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Dydd Mawrth, 12 Awst 2025

Annwyl Cyngorydd

PENDERFYNIADIAU AELOD CABINET UNIGOL

Hysbysir drwy hyn y caiff y penderfyniadau dilynol a wnaed gan aelod o'r cabinet eu gwneud **Dydd Mercher, 20fed Awst, 2025,**.

AGENDA

1. Gorchmynion Rheoleiddio Traffig Amrywiol - Gorchymyn Diwygio Rhif: 17 2025

CABINET MEMBER: County Councillor Catrin Maby

AUTHORS:

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Yr eiddwch yn gywir,

Paul Matthews
Prif Weithredwr

PORTFFOLIOS CABINET

Cynghorydd Sir	Meysydd o Gyfrifoldeb	Ward
Mary Ann Brocklesby	Arweinydd Swyddog Arweiniol – Paul Matthews, Matthew Gatehouse, Peter Davies, Will Mclean Strategaeth a Chyfeiriad Awdurdod Cyfan Adolygu a gwerthuso perfformiad awdurdod cyfan, gan gynnwys DDAT Perthynas â Llywodraeth Cymru, Llywodraeth y DU a chymdeithasau llywodraeth leol Perthnasoedd Rhanbarthol gan gynnwys Cyd-bwyllgorau Corfforedig, Byrddau Gwasanaethau Cyhoeddus a Chynllunio Argyfwng trawsffiniol	Llanelly
Paul Griffiths	Aelod Cabinet dros Gynllunio a Datblygu Economaidd Dirprwy Arweinydd Swyddog Arweiniol – Will McLean, Craig O'Connor Strategaeth Economaidd Sgiliau a Chyflogaeth Cynllun Datblygu Lleol Amnewid Creu lleoedd a datblygu tai marchnad agored a thai fforddiadwy Creu lleoedd a Thrawsnewid Trefi Gorfodaeth parcio ceir a pharcio sifil Rheoli Datblygu Rheoli Adeiladu	Castell Cas-gwent a Larkfield
Ben Callard	Aelod Cabinet dros Adnoddau Swyddogion Arweiniol – Peter Davies, Matt Gatehouse Cyllid gan gynnwys y CATC a'r cylch cyllideb blynyddol Refeniw a Budd-daliadau Adnoddau Dynol, cyflogres, iechyd a diogelwch Tir ac adeiladau Cynnal a chadw a rheoli eiddo Caffael strategol	Llanfoist & Govilon
Martyn Groucutt	Aelod Cabinet dros Addysg Swyddogion Arweiniol - Will McLean, Ian Saunders Addysg Blynyddoedd Cynnar Addysg statudol pob oed Anghenion dysgu ychwanegol/cynhwysiant Addysg ôl-16 ac addysg oedolion Safonau a gwelliant ysgolion Dysgu Cymunedol	Lansdown

	Rhaglen cymunedau cynaliadwy ar gyfer dysgu Gwasanaethau Ieuenctid Cludiant ysgol	
Ian Chandler	Aelod Cabinet dros Ofal Cymdeithasol, Diogelu a Gwasanaethau Iechyd Hygyrch Swyddog Arweiniol - Jane Rodgers Gwasanaethau Plant Maethu a mabwysiadu Gwasanaethau Troseddau Ieuenctid Gwasanaethau Oedolion Diogelu plant ac oedolion awdurdod cyfan Anableddau Iechyd meddwl a lles Perthynas â darparwyr iechyd a mynediad at ddarpariaeth iechyd	Parc
Catrin Maby	Aelod Cabinet dros Newid Hinsawdd a'r Amgylchedd Swyddogion Arweiniol – Debra Hill-Howells, Craig O'Connor, Ian Saunders Datgarboneiddio Cynllunio Trafnidiaeth gan gynnwys cludiant o'r cartref i'r ysgol Prifffyrdd a Fflyn Cyngor Sir Fynwy Rheoli gwastraff, gofal strydoedd, sbwriel, manau cyhoeddus a pharciau Palmentydd a lonydd cefn Lliniaru Llifogydd Isadeiledd Gwyrdd, Bioamrywiaeth ac Iechyd Afonydd	Drybridge
Angela Sandles	Aelod Cabinet dros Gydraddoldeb ac Ymgysylltu Swyddogion Arweiniol – Matthew Gatehouse, Ian Saunders, Jane Rogers, James Williams Datblygu cymunedol, anghydraddoldeb a thlodi (iechyd, incwm, maeth, anfantais, gwahaniaethu, ynysu ac argyfwng costau byw) Ymgysylltu â dinasyddion a hybu democratiaeth gan gynnwys gweithio gyda sefydliadau gwirfoddol Profiad y dinesydd - hybiau cymunedol, canolfan gyswllt, gwasanaeth cwsmeriaid a chofrestryddion, cyfathrebu, cysylltiadau cyhoeddus a marchnata Canolfannau hamdden, chwarae a chwaraeon Cyfleusterau cyhoeddus Gwasanaethau Etholiadol ac adolygiad o'r cyfansoddiad Moeseg a safonau Iaith Gymraeg Safonau Masnach, Iechyd yr Amgylchedd, Gwarchod y Cyhoedd, a Thrwyddedu	Dwyrain Magwyr a Gwndy

Sara Burch	Materion Gwledig, Tai a Thwristiaeth Swyddog Arweiniol – Craig O'Connor, Ian Saunders Cynhyrchu a bwyta bwyd yn lleol, gan gynnwys amaeth- goedwigaeth a garddwriaeth leol Digartrefedd, Llety dros dro, tai sector preifat, (cynlluniau prydlesu cartrefi gwag, benthyciadau gwella cartrefi, grantiau cyfleusterau i'r anabl a thechnoleg ymaddasol), Dyrannu tai cymdeithasol Cysylltedd band eang Teithio Llesol Mynediad i Gefn Gwlad a Hawliau Tramwy Datblygu Twristiaeth a Gwasanaethau Diwylliannol	Cantref
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Nodau a Gwerthoedd Cyngor Sir Fynwy

Ein Pwrpas

- i ddod yn sir ddi-garbon, gan gefnogi lles, iechyd ac urddas i bawb ar bob cam o'u bywydau.

Amcanion rydym yn gweithio tuag atynt

- Lle teg i fyw lle mae effeithiau anghydraddoldeb a thlodi wedi'u lleihau;
- Lle gwyrdd i fyw a gweithio gyda llai o allyriadau carbon a gwneud cyfraniad cadarnhaol at fynd i'r afael â'r argyfwng yn yr hinsawdd a natur;
- Lle ffyniannus ac uchelgeisiol, lle mae canol trefi bywiog a lle gall busnesau dyfu a datblygu;
- Lle diogel i fyw lle mae gan bobl gartref maen nhw'n teimlo'n ddiogel ynddo;
- Lle cysylltiedig lle mae pobl yn teimlo'n rhan o gymuned ac yn cael eu gwerthfawrogi;
- Lle dysgu lle mae pawb yn cael cyfle i gyrraedd eu potensial.

Ein Gwerthoedd

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

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

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

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

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



SUBJECT:	VARIOUS TRAFFIC REGULATION ORDERS - AMENDMENT ORDER NO. 17 2025
MEETING:	INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY
DATE:	20/08/2025
DIVISION/WARDS AFFECTED:	WYESHAM, LLANTILLIO CROSSENNY, DRYBRIDGE, OVERMONNOW, MITCHELL TROY AND TRELLECH UNITED, RAGLAN, SHIRENEWTON, GOBION FAWR, BULWARK AND THORNWELL, ST ARVANS, DEVAUDEN, PORTSKEWETT, LLANGYBI FAWR.

1. PURPOSE:

- 1.1 This report seeks Cabinet Member approval to proceed with the making and implementation of the Monmouthshire County Council Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 (Amendment Order No. 17) 2025.
- 1.2 The Traffic Orders under consideration are listed under section 2 of this report. The proposed Orders were advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.3 Monmouthshire County Council has received numerous requests and concerns from stakeholders and community representatives regarding existing speed limits in various localities across the county. In response, officers have conducted thorough reviews of the prevailing speed limits at each location, adhering to current government guidance and regulations for setting appropriate statutory speed limits.
- 1.4 The proposals detailed within this report are intended to achieve several strategic objectives. Primarily, they aim to enhance highway safety for all road users by implementing speed limits that are appropriate for the character and use of each road. This includes a proactive, data-driven approach to mitigate risks in areas with identified collision clusters. Furthermore, the proposals seek to align the local speed limit framework with national policy, particularly managing the network-wide effects of the default 20mph speed limit for restricted roads in Wales. This ensures a logical and consistent speed hierarchy across the county, reducing driver confusion and improving compliance. A number of the proposals also serve to rectify historical administrative omissions and ensure the Council's Traffic Regulation Orders are legally compliant, consistent, and fully enforceable. Finally, by creating a safer and more welcoming highway environment, these measures are designed to promote the adoption of more sustainable and active modes of travel.
- 1.5 If significant unresolved objections arise from the consultation, a public inquiry can be held to reach a decision. However, in this instance, it is considered that a public inquiry is not required. It is recommended that all the proposals proceed with the Traffic Orders made as originally planned.

2. RECOMMENDATIONS:

- 2.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed orders identified below:

2.1.1 A 30mph speed limit on Redbrook Road, A466, Monmouth.

- 2.1.2 A 40mph and 30mph Speed Limit on the A472, The Rhadyr, Usk.
- 2.1.3 A 30mph speed limit on the B4233, The Hendre.
- 2.1.4 A 20mph speed limit in the vicinity of the B4233/B4347 Junction, Rockfield.
- 2.1.5 A 40mph speed limit on the B4233, Monmouth to Rockfield.
- 2.1.6 A 40mph speed limit on Mitchell Troy Road, Raglan.
- 2.1.7 A 40mph speed limit on Staunton Road, A4136.
- 2.1.8 A 40mph speed limit on the B4235, Chepstow to Mynydd Bach.
- 2.1.9 30mph buffer speed limits on the B4596, Llancayo.
- 2.1.10 A 20mph speed Limit on Common Road, Mitchell Troy.
- 2.1.11 A 40mph speed limit on Conway Drive, Chepstow.
- 2.1.12 To revoke the 20mph existing speed limit on the A466, Llandogo.
- 2.1.13 A 20mph speed limit on the Lane from B4293 to Park House, Itton Common.
- 2.1.14 A 20mph speed limit on Crick Road, Portskewett.
- 2.1.15 30mph and 40mph speed limits on the B4235, Gwernesney.
- 2.1.16 A 20mph speed limit on the A466, Tintern.

2.2 Following a review of the proposals, it is recommended to not proceed with the orders identified below:

- 2.2.1 A 40mph speed limit on the B4293, Mitchell Troy.
- 2.2.2 A 50mph speed limit on the B4293, Mitchell Troy.

3. KEY ISSUES

3.1 Monmouthshire County Council has received various requests and concerns from stakeholders and community representatives to introduce various Traffic Regulation Orders in the below named localities. A review of the concerns raised at each location listed below has been undertaken by officers and in accordance with government guidance and regulations. The proposals are intended to improve road safety for all highway users and resolve issues at each location. A summary of the key issues for each location can be found below and these form the basis for the reasons for making the Order.

3.2 Redbrook Road, A466, Monmouth - Proposed 30mph Speed Limit

Concerns have been raised by officers regarding a historical administrative omission affecting this section of the A466. The issue revolves around the fact that when Monmouth transitioned to a general 20mph speed limit, this section of Redbrook Road was inadvertently excluded from the formal Traffic Regulation Order, despite being appropriately signed and intended to operate at 30mph. The road's characteristics, including its function as a key distributor road and its existing infrastructure, justify its retention as a 30mph exception to the wider 20mph area. In order to address this issue and ensure legal certainty, the authority is proposing a formal 30mph speed limit order. This measure aims to formalise the existing operational arrangement, ensure legal compliance for enforcement purposes, and maintain the intended speed management hierarchy within Monmouth.

3.3 A472, The Rhadyr, Usk - Proposed 40mph and 30mph Speed Limit

An engineering review has identified significant safety concerns on the A472 at Usk related to industrial and educational traffic. The issue primarily revolves around the BAE Systems Glascoed facility, which generates substantial heavy goods vehicle movements requiring lower speeds for safe manoeuvring at junctions. This is compounded by regular movements of horse boxes and other large vehicles from the adjacent equine college, which enter and exit the highway at low speeds. The concentration of these slow-moving vehicles, combined with high pedestrian activity from college users, creates an inappropriate speed differential that compromises safety. In order to address this, the authority proposes extending the

existing 40mph and 30mph speed limits. This measure aims to enhance overall road safety by providing speed management that reflects the area's specific operational requirements.

