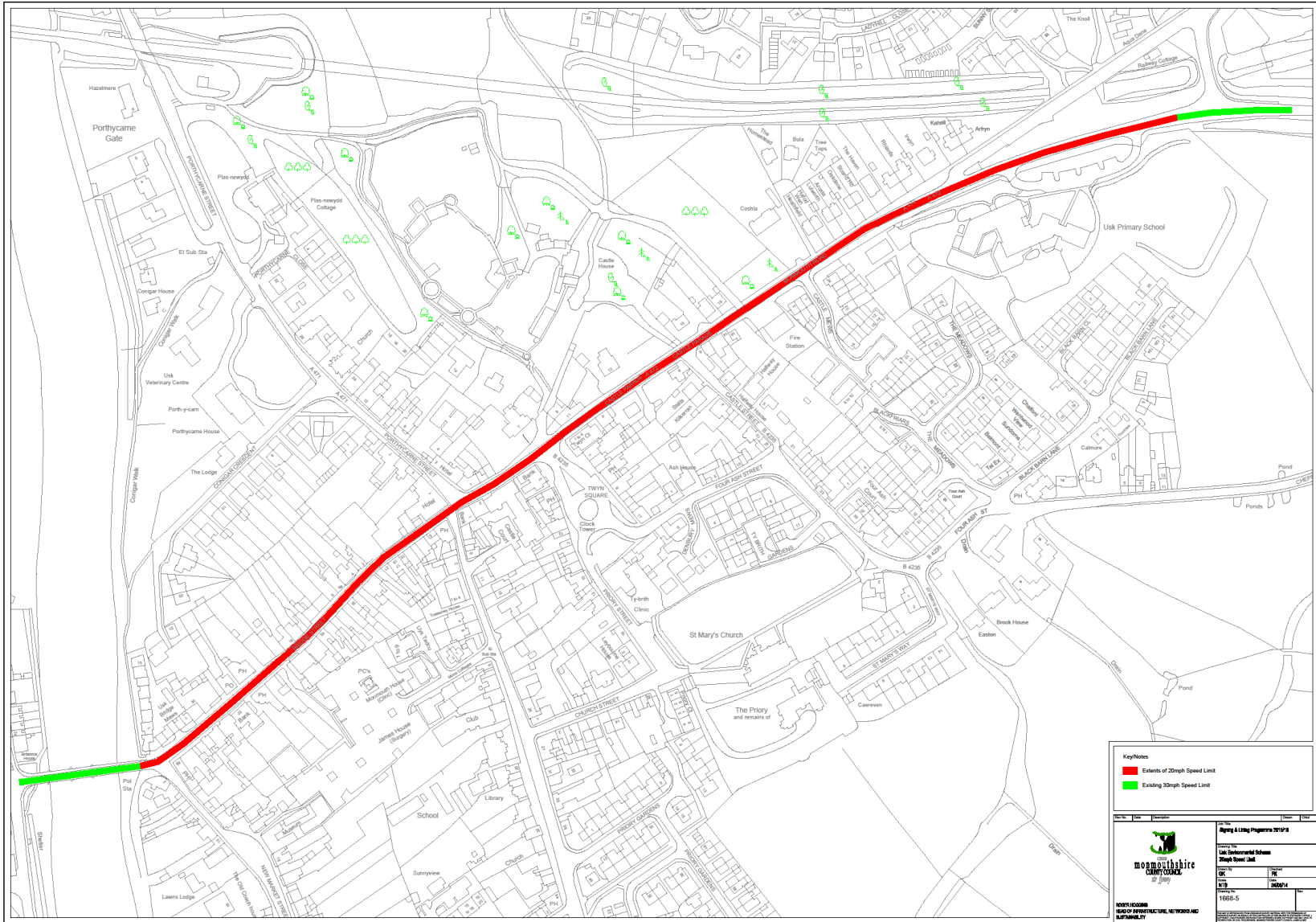
Statement of Reasons

Following representations received from Usk Town Council and Usk community to address safety concerns experienced by road users through Usk Town, Monmouthshire County Council proposes to introduce a 20mph speed limit on Bridge Street, Castle Parade & Monmouth Road (A472).