3.4 B4233, The Hendre - Proposed 30mph Speed Limit

Concerns have been identified regarding the appropriateness of the current 40mph speed limit through The Hendre, particularly in light of recent changes to national speed limit policy. The issue is that this route was designated 40mph when the national default for built-up areas was 30mph; following the implementation of 20mph as the default for restricted roads in Wales, the speed differential between this route and surrounding residential roads has become inappropriate. The area exhibits a distinct residential character with associated pedestrian activity. In order to address this and improve safety, the authority proposes a reduction to a 30mph speed limit. This measure aims to align the speed limit with the road's character and current national policy, enhancing safety while maintaining reasonable traffic flow.

3.5 B4233/B4347 Junction, Rockfield - Proposed 20mph Speed Limit

An engineering review has determined that the residential area surrounding the B4233/B4347 junction in Rockfield meets the criteria for a 20mph speed limit under Welsh Government guidance. The issue primarily revolves around high levels of pedestrian activity, including vulnerable road users such as children and the elderly, interacting with vehicular traffic at a junction with complex geometry and visibility constraints. In order to address this and enhance safety, the authority is proposing the implementation of a 20mph speed limit. This measure aims to create a safer environment for all road users, reflecting the residential character and density of access points in the area.

3.6 B4233, Monmouth to Rockfield - Proposed 40mph Speed Limit

Concerns have been raised by officers regarding the speed management on the B4233 connecting the 20mph zones of Monmouth and Rockfield. The issue is that the current arrangement creates inappropriate and sudden speed changes, which can compromise road safety and create enforcement challenges. Furthermore, the road's alignment, featuring numerous bends and challenging geometry, does not safely support higher travelling speeds. In order to address this, the authority proposes a 40mph speed limit for this section. This measure aims to create a more appropriate transitional speed environment, enhancing safety through a graduated approach to speed management while maintaining reasonable journey times and connectivity.

3.7 Mitchell Troy Road, Raglan - Proposed 40mph Speed Limit

An engineering review of Groesonnen Road in Raglan has identified safety concerns related to its residential character and road geometry. The issue revolves around the combination of numerous bends, visibility constraints, and high incidences of pedestrian activity, including vulnerable road users. The residential nature of the area, with its multiple property access points, creates conflict points that necessitate lower vehicle speeds to maintain safety standards. In order to address this, the authority proposes the implementation of a 40mph speed limit. This measure aims to enhance safety by setting a speed appropriate for the road environment while maintaining reasonable access for residents.

3.8 Staunton Road, A4136 - Proposed 40mph Speed Limit

An engineering assessment has highlighted urgent safety concerns on the A4136, a strategic route connecting Monmouth and Gloucestershire with limited alternatives for heavy goods vehicles. The primary issue is a documented collision cluster between Wyesham and the county boundary, with five recorded collisions, including one fatality, between 2020 and 2023. This data provides clear evidence that the current speed limit is inappropriate for the road's geometry and traffic composition. In order to address this

unacceptable level of risk, the authority proposes a 40mph speed limit. This proactive measure is a key component of a comprehensive safety scheme including enhanced road markings and signage, aiming to reduce collision risk and severity while maintaining the strategic function of this vital cross-boundary route.

3.9 B4235, Chepstow to Mynydd Bach - Proposed 40mph Speed Limit

An engineering review has identified a significant collision risk on the B4235, the principal route connecting Chepstow and Usk. The issue is an identified collision cluster between Chepstow and Mynydd Bach, with ten recorded collisions between 2020 and 2023. The road features severe bends and challenging geometry that require reduced speeds for safe navigation. In order to address this evidence-based risk, the authority proposes extending the existing 40mph speed limit to encompass all severe bends. This measure aims to enhance safety by providing consistent speed management that directly reflects the road's known hazards and collision history, as part of a wider package of safety improvements.

3.10 B4596, Llanccayo - Proposed 30mph Buffer Speed Limits

Officers have identified safety concerns with the existing speed transitions at Llanccayo. The issue is the abrupt and inappropriate speed differential between the 50mph national speed limit and the 20mph restricted area, which is a direct consequence of the recent national policy change. The current 40mph buffer zones are not adequately managing vehicle speeds, compromising safety and compliance. In order to address this, the authority proposes the implementation of 30mph buffer zones. This measure aims to enhance safety by creating a more graduated and effective speed reduction, which reflects best practice in speed transition management and provides clearer guidance for drivers entering the 20mph zone.

3.11 Common Road, Mitchell Troy - Proposed 20mph Speed Limit

An administrative inconsistency has been identified concerning a section of Common Road in Mitchell Troy. The issue is that this section is currently signed as 20mph and operates as part of the wider 20mph area, but was inadvertently omitted from the original formal Traffic Regulation Order. This discrepancy creates legal uncertainty and potential enforcement difficulties. The road's residential character and integration with the surrounding 20mph network support its formal inclusion. In order to rectify this omission, the authority proposes to include this section within the formal 20mph order. This measure aims to ensure legal compliance and provide certainty for enforcement purposes.

3.12 Conway Drive, Chepstow - Proposed 40mph Speed Limit

An engineering assessment has identified an illogical and potentially unsafe speed limit arrangement on Conway Drive. The issue is a short section of national speed limit situated between existing 40mph and 20mph areas, creating frequent and inappropriate speed changes over a short distance that can cause driver confusion. In order to address this, the authority proposes removing the national speed limit section and implementing a consistent 40mph limit. This measure aims to enhance safety by providing a more logical and graduated speed transition between the higher-speed approach and the 20mph residential area, reducing the number of speed limit changes for motorists.

3.13 A466, Llandogo - Proposed revocation of existing 20mph Speed Limit

Following instruction from Gwent Police and a subsequent engineering review, a legal and administrative issue has been identified in Llandogo. The issue revolves around the existence of a specific 20mph Traffic Regulation Order for an area that is already classified as a restricted road with compliant street lighting. By virtue of national regulations, such a road is automatically subject to a 20mph limit. The presence of a redundant, separate order creates unnecessary legal complexity and potential difficulties for enforcement. In order to address this, the authority proposes the revocation of the existing TRO. This is a legal

administrative exercise only and will result in no material change to the 20mph speed limit on the ground.

3.14 Lane from B4293 to Park House, Itton Common - Proposed 20mph Speed Limit

An inconsistency between on-street signage and the legal order has been identified for the lane north-east of Itton Common. The issue is that the lane was inadvertently omitted from the previous 20mph TRO for Itton and is legally specified as 30mph, despite being signed and operated as 20mph. This discrepancy undermines the integrity of the speed limit system and creates legal uncertainty. In order to rectify this, the authority proposes a formal 20mph Traffic Regulation Order for this lane. This measure aims to ensure consistency between signage and legal provisions, providing certainty for enforcement.

3.15 Crick Road, Portskewett - Proposed 20mph Speed Limit

As part of the Safer Routes in Communities scheme, a need has been identified to extend the existing 20mph speed limit on Crick Road. The issue is that a new housing development on Crick Road has necessitated the construction of new pedestrian infrastructure. The 20mph zone must be extended towards the B4245 to encompass the full extent of these new footways and manage vehicle speeds in an area with anticipated increased pedestrian and cyclist activity. In order to address this, the authority proposes extending the 20mph limit. This measure aims to enhance safety for vulnerable road users and support sustainable transport choices for residents of the new development.

3.16 B4235, Gwernesney - Proposed 30mph and 40mph Speed Limits

Safety concerns have been raised regarding the B4235 at Gwernesney, prompted by multiple collision incidents. The issue is that existing speed management is inadequate for the road environment, which exhibits residential character. Furthermore, the historic 40mph limit has become inappropriate following the national shift to a 20mph default in built-up areas. In order to address the identified collision risk and align the limit with current policy, the authority proposes a 30mph speed limit through Gwernesney, supported by 40mph buffer zones. This measure aims to enhance safety by providing a gradual speed transition from the national speed limit, reflecting both the road's character and collision history.

3.17 A466, Tintern - Proposed 20mph Speed Limit

An engineering assessment has identified a non-compliant speed limit arrangement on the A466 through Tintern. The issue is that the route is currently signed as 20mph through sections that lack a compliant street lighting system. This means the speed limit relies solely on signage rather than statutory provisions, creating legal uncertainty and potential enforcement issues. The 20mph limit is considered appropriate for the historic village environment with its high pedestrian activity. In order to address the legal issue, the authority proposes formal Traffic Regulation Orders for these sections. This measure aims to ensure legal compliance and provide certainty for enforcement, thereby maintaining the intended safe speed environment through this historic Welsh village.

3.18 B4293, Mitchell Troy - Proposed 40mph and 50mph Speed Limits

During the statutory consultation process, proposals were put forward to introduce new 40mph and 50mph speed limits on sections of the B4293, Mitchell Troy to address safety concerns related to road geometry and residential frontages.

Following the consultation, a review of the advertised proposals identified an error in the associated technical drawings. Given this procedural error, it is recommended that these specific orders be withdrawn at this time to ensure legal propriety. The safety concerns on this route remain, and the location will be subject to a future review. Any new proposals will be brought forward under a separate, future consultation process.

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

- 4.1 The proposed speed limit orders in Amendment Order No. 17 are designed to support significant improvements to the safety and well-being of communities across Monmouthshire, aligning with the principles of the Well-being of Future Generations (Wales) Act 2015.
- 4.2 The introduction of lower speed limits, particularly in areas with demonstrated collision clusters such as Staunton Road (A4136) and the B4235 between Chepstow and Mynydd Bach, will have a direct positive impact on public health and safety. By reducing the likelihood and severity of traffic collisions, these proposals contribute to a healthier and safer Wales, lessening the burden on emergency services and healthcare providers and protecting the well-being of all road users.
- 4.3 Proposals to introduce 20mph and 30mph limits in residential areas like Rockfield, The Hendre, and Gwernesney directly support the creation of more equal and cohesive communities. These measures provide enhanced protection for vulnerable road users, including children, the elderly, and individuals with disabilities, ensuring they can move around their communities more safely. This fosters a greater sense of security and encourages community interaction, contributing to social justice and safeguarding.
- 4.4 The extension of the 20mph speed limit on Crick Road in Portskewett is explicitly linked to the provision of new pedestrian and cycleway infrastructure. This directly supports a globally responsible Wales by encouraging active and sustainable travel for residents of a new housing development, particularly for school journeys. By creating safer conditions for walking and cycling, this proposal helps to reduce short-distance car dependency and embeds sustainable transport habits for future generations.
- 4.5 Finally, the numerous proposals aimed at rectifying administrative omissions and ensuring legal consistency across the network (such as at Llandogo, Redbrook Road, and Itton Common) are fundamental to creating a resilient Wales. This commitment to good governance ensures that the rule of law is applied consistently and that speed limits are legally enforceable. The strategic management of speed corridors and buffer zones creates a more logical, understandable, and resilient road network that reduces driver confusion and improves traffic flow, underpinning the conditions for a prosperous and well-managed county.

5. OPTIONS APPRAISAL

- 5.1 Table One below provides an options appraisal of the proposal:

Options	Benefits	Risks	Comments/ Mitigation
No action	Less demand on officer time and resource/budget.	- Communities remain at risk from inappropriate vehicle speeds and in locations with documented collision clusters. - Legal and administrative inconsistencies in speed limit orders remain, creating enforcement challenges and legal uncertainty. - Failure to align with national speed limit policies, causing driver confusion and undermining network-wide safety strategies.	The ongoing risks to public safety and the failure to address legal non-compliance are considered unacceptable.

		• Opportunities to enhance safety for vulnerable road users and promote active travel are missed.	
Adopt the proposals as originally proposed	• A safer highway environment for all users, with speed limits appropriate to road characteristics and known collision risks. • Reduced frequency and severity of road traffic collisions. • Legal and administrative anomalies are rectified, ensuring speed limits are consistent and enforceable across the county. • Improved safety for vulnerable road users, promoting active travel and creating more cohesive communities.	• Some drivers may be resistant to lower speed limits.	This is the preferred option.

6. REASONS:

- 6.1 The proposals will support the national policy for improving road safety by creating a safer, highway environment for all highway users, lessening the frequency and severity of road traffic collisions, and ensuring speed limits are appropriate for the highway network.
- 6.2 The proposals will result in a positive impact on the health and wellbeing throughout the affected communities by improving road safety and encouraging more active modes of travel.

7. RESOURCE IMPLICATIONS:

- 7.1 The proposals will either be funded from the Council's Road Safety and Traffic Management budget or the Welsh Government Road Safety Grant.

8. CONSULTEES:

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

9. BACKGROUND PAPERS:

Appendix 1: Schedule of consultation responses
Appendix 2: Summary of consultation responses
Appendix 3: Notice of Intention as published as part of the consultation
Appendix 4: Statement of Reasons as published as part of the consultation
Appendix 5: Drawing no's 2216, 2217, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234
Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment

10. AUTHORS:

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Appendix 1: Schedule of Consultation Responses

Ref.	Agree or Disagree	Order/ Location	Comments	Officers Response
635	No	2221 B4233, Monmouth to Rockfield - Proposed 40mph Speed Limit (AO17)	The road is currently an unrestricted road, therefore subject to a 60mph limit for cars. I am not aware of any reason to reduce the speed limit by a third as I am unaware of the road being prone to accidents / closures. I would be interested to see any evidence that supports the proposed reduction in speed limit. I use the road regularly as a driver, cyclist and pedestrian and have not seen any reason for the proposed change.	Ref 635 The proposal is based on a comprehensive engineering assessment. The 40mph limit provides a necessary and safer transitional speed environment between the existing speed limits in Monmouth and Rockfield. The road's alignment, with numerous bends and challenging geometry, does not safely support higher speeds. This graduated approach to speed management is essential for enhancing safety and creating a consistent speed hierarchy.
636	No	2220 B4233/B4347 Junction, Rockfield - Proposed 20mph Speed Limit (AO17)	The map is wrong. The speed limit is 30mph right up to the turn towards Newcastle and not approximately 150metres away. Is there any evidence to support this being a dangerous junction? I live practically next to it and unaware of issues surrounding speed there. The road layout means it would be reckless to attempt the blind, double bend with a large dip at even approaching 30mph with most vehicles moving closer to 20mph anyway. Changing the limit won't stop reckless driving.	Ref 636 The proposal is based on an engineering review which determined the area meets the criteria for a 20mph limit under Welsh Government guidance due to its residential character and high levels of pedestrian activity, including vulnerable road users. Formalising the speed limit to 20mph is necessary to create a legally enforceable and safer environment for all road users, reflecting the complex junction geometry and density of access points. Additionally the drawing 2220 is correct. Whilst the current extents of the 30mph may be "Right up to the turn to towards Newcastle" and extend along the B4233 through rockfield, the drawing details the extents of the 20mph speed limit that is proposed within this order. Therefore should the order be approved and implemented, the extents of the speed limits on site will be amended to reflect what is detailed in drawing 2220.
637	No	2230 A466, Llandogo - Proposed revocation of existing 20mph Speed Limit (AO17)	Since the 20mph limit was introduced there has been a significant reduction in speeding vehicles, massively reducing the risk of accidents, but also noise and fumes. Llandogo is not a big place so the 20mph limit does very little to impact travel times for anyone. I don't understand why villages like Tintern and St Arvans are keeping or even extending their 20mph limits, while it is proposed Llandogo should have it removed. There are plenty of houses, like mine, which are directly on the A466 and reversing onto the road is so much less risky with people driving at 20mph. I don't understand why it had been proposed that Llandogo should lose its 20mph limit. Why can't we	Ref 637 This proposal is a legal administrative exercise only and will result in no material change to the 20mph speed limit on the ground. The area is classified as a 'restricted road' with compliant street lighting, which means it is automatically subject to a 20mph limit under national regulations. Revoking the redundant, separate order provides legal clarity and eliminates enforcement complications while maintaining the 20mph speed environment for the benefit of the community. This was explicitly stated in both the Statement of Reasons and drawing 2230.

			benefit from it in the same way as many hundreds or even thousands of communities do across Wales? My elderly mother ([REDACTED]) who lives with me, totally agrees and would also like for her objections to the proposals to be taken into account.	
638	No	2222 B4293, Mitchell Troy - Proposed 40mph Speed Limit (AO17)	In the space of a mile, between Mitchel Troy and Monmouth, the road will (under these proposals) go from a 20mph limit to a 40, to a 50, and then back to 30 then 20 as it reaches town. This is a wholly unnecessary and complex combination of limits which will confuse motorists, increase journey times, and result in this supposedly rural roadside being littered with endless signage without significantly improving safety. It would be quite sufficient to have a 50 mph limit between the toll house turn and Mitchel Troy and trust motorists to navigate this road competently at an appropriate speed for the conditions on the day	Ref 638 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.
639	Yes	2228 Common Road, Mitchell Troy - Proposed 20mph Speed Limit (AO17)	This road is narrow with a few sharp bends. It is used as a cut through by drivers who clearly drive too fast and underestimate how narrow it is and how sharp the bends are. Our driveway leads onto Common Road and we frequently have drivers almost clipping our car as we turn into Common Road. The road is also used by dog walkers and to walk horses across from the fields. I welcome a 20mph speed restriction as it is not safe or sensible to drive any faster than that on this road.	Ref 639 Your support for this proposal is noted.
640	Somewhat	2223 B4293, Mitchell Troy - Proposed 50mph Speed Limit (AO17)	I support a reduced speed limit as I agree with the assessment that there are sections of this road that are dangerous particularly around the toll house. However I would advocate for a speed of 40mph rather than 50mph as given the lack of visibility near the toll house and drivers to ignore speed limits and exceed them by at least a small amount, 50mph feels too fast to be safe.	Ref 640 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.
641	Somewhat	2223 B4293, Mitchell Troy - Proposed 50mph Speed Limit (AO17)	While I still fail to understand the logic of allowing 60mph on winding roads with no lighting and no footpath but 20 in areas with lights and paving and marked lanes, in this case I strongly question the logic of reducing the limit to ONLY 50 round tight, blind bends and at a junction. Coming from Mitchell Troy past the Tollhouse towards Monmouth is a blind bend and cars joining from Trellech down the B4293 have no visibility of fast cars coming from Mitchell Troy. Further, the road before and at the turning to the	Ref 641 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.

			recycling centre is narrow (evidenced by a lack of centre line) and has a major hole for one of the drains. Continuing on around the bend towards Monmouth, it is again blind. I don't think there could ever be a safe speed of 50mph around there..... so to me it makes no sense that the limit be reduced to 50 and I would consider very few cars even with the current 60 limit drive that fast! My strong preference in place of any speed changes (or actually alongside) would be for an improvement to the B4293 junction at the Tollhouse..... potentially with a REAL speed reduction and change of priority/roundabout?(there are also the concealed entrances just up the B4293 hill from the junction). But on the limit reduction itself, I cannot see that a 50 limit would change anything and reducing to 40 for part of the proposed 50 would be better. 50 on Mitchell Troy to just before the Tollhouse bend would be ok.	
642	Yes	2228 Common Road, Mitchell Troy - Proposed 20mph Speed Limit (AO17)	Living on Common Road we see vehicles driving at speed past our house. We live on the bend before Rocklea and pulling up to reverse onto our drive feels like we are sitting ducks as vehicles come around the blind bend at considerable speed	Ref 642 Your support for this proposal is noted.
643	Yes	2217 A472, The Rhadyr, Usk - Proposed 40mph and 30mph Speed Limit (AO17)	We are in favour of this limit change due to the amount of junctions and slow moving traffic around the current change of the limit from 40mph to the 60 mph national. The ability to join the A472 safely from our own property is a priority for us too.	Ref 643 Your support for this proposal is noted.
644	Yes	2217 A472, The Rhadyr, Usk - Proposed 40mph and 30mph Speed Limit (AO17)	I think this is a very sensible proposal, and I support it's implementation. Traffic often moves at high speed along this stretch of road and it is often difficult to turn in and out of the junction, particularly at the beginning and end of the BAE working day.	Ref 644 Your support for this proposal is noted.
645	Yes	2224 Mitchell Troy Road, Raglan - Proposed 40mph Speed Limit (AO17)	This is the road directly off the A40 where cars exit at very high speed and it is a residential area. A reduction in speed limit will make it safer for residents particularly when walking from or driving off from their homes.	Ref 645 Your support for this proposal is noted.
646	Yes	2224 Mitchell Troy Road, Raglan - Proposed 40mph Speed Limit (AO17)	I live on this stretch, the volume of traffic and the speed they travel is increasing, and the type of traffic due to neighbouring business and farm land is also bigger (with more powerful engines) increasing the risk of fatality if injured. It is dangerous to get in and out of your vehicle, to pull off from the road. I have	Ref 646 Your support for this proposal is noted.

			young family members, and it is dangerous putting them in their car seats with the speed that cars travel by at. A lot of cycling events and walkers use the road and the speed and volume of traffic is putting them at increased risk of being injured. The noise pollution is increasing. Due to increasing roadworks and accidents at the crossing into raglan of late, the road is being heavily used when the dial carriageway is closed, by all types of traffic but specifically Lorries all increasing the risk of injury.	
647	Yes	2224 Mitchell Troy Road, Raglan - Proposed 40mph Speed Limit (AO17)	There are a number of houses there as well as businesses. People tend to go by very quickly making it dangerous and risky. Additionally there is a bus stop that would require crossing the road. It only makes sense for the speed limit to be reduced as it is a residential area	Ref 647 Your support for this proposal is noted.
648	Yes	2224 Mitchell Troy Road, Raglan - Proposed 40mph Speed Limit (AO17)	Make it safer for us pulling out of our junction on Warrage Road. We also quite often walk to neighbours on that road, with our baby daughter, and the speed in which some drivers pass us is frightening and we do not feel safe doing so. Would welcome a reduction to 40mph	Ref 648 Your support for this proposal is noted.
649	No	2230 A466, Llandogo - Proposed revocation of existing 20mph Speed Limit (AO17)	The 20mph speed limit has been noticeably successful in making the village a safer environment. The revocation of this limit would therefore be a backward step. Many places in England Scotland and Wales now benefit from this; why should 'Llandogians' be unfairly treated? Statistics show that the fewer accidents save the NHS money. Children, elderly people, dog walkers, tourists etc. access the village facilities through these limited areas. I would be beyond disappointed, and bewildered, if the limit were revoked	Ref 649 This proposal is a legal administrative exercise only and will result in no material change to the 20mph speed limit on the ground. The area is classified as a 'restricted road' with compliant street lighting, which means it is automatically subject to a 20mph limit under national regulations. Revoking the redundant, separate order provides legal clarity and eliminates enforcement complications while maintaining the 20mph speed environment. This was explicitly stated in both the Statement of Reasons and drawing 2230.
650	No	2221 B4233, Monmouth to Rockfield - Proposed 40mph Speed Limit (AO17)	it should never be 20MPH except for by Schools and Hospitals, it is a frankly stupid idea to make ALL roads 20MPH. 30 MPH was the legal limit and it should stay that way around towns and areas like Rockfield and Wyesham	Ref 650 The proposal for a 40mph limit is based on an engineering assessment of this specific section of road. It is designed to provide a safe and appropriate transition between the existing speed limits in Monmouth and Rockfield. The road's alignment and geometry do not support higher speeds, and this graduated approach is essential for road safety.
651	No	2228 Common Road, Mitchell Troy - Proposed	If you don't listen to the vast majority of the public and revert to all road being put back to default you will lose, you will be	Ref 651 This proposal is to rectify an administrative inconsistency. The section of road is already signed as 20mph and operates as part of the wider 20mph area but was inadvertently

		20mph Speed Limit (AO17)	eventually kicked out of office, you will be replaced! #reform	omitted from the legal order. This measure ensures legal compliance and allows for unimpeded enforcement, maintaining the integrity of the existing speed limit.
652	Somewhat	2228 Common Road, Mitchell Troy - Proposed 20mph Speed Limit (AO17)	The proposal creates a gap between two restricted speed zones which causes drivers to speed up, often to dangerous levels. I would suggest that it would be safer if the two 20mph zones were connected into a continuous zone.	Ref 652 The current proposal is to rectify an administrative omission where this section of road was inadvertently left out of the legal order, despite being signed as 20mph. Your comments regarding extending the zone are noted; however, this proposal is focused on ensuring the existing signed limit is legally enforceable.
653	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	I applaud the proposal for reduced speed limits at this location and would go further in proposing further reductions in speed on other sections of the B4233. As a regular car and cyclist user on this route I often witness occasions of totally inappropriate use of speed at this section of road with drivers oblivious to hazards on country roads such as HGV's, large agricultural movement along with pedestrian and cycling traffic.	Ref 653 Your support for this proposal is noted.
654	Yes	2220 B4233/B4347 Junction, Rockfield - Proposed 20mph Speed Limit (AO17)	I applaud the proposal for reduced speed limits at this location and would go further in proposing further reductions in speed on other sections of the B4233. As a regular car and cyclist user on this route I often witness occasions of totally inappropriate use of speed at this section of road with drivers oblivious to hazards on country roads such as HGV's, large agricultural movement along with pedestrian and cycling traffic.	Ref 654 Your support for this proposal is noted.
655	Yes	2221 B4233, Monmouth to Rockfield - Proposed 40mph Speed Limit (AO17)	I applaud the proposal for reduced speed limits at this location and would go further in proposing further reductions in speed on other sections of the B4233. As a regular car and cyclist user on this route I often witness occasions of a total inappropriate use of speed at this section of road with drivers oblivious to hazards on country roads such as HGV's, large agricultural movement along with pedestrian and cycling traffic. I would go further to say, consideration should be given to extending this 40mph proposal right up towards Rockfield, where the current 30mph exists. This section of road has some very tight bends with restricted viewing and poses particular issues when slow moving hazards, such as cyclists and agricultural machinery are ahead on the blind bends. I have often thought the National Speed limit here needs reviewing.	Ref 655 Your support for this proposal is noted.