Monmouthshire County Council acknowledge that the A472 through Usk between the bridge over the river Usk to the Primary School located on Monmouth Road experiences elevated traffic speeds in what is considered to be a significantly sensitive and physically constrained environment for vulnerable road users. This is particularly the case as the roads (A472) are the primary pedestrian route of travel for the Primary school on Monmouth Road and the local shops and other amenities located on or adjacent Bridge Street and Castle Parade. It is also recognized that the roads (A472) experience high levels of through traffic travelling to and from the A4042 and the A449 trunk roads and this also further impacts on the local environment.

Monmouthshire County Council has determined that the introduction of a 20mph speed limit will create an improved and safer environment for all road users. The speed limit does not require the implementation of any engineering or physical features, the installation of traffic calming features have been investigated and it has been concluded that the introduction of such features in this particular location will create traffic delays and resulting traffic queues and congestion that would have a detrimental impact on the existing poor air quality issues in the Town.

The speed limit is supported by Monmouthshire County Council and Usk Town Council and will create a safer environment for all road users.





monmouthshire
sir fynwy

Future Generations Evaluation (includes Equalities and Sustainability Impact Assessments)

<p>Name of the Officer - Paul Keeble Phone no: 01633 644873 E-mail: paulkeeble@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal:</p> <p>To implement new or amendment of existing traffic orders to improve safety and movement of traffic set out in accordance with the Road Traffic Regulation Act 1984</p>
<p>Name of Service – Traffic & Development</p>	<p>Date Future Generations Evaluation – 30/11/16</p>

NB. Key strategies and documents that may help you identify your contribution to the wellbeing goals and sustainable development principles include: Single Integrated Plan, Continuance Agreement, Improvement Plan, Local Development Plan, People Strategy, Asset Management Plan, Green Infrastructure SPG, Welsh Language Standards, etc



1. 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.



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	Neutral	


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?
Efficient use of resources, skilled, educated people, generates wealth, provides jobs		
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Neutral	
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	Neutral	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive	Reduced speeds will improve highway safety and contribute to providing a safer environment for residents/visitors etc.
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	

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 more equal Wales People can fulfil their potential no matter what their background or circumstances	Neutral	

2. 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>	N/A	
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	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 data-bbox="203 576 360 603">Involvement</p> <p data-bbox="412 352 555 616">Involving those with an interest and seeking their views</p>	<p data-bbox="577 352 1285 424">Full statutory consultation has taken place in accordance with the Road Traffic Regulation Act 1984</p>	
 <p data-bbox="215 895 356 922">Prevention</p> <p data-bbox="405 655 548 954">Putting resources into preventing problems occurring or getting worse</p>	<p data-bbox="577 655 636 683">N/A</p>	

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 data-bbox="221 600 360 628">Integration</p> <p data-bbox="188 657 521 762">Considering impact on all wellbeing goals together and on other bodies</p>	N/A	

3. 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. For more detailed information on the protected characteristics, the Equality Act 2010 and the Welsh Language Standards that apply to Monmouthshire Council please follow this link: <http://hub/corporatedocs/Equalities/Forms/AllItems.aspx> or contact Alan Burkitt on 01633 644010 or alanburkitt@monmouthshire.gov.uk

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	N/A		
Disability	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?
Gender reassignment	N/A.		
Marriage or civil partnership	N/A		
Pregnancy or maternity	N/A		
Race	N/A		
Religion or Belief	N/A		
Sex	N/A		
Sexual Orientation	N/A		
Welsh Language	N/A		

4. Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities? For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	N/A	N/A	
Corporate Parenting	N/A	N/A	

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

Speed and volume traffic surveys have been undertaken to ascertain existing speeds which informed the decision to reduce the current speed limit.

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?

The proposal to implement a 20mph speed limit will have an overall positive impact in providing a safer environment for all road users. Lower speeds will also contribute to lower CO² emissions.

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	Progress
Implement the order	Following publication of a notice of making	Traffic & Development Team	On-going

8. MONITORING: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this proposal will be evaluated on:	6-12 months following implementation, speed & volume surveys will be undertaken to ascertain compliance levels.
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9. VERSION CONTROL: The Future Generations Evaluation should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
			<i>This will demonstrate how we have considered and built in sustainable development throughout the evolution of a proposal.</i>

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