			I have had a few fast, close passes here whilst on a push bike.	
656	Yes	2230 A466, Llandogo - Proposed revocation of existing 20mph Speed Limit (AO17)	It has been made clear that residents of the county do not support the 20 limit, and this is not a suitable location for such a low limit	Ref 656 This proposal is a legal administrative exercise only and will result in no material change to the 20mph speed limit on the ground. The area is classified as a 'restricted road' with compliant street lighting, which means it is automatically subject to a 20mph limit under national regulations. Revoking the redundant, separate order provides legal clarity and eliminates enforcement complications while maintaining the 20mph speed environment. This was stated in both the Statement of Reasons and drawing 2230.
657	No	2232 Crick Road, Portskewett - Proposed 20mph Speed Limit (AO17)	This is a very lightly populated area and doesn't need amendments to speed limits, further more across all of the changes you are now proposing how many speed limits are increasing, if you are only looking to reduce speed limits, impacting businesses and commuters you just continue the anti car drive you are on. Surely you have better things to focus on than constant meddling of speed limits when our services are going down and what we pay going up....	Ref 657 Thank you for your comments. This proposal is intended to improve road safety for all users. The extension of the 20mph speed limit is necessary to cover new pedestrian infrastructure, including a footway associated with a recent housing development. This change ensures that vehicle speeds are appropriately managed in areas where pedestrian activity is expected to increase. While we understand concerns about the impact of speed limit changes, it is important to clarify that there is no evidence to suggest that reducing speed limits in residential areas harms businesses or commuters. Research consistently shows that lower speed limits in residential and urban areas significantly reduce the risk and severity of collisions, without causing major delays to journey times. Safer streets will encourage more walking and cycling, which can increase footfall for local businesses and reduce congestion for drivers. Moreover, the economic and social costs of road traffic collisions are substantial. By proactively managing speeds in areas where pedestrian activity is increasing, we can help prevent injuries and fatalities, which benefits the wider community and reduces pressure on emergency and health services. These proposals are not about unnecessary interference, but about ensuring that our transport network evolves in line with new developments and continues to serve all users safely and effectively.

658	Yes	2220 B4233/B4347 Junction, Rockfield - Proposed 20mph Speed Limit (AO17)	I have lived above this junction for 23 years and use it throughout the week. It is dangerous to pedestrians and cars as described, cyclists love this stretch of road too, stopping at the triangle. But it also endangers animals, having known of several cats in particular dying there. Horses and horse riders are also affected. The pavement that lines the Rockfield to Monmouth Road stops before the junction, leaving all traffic very vulnerable with no room to anticipate or get out of the way. Walking to the post box at the triangle for instance becomes a game of wits. Road safety warning are also non-existent or damaged at this junction. Aesthetically the present illogically positioned 20 speed limit sign spoils the view of the triangle, with its cross and traditional phone box and mock Tudor houses which people used to photograph! Extending this area would mean relocating the sign to a better location. Rockfield also boasts almshouses designed by Webb, Queen Victoria's favourite architect, who also designed the façade of Buckingham Palace. Other buildings of his are to be admired in the area, including the library wing of the Hendre Estate. We need to promote the appreciation of this inheritance.	Ref 658 Your support for this proposal is noted.
659	Yes	2221 B4233, Monmouth to Rockfield - Proposed 40mph Speed Limit (AO17)	I have used this road several times almost every day for 23 years, as have my children growing up in Rockfield. Many times I have saved the lives of cyclists hidden in the bends by anticipating their presence, slowing down well before the bend. Slow traffic, horse riders in particular are hidden in the bends. Tractors commonly use it with heavy or extra wide loads, giving no warning to drivers who discover them at the last moment. Driving at 40 max is by far the best option. In addition this road floods in heavy rain. Combined with ice, it becomes dangerous with lethal patches hidden until the last seconds. There are a few roads stemming from it adding to geographical risks, some hardly visible, as well as historic and important design locations set along the way, such as the iconic Rockfield Studios and Queen Victoria's favourite architect Webb's almshouses, worth putting on the tourism map.	Ref 659 Your support for this proposal is noted.
660	Somewhat	2226 B4235, Chepstow to Mynydd Bach - Proposed 40mph	The exercise will be pointless without enforcement. Gwent police have done little to no enforcement of the solid white lines on this road and rely entirely on dash cam evidence submitted to Go	Ref 660 Your comments regarding enforcement are noted. The establishment of a legal and appropriate speed limit is the necessary first step for any enforcement activity.

		Speed Limit (AO17)	Safe. Speeding cannot be evidenced by civilian dash cams. Motorbikes will flout the new 40mph the same way they continually do the solid white lines and the current 40mph!	This proposal addresses an identified collision cluster with ten recorded collisions between 2020 and 2023, and the 40mph limit is deemed essential to improve safety along this route with its severe bends and challenging geometry.
661	No	2223 B4293, Mitchell Troy - Proposed 50mph Speed Limit (AO17)	Proposal 2222 - The proposed 50mph limit from Gibraltar House to Millbrook garden centre seems ill advised. Surely it would be safer for the speed limit to be 40mph to Millbrook and then 50 mph on the open road until Mitchel Troy. Turning right towards Mitchel Troy out of Millbrook would be safer if the speed limit at that point was 40mph. It would also be safer for traffic joining the B4293 from the Lydart road.	Ref 661 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.
662	Yes	2228 Common Road, Mitchell Troy - Proposed 20mph Speed Limit (AO17)	The whole of Common Road should be made 20 or 30 including the section currently 50mph from Swallow Barn to the Garthi Close area (currently 20) There is housing along the section; there is no pavement though there are many walkers along the section. There is also a footpath opposite Swallow Barn by which time traffic is already travelling up to 50mph, many of whom have gone through the village well in excess of 20mph. an occasional mobile camera discreetly placed might be quite revealing!	Ref 662 The current proposal is to rectify an administrative omission where this section of road was inadvertently left out of the legal order, despite being signed as 20mph. Your comments regarding extending the zone are noted; however, this proposal is focused on ensuring the existing signed limit is legally enforceable.
663	Yes	2222 B4293, Mitchell Troy - Proposed 40mph Speed Limit (AO17)	The exit from the Millbrook Garden Centre and St Dial's Farm is very dangerous as many drivers pull out without checking both ways. Also some motorists overtake at this point when heading away from Monmouth which exacerbates the problem	Ref 663 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.
664	Yes	2223 B4293, Mitchell Troy - Proposed 50mph Speed Limit (AO17)	This speed limit will calm the traffic leaving Monmouth and heading towards the dual carriageway. It will improve safety at the exit to the garden centre and will hopefully lead to slower traffic through the village of Mitchel Troy, where the 20 mph limit is largely ignored.	Ref 664 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.
665	No	2223 B4293, Mitchell Troy - Proposed 50mph Speed Limit (AO17)	I feel that the whole section from the 30mph leaving Mitchel Troy going towards Monmouth should be 40mph. To make the section beyond the Garden Centre going towards town 50mph seems very silly given the sharp bends, junction	Ref 665 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific

			with the road from Trellech and the vehicular access from the Recycling depot. The bridge over the Troddi is regularly damaged by speeding vehicles; the road is a favourite for cyclists and pedestrians; there are visibility problems caused by overhanging trees so why not slow traffic to minimise risk and save confusion caused by a variable speed limit?	order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.
666	No	2220 B4233/B4347 Junction, Rockfield - Proposed 20mph Speed Limit (AO17)	I do not support 20mph, I have lived here for over 22 years with 30mph speed limit without any issues and do not see a reason for change. 20mph is causing frustration for many drivers. Please change it back to 30mph.	Ref 666 The proposal is based on a current engineering review which determined the area meets the criteria for a 20mph limit under Welsh Government guidance. This is due to its residential character, high levels of pedestrian activity including vulnerable road users, and complex junction geometry. Formalising the speed limit is necessary to create a legally enforceable and safer environment for all road users.
668	Yes	2221 B4233, Monmouth to Rockfield - Proposed 40mph Speed Limit (AO17)	This makes sense	Ref 668 Your support for this proposal is noted.
669	No	2234 A466, Tintern - Proposed 20mph Speed Limit (AO17)	This is not necessary, 30mph is more appropriate through Tintern and 40-50mph outside the village.	Ref 669 This proposal is to formalise the existing, signed 20mph speed limit. The route is currently signed as 20mph through sections without compliant street lighting, which creates legal uncertainty. The 20mph limit is considered appropriate for the historic village environment with its high pedestrian activity. This order ensures legal compliance and provides certainty for enforcement.
670	Yes	2230 A466, Llandogo - Proposed revocation of existing 20mph Speed Limit (AO17)	I support going back to 30mph	Ref 670 This proposal is a legal administrative exercise only and will result in no material change to the 20mph speed limit on the ground. The area is classified as a 'restricted road' with compliant street lighting, which means it is automatically subject to a 20mph limit under national regulations. In line with Welsh Government guidance, a 20mph limit is appropriate for Llandogo given its residential character and high levels of pedestrian activity, which helps create a safer environment for vulnerable road users. Revoking the redundant, separate order provides legal clarity and eliminates enforcement complications while maintaining the 20mph speed environment. This was stated in both

				the Statement of Reasons and drawing 2230.
671	No	2231 Lane from B4293 to Park House, Itton Common - Proposed 20mph Speed Limit (AO17)	30mph is more appropriate	Ref 671 This proposal is to rectify an administrative inconsistency. The lane was inadvertently omitted from the previous 20mph order for Itton but has been signed and operates as 20mph. As a short lane that leads directly off the main 20mph area and is regularly used by pedestrians, a 20mph limit is consistent with the character and use of the road. This measure ensures consistency between the on-street signage and the legal order, providing certainty for enforcement and maintaining the integrity of the speed limit system in the area.
672	No	2221 B4233, Monmouth to Rockfield - Proposed 40mph Speed Limit (AO17)	This area is perfectly safe at its current speed. I have traveled this road every working day for 20 years	Ref 672 The proposal is based on a comprehensive engineering assessment. The 40mph limit provides a necessary and safer transitional speed environment between the 20mph zones in Monmouth and Rockfield. The road's alignment, with numerous bends and challenging geometry, does not safely support higher speeds. This graduated approach to speed management is essential for enhancing safety.
673	No	2216 Redbrook Road, A466, Monmouth - Proposed 30mph Speed Limit (AO17)	Unnecessary reduction. Peoplebeed to ge able to get to work without crawling along	Ref 673 This proposal is to rectify a historical administrative omission and formalise the existing, signed 30mph speed limit. It is not a reduction. When Monmouth transitioned to a general 20mph limit, this section was intended to remain at 30mph but was inadvertently excluded from the legal order. This action ensures legal compliance and enforceability.
674	No	2221 B4233, Monmouth to Rockfield - Proposed 40mph Speed Limit (AO17)	Safe as it is. Travel thus road almost every day for 20years. No heed for change. We cannot crawl everywhere when roads are totally clear	Ref 674 The proposal is based on a comprehensive engineering assessment. The 40mph limit provides a necessary and safer transitional speed environment between the 20mph zones in Monmouth and Rockfield. The road's alignment, with numerous bends and challenging geometry, does not safely support higher speeds. This graduated approach to speed management is essential for enhancing safety.
675	No	2228 Common Road, Mitchell Troy - Proposed 20mph Speed Limit (AO17)	Totally unnecessary. Just burning more fuel trying to get up the hill at such slow speeds.	Ref 675 This proposal is to rectify an administrative inconsistency. The section of road is already signed as 20mph and operates as part of the wider 20mph area but was inadvertently

				omitted from the legal order. This measure ensures legal compliance.
676	No	2220 B4233/B4347 Junction, Rockfield - Proposed 20mph Speed Limit (AO17)	Ludicrous unnecessary speed. Why do we need to reduce. People can travel safely through this area as it is	Ref 676 The proposal is based on an engineering review which determined the area meets the criteria for a 20mph limit under Welsh Government guidance due to its residential character, high levels of pedestrian activity, and complex junction geometry. Formalising the speed limit is necessary to create a legally enforceable and safer environment for all road users.
677	Yes	2224 Mitchell Troy Road, Raglan - Proposed 40mph Speed Limit (AO17)	reduction of traffic speed will make the road safer particularly for pedestrian as there are no pavements. Also will reduce noise levels for all residents close to the road. If implemented enforcement of reduced traffic speeds will need to be done.	Ref 677 Your support for this proposal is noted.
678	No	2216 Redbrook Road, A466, Monmouth - Proposed 30mph Speed Limit (AO17)	This is confusing: The 'reasons' document seems to say that the change is only administrative and the speed limit will stay as it is; but The drawing 2216 shows a red line for the existing limit position and a green line for the intended limit. This drawing therefore suggests that the limit is to be moved, from its current position a hundred or so metres beyond the entrance to Monmouth Showground back, towards the town, ending up on the town side of that the showground entrance. The speed limit was moved to its current position in 2024 following 'Notice of Intention to make a Traffic Order - Amendment Order No 13' (ref: 2121) after representations on behalf of Wyesham residents to improve safety for people walking the footpath from Wyesham Avenue to the Showground. Where the 30MPH speed limit is currently positioned that path is much safer so it makes no sense to move it back towards Monmouth, where it was two years ago. Moreover I am told that the public notice advertising this proposed change has been posted on Staunton Road, nowhere near where the proposed change would take place.	Ref 678 The proposed order for Redbrook Road (2216) is an administrative measure to formalise the existing, signed 30mph speed limit. This action is required to rectify a historical omission that occurred when the wider Monmouth area transitioned to a default 20mph zone, at which time this section was intended to remain at 30mph but was inadvertently excluded from the legal order. The effect of this proposal is to ensure the existing on-street 30mph limit is legally compliant and enforceable. There will be no physical change to the location or extent of the current 30mph speed limit signs on Redbrook Road. The associated technical drawing is a legal document illustrating the section of road that requires this formal order to correct the administrative error. Its purpose is to legally underpin the existing on-street situation. Regarding the public consultation process, a notice for the Redbrook Road proposal was erected in the vicinity of the affected area. The notice observed on Staunton Road related to a different proposal (Order 2225, a 40mph speed limit) which was part of the same county-wide consultation.

679	Somewhat	2216 Redbrook Road, A466, Monmouth - Proposed 30mph Speed Limit (AO17)	I just wish to clarify that the 30mph zone will continue to extend as it currently stands on Redbrook Rd and not revert back to where the zone ended previously. A great many people already break the speed limit in this location but a number do not, and I am hopeful that this number will increase with time. When drivers travel at 30mph along this stretch it makes crossing the road to the showground, walking along the narrow footway to the showground and exiting Wyesham Avenue and the Showground entrance on foot, bike, mobility scooter or motor vehicle a much safer endeavour. It's therefore imperative that the 30 mph zone remains extended to beyond the Showground entrance. Diolch	Ref 679 Your comments are noted. This proposal is to formalise the existing, signed 30mph speed limit to rectify a historical administrative omission. There will be no change to the extent of the 30mph speed limit currently signed on the ground.
680	Yes	2222 B4293, Mitchell Troy - Proposed 40mph Speed Limit (AO17)	The existing 60mph speed limit is unsafe, and 30-40 mph is far more appropriate to the road conditions, sharpness of the bend between Beech Road and the Mitchell Troy recycling centre, narrowness of the road over the Trothy bridge (which needs repair), the blind corner near the Lydart junction and safety for those exiting Millbrook Garden Centre.	Ref 680 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.
681	Yes	2223 B4293, Mitchell Troy - Proposed 50mph Speed Limit (AO17)	Anything that slows down traffic approaching Mitchell Troy village is a good thing. A speed camera in Mitchell Troy (20mph zone) near the zebra crossing is desperately needed as most traffic ignore that speed limit and its clearly not enforced.	Ref 681 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.
682	Yes	2226 B4235, Chepstow to Mynydd Bach - Proposed 40mph Speed Limit (AO17)	Fully support extending the 40mph from Mynyddbach to Chepstow. The B4235 is one of the most accident prone roads in Monmouthshire. We regularly have multi-agency meetings every quarter with highways, police and Go Safe, myself and community council representatives. We would also like consideration to be given to extending this 40mph from the Shirenewton end as discussed at the last meeting, taking account of the Gaerllwyd Junction.	Ref 682 Your support for this proposal is noted.
683	Yes	2222 B4293, Mitchell Troy - Proposed 40mph Speed Limit (AO17)	Really needs to be 30 mph because of the road round the bridge and the blind corner at the Toll House	Ref 683 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future

				review, and any new proposals will undergo a separate public consultation.
684	Yes	2223 B4293, Mitchell Troy - Proposed 50mph Speed Limit (AO17)	Anything that slows traffic down going into Mitchel Troy is positive. Really need a speed camera in Mitchel Troy	Ref 684 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.
685	No	2223 B4293, Mitchell Troy - Proposed 50mph Speed Limit (AO17)	The current speed limits are satisfactory and adequate for the conditions of the road. It is not necessary to make a change. It is not an unsafe section of road unlike the crossing section of the Raglan dual carriageway that has had a number of serious incidents.	Ref 685 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.
686	No	2222 B4293, Mitchell Troy - Proposed 40mph Speed Limit (AO17)	The current speed limits are adequate for the conditions of the road. It is not necessary to make a change that potentially makes further distractions for drivers.	Ref 686 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.
687	Yes	2224 Mitchell Troy Road, Raglan - Proposed 40mph Speed Limit (AO17)	My house is situated in the Monmouth Road opposite to the Kingcoed turn. The turn to the Kingcoed Road is on a blind bend. People exiting that turn do so at a high risk due to the grass verge being quite high and the speed of vehicles passing. At the entrance to Frank Sutton, on the brow of the hill, I have seen articulated lorries reversing into the site. On 3 occasions whilst at the front of my house I have seen 2 motor bikes and a car just stopping in time due to their speed on different occasions. The road is very, too fast. The road is like a race track, when good weather arrives, especially with the amount of motorbikes that pass. As the survey suggested, the average speed of the road is around 45mph?. Some drivers will not take heed of some red paint on the road to slow them down. I feel the road needs a matrix vehicle activated warning sign which has proven in some areas to have the best results.	Ref 687 Your support for this proposal is noted.

688	Somewhat	2223 B4293, Mitchell Troy - Proposed 50mph Speed Limit (AO17)	We are the property on the sharp bend and the number of accidents or near accidents is far higher than MCC likely appreciate. Several years ago during consultation for Troy House it was commented that there had been no reported accidents, which was definitely not the case as we'd reported several more incidents to the police and contacted MCC about damage to the barriers. On average we'd say there is at least a small collision every couple of months, with a screech of brakes and/or beeping most days. Vehicles not familiar with the area tend to accelerate at the sign out of Monmouth straight in the sharp bend, with them either losing partial control or encountering vehicles leaving/entering the side road. Also issues near the bridge with the narrowing of the road, which is probably obvious from the number of times it is damaged. We are huge advocates of reducing the speed, but suggest that 50 isn't enough and it should be 40 past the 90 degree bend. Possibly extend to just past the bridge to minimise repairs to it.	Ref 688 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.
689	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	I support the proposed amendment to the current speed limit in the Hendre, to be reduced to 30 mph from the current 40mph. I also feel the distance that this 30mph limit should be increased from the junction of the B4233 and the Llangattock road, as this is an extremely dangerous junction, with limited visibility, to the property [REDACTED]. I feel, along with other property owners, who's entrances are directly on this road, that this needs to be done to improve the safety of the residents when they are accessing their properties. It has been noticed that there is a marked increase of leisure traffic, ie organised groups using this road, cars and motorcycles, not always driving in a safe manner and this needs to be addressed.	Ref 689 Your support for this proposal is noted.
690	Yes	2221 B4233, Monmouth to Rockfield - Proposed 40mph Speed Limit (AO17)	I feel the proposed speed limit of 40mph, is required on this section of road, because as a regular user of this road, I feel it is needed to increase the safety of motorists, cyclists and pedestrians.	Ref 690 Your support for this proposal is noted.

691	Somewhat	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	Generally supportive of the reduced speed limit as proposed. However, I have concerns relating to the inconsistency of this limit compared to other proposed changes in the area. The Hendre is a residential area. The B4233 through The Hendre is a busy main road, with restricted width in a number of locations that makes it difficult for cars to pass each other - particularly at the entrance to the village near Home Farm, and opposite the entrance to The Rolls Golf Course. A significant amount of traffic uses this road to travel to/from Monmouth, and to access the golf course. There is a significant pedestrian activity in the village with no pavements or safe areas to protect from vehicles. There are at least 7 houses with entrances directly onto the road, several of which are home to vulnerable users including young children and elderly residents. There is a large density of access points to properties along this road and the road geometry restricts visibility in several locations. Side roads affected by the TRO, including Llanvolda Road and Nantycoy are similarly primarily residential in nature with vulnerable users. Llanvolda Road in particular is a single track road without passing points, a significant gradient, poor visibility, and is intersected by a public right of way. Monmouthshire Council are proposing a 30mph limit for these roads. However, further along the B4233 in Rockfield, where there are fewer properties with direct access to the main road, the proposal is to introduce a 20mph limit. Given the large number of properties with direct road access, the risk to pedestrians through lack of visibility, pavements and safe areas, and the level of traffic, the speed limit on the B4233 through The Hendre should be reduced to 20mph rather than 30mph.	Ref 691 Your comments are noted. The proposed 30mph limit is based on an engineering assessment of this specific location. It aligns the speed limit with the road's character and current national policy following the introduction of the default 20mph limit, enhancing safety while maintaining reasonable traffic flow on this B-road. Each location is assessed independently on its own merits and in accordance with government speed limit setting guidance.
692	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	I support the reduction of the current 40mph to 30 mph speed limit and also the extension of the of the length of highway it will apply to. I have been lobbying for these alterations for more than 2 years through the office of Councilor Ian Chandler. The request for	Ref 692 Your support for this proposal is noted.

			extending the length of the speed restricted area is to include the dangerous junction of the Llangattock road with the B4233, to the east and to include the steep incline into the Hendre Village, to the west, it would improve the safety if the restrictions are extended beyond the entrance to [REDACTED]. There has been a marked increase in both commercial vehicle and motor car traffic in recent years and this route is now very popular with cyclists who are at significant risk from speeding motor traffic.	
693	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	The stretch of road by the entrance to the golf club is used by many vehicles to reach excessive speeds. The road is windy and passes through a residential area and needs to be reduced to a 30mph zone for the following reasons: The road has a number of direct access points for residential houses and driveways; as there is no footpath the residents have to walk along the road and are forced to share it with speeding vehicles; children in the residences must cross the road daily to get to and from school bus / transport; frequent use of golf club by vehicles means it is a busy entrance / exit with poor visibility around road bends and immediately opposite residences.	Ref 693 Your support for this proposal is noted.
694	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	Reduce speed of vehicles through village on main road (not sure that there is a requirement for the side roads as single track and difficult to get to those speeds anyway!!!)	Ref 694 Your support for this proposal is noted.
695	No	2220 B4233/B4347 Junction, Rockfield - Proposed 20mph Speed Limit (AO17)	This is the main B road, there are only 3/4 houses affected, few if any pedestrians (no footpaths), shape and nature of road means that speeding is not an issue on this stretch anyway Pointless waste of money	Ref 695 The proposal is based on an engineering review which determined the area meets the criteria for a 20mph limit under Welsh Government guidance. This is due to its residential character, high levels of pedestrian activity including vulnerable road users, and complex junction geometry. Formalising the speed limit is necessary to create a legally enforceable and safer environment for all road users.
696	No	2221 B4233, Monmouth to Rockfield - Proposed 40mph Speed Limit (AO17)	Road is a main B road, only a couple of houses, nature of road means speeding not an issue. Enforced slower speeds will lead to more accidents as people get frustrated with individuals who do not follow speed limit and go slower and try to overtake	Ref 696 The proposal is based on a comprehensive engineering assessment of the road's physical characteristics. The 40mph limit provides a necessary and safer transitional speed environment between the 20mph zones in Monmouth and Rockfield. The road's alignment, with numerous bends and challenging geometry, does not safely support

				higher speeds. This graduated approach to speed management is essential for enhancing safety.
697	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	This is a small village on a very narrow road in parts. Young families have young children who must be kept safe. This is actually an area that could easily warrant a 20 mph limit.	Ref 697 Your support for this proposal is noted.
698	Somewhat	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	I think the speed should be 20mph	Ref 698 Your comments are noted. The proposed 30mph limit is based on an engineering assessment of this specific location. It aligns the speed limit with the road's character and current national policy, enhancing safety while maintaining reasonable traffic flow on this B-road.
699	Somewhat	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	The speed limit is far too high at 40mph and traffic, particularly coming down the hill from Monmouth is dangerously fast. There are multiple exits around the entrance to The Rolls golf course and other roads. Given the number of houses and road exits I think the speed limit should be 20 mph rather than 30 mph. A 20 mph here is far more appropriate than that planned for the Rockfield junction which has fewer properties and a less complex road junction.	Ref 699 Your comments are noted. The proposed 30mph limit is based on an engineering assessment of this specific location. It aligns the speed limit with the road's character and current national policy, enhancing safety while maintaining reasonable traffic flow on this B-road.
700	Somewhat	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	I support the TRO in principal to implement a 30mph speed limit through the Hendre but I strongly request for further consideration into the extension of the speed limit from at least the top of the hill by the post box (at the junction of the B4233 and the road to Newcastle) to exiting The Hendre further along the B4233 towards the Onen / Abergavenny, and vice versa. We get an awful lot of traffic, including sports cars and gangs of motorbikes, especially at weekends and particularly now that we are well into summer, that all take full advantage of the unrestricted speed limit. We currently have a mix of residents in the Hendre, from young families with children to the more elderly. Walking anywhere along these roads is hazardous. I urge you to carefully consider the speed limits along this road.	Ref 700 Your support for the proposal is noted. The start and end points of the proposed 30mph zone were determined during a traffic engineering assessment to encompass the main residential area and its associated access points. If necessary, the extents of the speed limit will be reviewed at a later date.
701	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	This is a busy a stretch of road, receiving golf club traffic and heavy, sometimes wide-load farm machinery from both directions. Traffic gains speed coming down the hill from the Monmouth direction and there are blind corners,	Ref 701 Your support for the proposal is noted. The start and end points of the proposed 30mph zone were determined during a traffic engineering assessment to encompass the main residential area and its associated access points. If

			leading to frequent 'near-miss' events, which are commoner in the summer when the verges remain wild, which make people drive closer to the middle of the road. I fully support this proposal. I would argue for a 20mph 200 metre section before and after the Golf Club entrance. There may not be street lighting here but it is a residential area with driveways alighting directly on to the road.	necessary, the extents of the speed limit will be reviewed at a later date.
702	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	Safety of walkers	Ref 702 Your support for this proposal is noted.
703	Somewhat	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	I use this road frequently and encounter speeding vehicles , in both directions. Unaware or indifferent to the houses along this road that require access on and off driveways. It can be dangerous turning in or out of the side road by the golf course when cars racing up behind, or speeding down on the old Abergavenny Road. I would be in favour of a 20mph zone to ensure potential accidents are reduced.Thank you.	Ref 703 Your comments are noted. The proposed 30mph limit is based on a traffic engineering assessment of this specific location. It aligns the speed limit with the road's character and current national policy, enhancing safety while maintaining reasonable traffic flow on this B-road.
704	Somewhat	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	The planned speed restriction of 30mph is welcomed but does not extend westwards far enough to include all of The Hendre residents. Travelling westwards along the B4233, out of The Hendre: The position of the current derestriction allows vehicles to accelerate up the hill passing within inches of my front gate and other properties. There have been several near collisions, especially as when stepping out we are reliant on listening for oncoming vehicles, many of which are now quieter electric vehicles. Travelling eastwards along the B4233, into The Hendre: The planned derestriction does not include the junction with the turning to Newcastle Emlyn, at the brow of the hill, opposite the postbox. There is almost no visibility to left or right when turning out of this side road onto the B4233. Use of the layby at entrance to Hendre Wood: Many families drive to The Hendre to walk their dogs in Hendre Wood. This is particularly busy at weekends. There is enough parking space for 5 cars and there is often an overspill onto the	Ref 704 Your support for the proposal is noted. The start and end points of the proposed 30mph zone were determined during a traffic engineering assessment to encompass the main residential area and its associated access points. If necessary, the extents of the speed limit will be reviewed at a later date.

			highway. Access into and exiting from the layby is dangerous when cars and motorbikes are travelling at 60mph in both directions along the B4233. There is no room to turn in the layby and I have witnessed cars doing a three point turn on the main highway.	
705	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	We live on the road B4233 the traffic is awful especially during the summer months with the tractors and farm machinery....rarely do vehicles slow down	Ref 705 Your support for this proposal is noted.
706	No	2230 A466, Llandogo - Proposed revocation of existing 20mph Speed Limit (AO17)	Bus stop opposite Hudnalls View where school children and residents alight bus and cross road. Llandogo residents including mothers with children and elderly walk along pavement. Speed limit in Tintern not being revoked.	Ref 706 This proposal is a legal administrative exercise only and will result in no material change to the 20mph speed limit on the ground. The area is classified as a 'restricted road' with compliant street lighting, which means it is automatically subject to a 20mph limit under national regulations. Revoking the redundant, separate order provides legal clarity and eliminates enforcement complications while maintaining the 20mph speed environment. This was stated in both the Statement of Reasons and drawing 2230.
707	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	I live at the Old Post Office opposite the entrance to the rolls golf club and my house is right off the road that's currently set to 40mph. We have 2 young children and the higher the speed limit in front of our house the greater the risk posed to our families safety. But we feel that in order to encourage better and safer driving a reduced speed limit would also need to be accompanied by plans for the installation of either a speed camera or one of those displays that shows a happy or sad face depending on Whether not the driver is breaking the limit.	Ref 707 Thank you for your support regarding this proposal. Your comments have been noted. Should the need arise, the introduction of traffic calming measures will be considered at a later date. Please note that the installation and operation of speed cameras fall outside the remit of Monmouthshire County Council. This responsibility lies with Gwent Police and GoSafe, the designated enforcement authorities for speed-related matters. We recommend directing any queries regarding speed enforcement to them.
708	Somewhat	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	After living and working within sight of the Hendre crossroads for over 40 years and witnessed the collisions close, calls and danger to pedestrian life and limb during that time I believe that a 20 MPH limit is more appropriate for this situation. The B4223 has several sharp bends and dips on the stretch under consideration, with making for obscured vision of oncoming traffic left East and West. Into this mix there is a confluence of N-S Raglan/Newcastle road crossing, a blind T junction where the B4223 is met from the direction of Llandishty and a busy	Ref 708 Your comments are noted. The proposed 30mph limit is based on a traffic engineering assessment of this specific location. It aligns the speed limit with the road's character and current national policy, enhancing safety while maintaining reasonable traffic flow on this B-road.

			entrance/ exit with limited view left and right from the Rolls of Monmouth golf course. There are also two farms, Hendre Home Farm and Croes Vaen Farm and Croes Vaen Escapes, (a separate business), each with their own access feeding directly into fast moving through traffic with limited views Plus residential properties, with no benefit of roadside footpaths, create even more impact on this congested multi use section left and right of the Golf Cub. 20MPH PLEASE	
709	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	I have lived in the Hendre for nine years. There are very few days when I don't use the B4233. The current 40mph speed limit through the village is wholly unsuitable for many reasons. Not only are there several houses in the village with driveways that open directly on it, but the downward bends in the road on approach to the golf course (from Monmouth) make it near impossible to drive safely, beyond 35MPH. The narrowing of the road by the water fountain opposite the golf course also needs to be considered as does the narrowing of the road as you exit the village. The current 40MPH seems to be something car drivers are encouraged to aim for, rather than a safe driving speed. Finally, joining the B4233 from from the crossroads with limited visibility of a verge, takes skill, and sometimes a bit of luck, as approaching cars travelling at 40MPH does not leave much time to join the road and merge with the traffic safely.	Ref 709 Your support for this proposal is noted.
710	Yes	2217 A472, The Rhadyr, Usk - Proposed 40mph and 30mph Speed Limit (AO17)	As Site Manager of BAE Systems Glascoed we are very much in favour of a reduction in speed along this stretch of the road, would also welcome it being extended past our west access as well.	Ref 710 Your support for this proposal is noted.
711	Somewhat	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	Currently the limit in the areas shown on map 2219 are set at 40mph and I do not think there is any great problem with traffic exceeding that speed but have no real objection to reducing that limit to 30mph as traffic (except for the B4233) rarely exceeds that. However 30mph limit on the B4233 would potentially improve safety at the junction just east of Home Farm as this is approached blind for traffic coming from Abergavenny direction and a reduced limit would reduce the risk to those pulling out onto the B4233. Also the bend in front of the entrance to the Rolls of Monmouth Gold course may also benefit from a 30mph limit.	Ref 711 Your support for this proposal is noted. The start and end points of the proposed 30mph zone were determined during a traffic engineering assessment to encompass the main residential area and its associated access points. If necessary, the extents of the speed limit will be reviewed at a later date.

			Finally I would ask the council to consider moving the start of the 30mph limit 50 m further back on the road running along the side of the Rolls of Monmouth golf course as the current signage is very close to the junction and is not immediately visible from further back. Also a feature I have seen in similar small rural villages with dispersed housing that I think would help reinforce the idea of this being a speed limit area would be to have the small white fences at entry to the limit on the B4233.	
712	Somewhat	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	The Hendre has an be of the largest populations along the B4233 and the road through it warrants lower speed limits than the 30mph proposed for the following reasons : 1) the road is particularly narrow throughout its length with hardly enough room for 2 wide vehicles in places. 2) there are no pavements and no verges (the road is mostly cut into the banks) making walking extremely dangerous for anyone to walk from one part of the village to the other. 3) there is a busy Golf Course entrance and exit at a point where the road can hardly take 2 vehicles because of list Trees and comments protruding into the road. 4) the entrance to the Golf Course is also the School Bus Stop for children catching the buses into Monmouth schools. 5) there are 2 junctions that are completely blind as regards vision to traffic coming from the East or the West. These are the road that leads north to Llanvolda and the road that leads north from just before Home Farm. 6) Home Farm has two entrances that are not safe for going East because of the Lack of visibility exacerbated by the speed of traffic. 7) Rowancroft at the western end of the village also has a very dangerous entrance which is difficult going West and very dangerous going to the East. 8) the proposed limit of the 30mph is just above Rowancroft and at a point where 4 households have to access and read a Water meter. The proposed start of the	Ref 712 Thank you for your detailed representation regarding the proposed speed limit on the B4233 through The Hendre. The points you have raised were carefully considered as part of the engineering assessment for this location. 1 & 2. The assessment acknowledged the road's narrow characteristics and the lack of continuous footways, which creates a challenging environment for pedestrians. These factors were significant in determining that the previous 40mph limit was inappropriate and that a reduction was necessary to improve safety for vulnerable road users. 3, 4, 5, 6 & 7. The various conflict points, including the busy golf course entrance which also serves as a school bus stop, blind junctions, and private accesses with limited visibility, were all identified as key risks. The proposed reduction to 30mph is intended to lower vehicle speeds, providing all road users with more time to anticipate and react to these specific hazards and allowing for safer manoeuvres. 8 & 9. The start and end points of the proposed 30mph zone were determined by a traffic engineering assessment to encompass the main residential area and its associated access points, including the locations you have highlighted. The aim is to provide a consistent and appropriate speed limit for the character of the village while maintaining reasonable traffic flow on this B-road. While your preference for a 20mph limit is understood, the proposal for a 30mph limit is based on a comprehensive review that balances the clear need for

			30mph is above where the current 40mph is located, and this in itself should have been started much earlier. 9) it is dangerous for those walking to read their water meters as apart from the road being very narrow from Home Farm to the location of the Water meters (above Rowancroft) has no verges nor pavements.	enhanced safety with the road's classification and function. As the B4233 is a key local route, the 30mph limit was considered the most appropriate measure to significantly improve safety for residents and all road users while maintaining reasonable traffic flow and journey times, in line with current national policy for such roads.
713	Somewhat	2223 B4293, Mitchell Troy - Proposed 50mph Speed Limit (AO17)	Proposal 2223 - 50mph limit from junction for Gibraltar Care Home, past Troy recycling centre to just past the junction for Millbrook Garden Centre After witnessing the aftermath of yet another road traffic accident this evening (3/7/25) on the bridge over the River Trothy at the bends by the Mitchel Troy Depot we write to comment on the proposed reduction of the speed limit in this area from 60 to 50mph. Whilst supporting a proposed reduction in speed limit, we consider it doesn't go far enough and a 40mph limit should be introduced from the junction for the Gibraltar Care Home all the way to the start of the 30mph limit approaching Mitchel Troy. We believe this to be necessary due to the extreme hazards of this road, including: Fast bends prior to the bridge over the River Trothy, drivers usually approaching at speeds near the national speed limit Drivers constantly driving over the white lines, motorbike riders particularly leaning well over the white lines as they "smooth out " the bends approaching the bridge over the River Trothy Very narrow, winding ancient bridge over the River Trothy not built for today's heavy goods vehicles, large electric buses, volume of traffic etc. Two large vehicles cannot pass each other on the bridge at the same time. Badly damaged fencing/parapets along the bridge caused by constant vehicle collisions. Fast blind bend by The Toll House, a dangerous junction with the road to Trellech, with a deep drop to River Trothy below on one side Traffic entering road to Monmouth/Mitchel Troy on a fast, blind bend Very poor road surface, often causing drivers to take dangerous evasive measures to avoid potholes	Ref 713 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.

			Considerable change in lighting levels at this point can be quite disconcerting Blind entrance/exit to Millbrook Garden centre on blind bend - the list goes on! In addition, the signage approaching the River Trothy bridge, (and there are a substantial number) are generally very dirty, or are obscured due to the growth of the hedges/vegetation around them. The painted road markings are also practically illegible as the paint has worn away over time. Any system that creates a safer driving situation for all using this section of road, would be an improvement in road safety - perhaps by allowing only one vehicle on the bridge at any one time via signage, or even a traffic light system would reduce the number of accidents, allow the bridge to be repaired and return it to its previous attractive condition so it no longer remains the eyesore it is at present. What a welcome to Monmouth it is presently with a mishmash of different broken wooden fencing, bent Heras fencing and damaged stonework caused by the constant collisions on the bridge, the state of which is testament to the number of collisions that occur on this bridge. This road is also very popular with cyclists, particularly with quite large groups who tend to bunch together and also cycle side by side, making it extremely difficult to navigate the road, particularly when the cyclists are weaving to and fro to avoid the potholes. Whilst we support a speed limit reduction, it is a totally pointless exercise unless they are enforced - the lack of enforcement of the 20mph speed limit through Mitchel Troy, where drivers regularly speed through the village without any regard to the limit or road conditions, is a prime example.	
714	No	2221 B4233, Monmouth to Rockfield - Proposed 40mph Speed Limit (AO17)	This is a new limit where none exists at present. There is no statement by the council as to why they think this is necessary which I do think should be a requirement if the public are being asked to comment. The written notice re the proposed TRO says that"further details of the proposed Order comprising a copy of the draft order, plans and a statement of reasons for proposing to make the Order" are available online at	Ref 714 The proposal is based on a comprehensive engineering assessment. The 40mph limit provides a necessary and safer transitional speed environment between the existing speed limits in Monmouth and Rockfield. The road's alignment, with numerous bends and challenging geometry, does not safely support higher speeds. The consultation has been carried out in accordance with statutory procedures.

			http://www.monmouthshire.gov.uk/public-consultation-traffic. However that IP address only gives you the maps of proposed changed/new limits and no supporting information as stated in the official posted notice. This is a serious omission and I think makes the current consultations Invalid. Roads should be restricted to national speed limit unless there are good reasons to introduce a lower limit, but in this case I struggle to see what that is. Only 2 properties front directly onto this section of the B4233. I would suggest that this is not an 'Urban' road. I do not see that the 40mph limit will increase safety and will be an expense for the council.	All required documentation including: The Notice of Intention, Draft Amendment Order No. 17, Statement of Reasons, Drawing Schedule and Map Tiles Schedule were published online (https://www.monmouthshire.gov.uk/tro-our-current-consultations/) along with all required proposal drawings on the day the public consultation began (18th June 2025). Additionally, as stated in the Notice of Intention, all required documents were available to be examined via pre-arranged appointment at County Hall, Usk NP15 1GA.
715	Somewhat	2220 B4233/B4347 Junction, Rockfield - Proposed 20mph Speed Limit (AO17)	The observed hazards over many years use of the B4233 at Rockfield are 1) the sharp bend just West of the B4233/B4347 junction especially with farm vehicles and HGVs some of which inevitably cross into oncoming traffic. This problem will persist at the bend even with 20mph markings. could a triangular HAZARD warning sign in addition to the existing sharp bend chevrons be used in conjunction with the lower proposed limit 2) traffic joining the B4233 from the B4347 because they tend to come forward and into the B4233 due to the 'give way' markings not being at right angles to the direction of their vehicle. I think that realigning the Give way would be the best way to address this I would however reiterate my comment from another submission I have made today that the written (posted) notice re the proposed TRO says that"further details of the proposed Order comprising a copy of the draft order, plans and a statement of reasons for proposing to make the Order" are available online at http://www.monmouthshire.gov.uk/public-consultation-traffic. However that IP address only gives you the MAPs of proposed changed/new limits and no supporting information as stated in the official posted notice. This is a serious omission and I think makes the current consultations Invalid.	Ref 715 The consultation has been carried out in accordance with statutory procedures. All required documentation including: The Notice of Intention, Draft Amendment Order No. 17, Statement of Reasons, Drawing Schedule and Map Tiles Schedule were published online (https://www.monmouthshire.gov.uk/tro-our-current-consultations/) along with all required proposal drawings on the day the public consultation began (18th June 2025). Additionally, as stated in the Notice of Intention, all required documents were available to be examined via pre-arranged appointment at County Hall, Usk NP15 1GA. If necessary, any changes with regards to additional signage or give-way realignment will be considered at a later date.
716	Yes	2219 B4233, The Hendre - Proposed 30mph	For the safety of pedestrians, vehicles using the crossroads in Hendre and those with properties adjoining the road, the speed limit should be reduced to 20 mph. I can't understand why this doesn't	Ref 716 Your support for this proposal is noted. While your preference for a 20mph limit is understood, the proposal for a 30mph limit is based on a comprehensive review that balances

		Speed Limit (AO17)	already apply as it does in other built up areas in the rest of Wales. There is no footpath, so pedestrians are very vulnerable. Turning out of the crossroads on to the B4233 is also very dangerous due to speeding vehicles and the limited line of vision along the main road in both directions.	the clear need for enhanced safety with the road's classification and function. As the B4233 is a key local route, the 30mph limit was considered the most appropriate measure to significantly improve safety for residents and all road users while maintaining reasonable traffic flow and journey times, in line with current national policy for such roads.
717	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	I fully support reducing the speed limit through The Hendre from 40mph to 30mph. The current limit is unsafe given the narrow lanes, limited visibility, and absence of pavements. The area sees regular pedestrian, cyclist, and farm vehicle use. In my view, 30mph is still too high. A 20mph limit would better reflect the real risks—especially near blind corners, driveways, and where children and animals are frequently present. This change is essential to improve safety and prevent avoidable accidents.	Ref 717 Your support for this proposal is noted. While your preference for a 20mph limit is understood, the proposal for a 30mph limit is based on a comprehensive review that balances the clear need for enhanced safety with the road's classification and function. As the B4233 is a key local route, the 30mph limit was considered the most appropriate measure to significantly improve safety for residents and all road users while maintaining reasonable traffic flow and journey times, in line with current national policy for such roads.
718	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	There is no safe place for pedestrians to walk along the proposed route and no safe way to cross the road. Including us, at least 4 families with young children currently live in houses directly on that stretch of the B4233 within the Hendre. We support the 30 limit.	Ref 718 Your support for this proposal is noted.
719	Somewhat	2216 Redbrook Road, A466, Monmouth - Proposed 30mph Speed Limit (AO17)	Monmouth Town Council have concerns regarding the documentation and process for this consultation. The map and paperwork are confusing and are seemingly at odds. Unclear language is used in terms of what is intended for this area and the map does not clarify the position. In addition, there is no consultation notice on the Redbrook Road to inform residents of the proposed changes. That being said, the Council believes that the intention with this stretch of road is to maintain and formalise the 30mph speed limit from beyond the Showground entrance to the 20mph change (red and green lines on the map). If this is correct, the council agrees with this proposal as it makes the stretch of road safer for all active travel users. If this is not correct and it is the intention to revoke the 30mph limit for the red line on the map, the council opposes this completely.	Ref 719 Your comments are noted. The proposed order for Redbrook Road (2216) is an administrative measure to formalise the existing, signed 30mph speed limit. This action is required to rectify a historical omission that occurred when the wider Monmouth area transitioned to a default 20mph zone, at which time this section was intended to remain at 30mph but was inadvertently excluded from the legal order. The effect of this proposal is to ensure the existing on-street 30mph limit is legally compliant and enforceable. There will be no physical change to the location or extent of the current 30mph speed limit signs on Redbrook Road.

720	Somewhat	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	Please Note this is UPDATED submission from that sent yesterday. (please ignore the previous submission) Currently the limit in the areas shown on map 2219 are set at 40mph and I do not think there is any great problem with traffic exceeding that speed but have no real objection to reducing that limit to 30mph as traffic (except for the B4233) rarely exceeds that. However 30mph limit on the B4233 would potentially improve safety at the junction just east of Home Farm as this is approached blind for traffic coming from Abergavenny direction. A reduced limit would reduce the risk to those pulling out onto the B4233. Also the bend in front of the entrance to the Rolls of Monmouth Golf course may also benefit from a 30mph limit. I would ask the council to consider moving the start of the 30mph limit 50 m further back on the road running along the side of the Rolls of Monmouth golf course as the current signage is very close to the junction and is not immediately visible as you approach the junction. Moving it back would improve earlier awareness of the limit. Also I think that the erection of 'village gateways' would enhance the effectiveness of speed limit signage when entering the speed limit area on the B4233 and, potentially, the golf course road. I note that these are installed currently at nearby Newcastle and I think they would be even more appropriate for the Hendre conservation area. In common with my other submissions I would point out that the written notice re the proposed TRO says that"further details of the proposed Order comprising a copy of the draft order, plans and a statement of reasons for proposing to make the Order" are available online at http://www.monmouthshire.gov.uk/public-consultation-traffic. However that IP address only gives you the maps of proposed changed/new limits and no supporting information as stated in the official posted notice. This is a serious omission and I think makes the current consultations Invalid.	Ref 720 Your comments are noted. The consultation has been carried out in accordance with statutory procedures. All required documentation including: The Notice of Intention, Draft Amendment Order No. 17, Statement of Reasons, Drawing Schedule and Map Tiles Schedule were published online (https://www.monmouthshire.gov.uk/tro-our-current-consultations/) along with all required proposal drawings on the day the public consultation began (18th June 2025). Additionally, as stated in the Notice of Intention, all required documents were available to be examined via pre-arranged appointment at County Hall, Usk NP15 1GA. If necessary, any additional gateway features at the terminal points of the proposed 30mph speed limit will be considered at a later date.
721	Yes	2221 B4233, Monmouth to Rockfield -	Monmouth Town Council supports this proposed TRO as it will make a busy stretch of road safer for all users	Ref 721 The support of Monmouth Town Council for this proposal is noted.

		Proposed 40mph Speed Limit (AO17)	including pedestrians and cyclists that take advantage of the pavement that runs along this road. It is recognised that there is a proposed development in the area that may increase the traffic levels and there are some concealed entrances on the road that will benefit from vehicles travelling slower than national speed limit.	
722	Yes	2225 Staunton Road, A4136 - Proposed 40mph Speed Limit (AO17)	Monmouth Town Council supports this proposed TRO for Staunton Road as it is recognised that this is a road used by a variety of vehicles some of which are large and, therefore, a slower speed limit will ensure safety for all users. In addition, the road condition is poor and, therefore, the change in speed limit will allow users to navigate the road safely.	Ref 722 The support of Monmouth Town Council for this proposal is noted.
723	Somewhat	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	As a resident of Hendre with a young family, I welcome the proposal to reduce the speed limit, however, I would ask that consideration is given to reducing the speed limit to 20mph rather than 30mph. The Hendre has a number of concealed driveways that have to navigate access and egress on to a busy stretch of road used by a variety of vehicles including large agricultural vehicles. If the speed limit was reduced it would make the area safer to use. In addition, I have to cross the road every day for my children to get the bus to school. Very often traffic does not slow down and, therefore, it becomes a very dangerous road to use as a pedestrian or cyclist. A reduced speed limit to 30mph will help improve this but a reduction to 20mph will ensure vehicles travel at a speed that makes the whole village a safe space to live and enjoy.	Ref 723 Your comments are noted. Your support for this proposal is noted. While your preference for a 20mph limit is understood, the proposal for a 30mph limit is based on a comprehensive review that balances the clear need for enhanced safety with the road's classification and function. As the B4233 is a key local route, the 30mph limit was considered the most appropriate measure to significantly improve safety for residents and all road users while maintaining reasonable traffic flow and journey times, in line with current national policy for such roads.
724	Somewhat	2223 B4293, Mitchell Troy - Proposed 50mph Speed Limit (AO17)	I agree that a speed limit should be imposed here where there is none at present. However I do not understand the 50mph speed limit proposed. Of the stretch of road from Beech Road to Mitchel Troy, this is by far the most dangerous part, including a very busy junction (with the Trellech Road), a narrowing of the road at the bridge over the River Trothy, and several sharp bends. It would seem far more sensible that the speed limit should remain at the 40mph past Beech Road all the way to the 30mph speed limit sign entering Mitchel Troy. It feels more sensible and logical for the driver instead of coping	Ref 724 Thank you for your representation. Following the consultation period, an error was identified in the advertised proposals for this location. As a result, it has been decided not to proceed with this specific order at this time. The safety concerns on this route will be subject to a future review, and any new proposals will undergo a separate public consultation.

			with ever changing speed limits over this stretch.	
725	Yes	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	I agree with this reduction in speed limit however, feel the scope should be extended to include the stretch between the junction of B4233 and Llangattock Road, through the village, to the last Hendre property of NP25 5HH which includes Crwys farm.	Ref 725 Your support for the proposal is noted. The start and end points of the proposed 30mph zone were determined during a traffic engineering assessment to encompass the main residential area and its associated access points. If necessary, the extents of the speed limit will be reviewed at a later date.
Letter Response #1	Unspecified	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	Thank you for offering to represent the locals. I have lived and worked at the Hendre within daily sight and sound of the cross roads for over 40 years. And from my own observation of accidents and many near misses during that time I believe we are more than ready a 20MPH speed limitation for the proposed section.. Within a couple of hundred yards of the crossroads either way, we have (apart from dwellings), the entrances to 2 farms plus "Croes Vaen Experiences" and the entrance to the Rolls of Monmouth golf club There is also a blind T junction with the road coming down past five dwellings in the village and serving other dwellings and farms to the North of the Hendre). Combine these elements with tight bends and very poor sight lines to oncoming vehicle, and no space for footpaths to protect pedestrians including children, I believe you have a clear case for insisting on a speed limit of 20 mph. If you can help to save the life of one child or elderly person or damage to property on this stretch of roadway through the village you will be doing a great service to our community	Letter Response #1 Thank you for your detailed representation regarding the proposed speed limit on the B4233 through The Hendre. The points you have raised regarding road geometry, access points, and pedestrian activity were carefully considered as part of the engineering assessment for this location. The assessment acknowledged the road's narrow characteristics, the lack of continuous footways, and the various conflict points, which were significant factors in determining that the previous 40mph limit was inappropriate. While your preference for a 20mph limit is understood, the proposal for a 30mph limit is based on a comprehensive review that balances the clear need for enhanced safety with the road's classification and function. As the B4233 is a key local route, the 30mph limit was considered the most appropriate measure to significantly improve safety for residents and all road users while maintaining reasonable traffic flow and journey times, in line with current national policy for such roads.
Email Response #1	Unspecified	2219 B4233, The Hendre - Proposed 30mph Speed Limit (AO17)	Thank you for the information. Much as I would be happy to see speed restrictions on these lanes, I don't know how they would make any difference to the majority of cars here don't stick to the limits we already have. I haven't seen a police car out here for many months and I am afraid to go by my gate in case lorries or tractors come racing round the bend! It's lucky there are no children in my house any more. I hope something good happens!	Email Response #1 Thank you for your comments. Your concerns regarding driver compliance and enforcement are noted. The establishment of a legal and appropriate speed limit is the necessary first step before any enforcement activity can be undertaken. Please note that the enforcement of speed limits is the responsibility of Gwent Police and GoSafe, the designated enforcement authorities.
Email Res	Unspecified	2220 B4233/B4347 Junction,	The council wishes to respond to Amendment Order No. 17. I have tried to use the online form for the consultation	Email Response #2 Thank you for the representation from the council. Your support for proposals 2220

pon se #2		Rockfield – Proposed 20mph Speed Limit 2221 B4233, Monmouth to Rockfield – Proposed 40mph Speed Limit 2219 B4233, The Hendre – Proposed 30mph Speed Limit	but I am having difficulty completing it. The council discussed the amendment order at its meeting on 10 July. The council supports the following parts of the amendment order : • 2220 B4233/B4347 Junction, Rockfield – Proposed 20mph Speed Limit • 2221 B4233, Monmouth to Rockfield – Proposed 40mph Speed Limit However, it has concerns with the following part : • 2219 B4233, The Hendre – Proposed 30mph Speed Limit Two residents of The Hendre contacted the council about this matter. I believe one of them may have completed the online consultation form but I have attached both for completeness. The member for Rockfield and St Maughans was unable to attend the meeting; however, other members are familiar with the village and the road layout. It is noted that the member had previously been involved in a road traffic incident in The Hendre last year, when one of his tractors overturned. Council members broadly support the residents' concerns and agree in principle with the proposal. The residents have expressed a clear preference for a 20mph speed limit through the village. The council acknowledges that a case can be made for this change, but further discussion is required to determine the most appropriate course of action. To that end, the council proposes arranging an on-site meeting with a traffic engineer to assess the situation and agree on the final version of the amendment. Please let us know your availability for this meeting.	(B4233/B4347 Junction, Rockfield) and 2221 (B4233, Monmouth to Rockfield) is noted. Regarding the concerns for proposal 2219 (B4233, The Hendre), the preference for a 20mph limit has been noted from several representations. The proposed 30mph limit is based on a comprehensive traffic engineering assessment of this specific location. It aligns the speed limit with the road's character and current national policy, enhancing safety while maintaining reasonable traffic flow on this B-road. Each location is assessed independently on its own merits and in accordance with government speed limit setting guidance. The recommendation is based on the completed formal assessment and consultation process.
Em ail Res pon se #3	Unspecifi ed	2219 B4233, The Hendre – Proposed 30mph Speed Limit	Whitecastle Community Council Response to AO17 The Community Council supports the introduction of a 20mph speed limit in the vicinity of the B4233/B4347 Junction, Rockfield and the introduction of a 40mph speed limit on the B4233, Monmouth to Rockfield. The council also supports the introduction of a 30mph speed limit on the B4233 at The Hendre. Members acknowledge that the highway through The Hendre does not currently meet the criteria for designation as a 20mph zone. However, they are mindful of concerns raised by residents, particularly regarding safety	Email Response #3 Thank you for the representation from Whitecastle Community Council. Your support for proposals 2219, 2220, and 2221 is noted. Your comments regarding future reviews of the speed limit at The Hendre have also been recorded.

			issues. These include the risk to children being dropped off along the main road and the volume of traffic accessing the entrance to the Rolls of Monmouth Golf Club. The council hopes the County Council will take these concerns into account when speed limits are next reviewed. The section of road highlighted within the black rectangle may be particularly appropriate for consideration.	
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Appendix 2: Summary of Consultation Responses

Order/ Location	Agree	Disagree	Somewhat Agree	Unspecified
2216 Redbrook Road, A466, Monmouth - Proposed 30mph Speed Limit	0	2	2	0
2217 A472, The Rhadyr, Usk - Proposed 40mph and 30mph Speed Limit	3	0	0	0
2219 B4233, The Hendre - Proposed 30mph Speed Limit	15	0	12	3
2220 B4233/B4347 Junction, Rockfield - Proposed 20mph Speed Limit	2	4	1	1
2221 B4233, Monmouth to Rockfield - Proposed 40mph Speed Limit	5	6	0	1
2222 B4293, Mitchell Troy - Proposed 40mph Speed Limit	3	6	0	0
2223 B4293, Mitchell Troy - Proposed 50mph Speed Limit	3	0	5	0
2224 Mitchell Troy Road, Raglan - Proposed 40mph Speed Limit	6	0	0	0
2225 Staunton Road, A4136 - Proposed 40mph Speed Limit	1	0	0	0
2226 B4235, Chepstow to Mynydd Bach - Proposed 40mph Speed Limit	1	0	1	0
2228 Common Road, Mitchell Troy - Proposed 20mph Speed Limit	3	2	1	0
2230 A466, Llandogo - Proposed revocation of existing 20mph Speed Limit	2	3	0	0
2231 Lane from B4293 to Park House, Itton Common - Proposed 20mph Speed Limit	0	1	0	0
2232 Crick Road, Portskewett - Proposed 20mph Speed Limit	0	1	0	0
2234 A466, Tintern - Proposed 20mph Speed Limit	0	1	0	0

Appendix 3: Notice of Intention

ROAD TRAFFIC REGULATION ACT 1984

NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

MONMOUTHSHIRE COUNTY COUNCIL MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019 (AMENDMENT ORDER NO 17) 2025

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 a 30mph speed limit on Redbrook Road, A466, Monmouth
- To introduce a 40mph and 30mph Speed Limit on the A472, The Rhadyr, Usk
- To introduce a 30mph speed limit on the B4233, The Hendre
- To introduce a 20mph speed limit in the vicinity of the B4233/B4347 Junction, Rockfield
- To introduce a 40mph speed limit on the B4233, Monmouth to Rockfield
- To introduce a 40mph speed limit on the B4293, Mitchell Troy
- To introduce a 50mph speed limit on the B4293, Mitchell Troy
- To introduce a 40mph speed limit on Mitchell Troy Road, Raglan
- To introduce a 40mph speed limit on Staunton Road, A4136
- To introduce a 40mph speed limit on the B4235, Chepstow to Mynydd Bach
- To introduce 30mph buffer speed limits on the B4596, Llancayo
- To introduce a 20mph speed Limit on Common Road, Mitchell Troy
- To introduce a 40mph speed limit on Conway Drive, Chepstow
- To revoke the 20mph existing speed limit on the A466, Llandogo
- To introduce a 20mph speed limit on the Lane from B4293 to Park House, Itton Common
- To introduce a 20mph speed limit on Crick Road, Portskewett
- To introduce 30mph and 40mph speed limits on the B4235, Gwernesney
- To introduce a 20mph speed limit on the A466, Tintern

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 a copy of the draft order, 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> which can be accessed by scanning the QR code below.

Any representations in respect of this proposal should be made not later than 5pm on **Wednesday the 9th July 2025** 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: 18th June 2025

Carl Touhig
Head of Neighbourhood Services
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 17) 2025

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

EFFECT OF THE ORDER:

- To introduce a 30mph speed limit on Redbrook Road, A466, Monmouth
- To introduce a 40mph and 30mph Speed Limit on the A472, The Rhadry, Usk
- To introduce a 30mph speed limit on the B4233, The Hendre
- To introduce a 20mph speed limit in the vicinity of the B4233/B4347 Junction, Rockfield
- To introduce a 40mph speed limit on the B4233, Monmouth to Rockfield
- To introduce a 40mph speed limit on the B4293, Mitchell Troy
- To introduce a 50mph speed limit on the B4293, Mitchell Troy
- To introduce a 40mph speed limit on Mitchell Troy Road, Raglan
- To introduce a 40mph speed limit on Staunton Road, A4136
- To introduce a 40mph speed limit on the B4235, Chepstow to Mynydd Bach
- To introduce 30mph buffer speed limits on the B4596, Llancayo
- To introduce a 20mph speed Limit on Common Road, Mitchell Troy
- To introduce a 40mph speed limit on Conway Drive, Chepstow
- To revoke the 20mph existing speed limit on the A466, Llandogo
- To introduce a 20mph speed limit on the Lane from B4293 to Park House, Itton Common
- To introduce a 20mph speed limit on Crick Road, Portskewett
- To introduce 30mph and 40mph speed limits on the B4235, Gwernesney
- To introduce a 20mph speed limit on the A466, Tintern

STATEMENT OF REASONS

Monmouthshire County Council has received numerous requests and concerns from stakeholders and Community Representatives regarding the current speed limits in the aforementioned localities.

In response, officers have conducted a thorough review of the existing speed limits at each location, adhering to current local speed limits guidance and regulations. The proposals outlined in Amendment Order Number 17 aim to align the speed limits at each location with current guidance for setting appropriate statutory speed limits, while taking into consideration local environmental and residential factors.

The proposed reduction in speed limits is motivated by the desire to enhance highway safety and to promote the adoption of more sustainable modes of travel among residents and other highway users within each location. Ultimately, the proposals will contribute to creating a safer, more welcoming highway environment whilst allowing for unimpeded enforcement.

Drawing Number	Associated Road Name(s)	Details
2216	Redbrook Road, A466, Monmouth	Proposed 30mph Speed Limit Following engineering assessment by Monmouthshire County Council, it has been identified that a formal 30mph speed limit order is required on Redbrook Road, A466, Monmouth to rectify an administrative omission. When Monmouth transitioned to a general 20mph speed limit in accordance with Welsh Government policy, this section of Redbrook Road was inadvertently excluded from the formal Traffic Regulation Order process, despite

		being appropriately signed and intended to operate at 30mph. The road characteristics, including its function as a distributor road, junction arrangements, and existing infrastructure, justify retention of a 30mph speed limit as an exception to the general 20mph area. The route serves important connectivity functions whilst maintaining appropriate speeds for the urban environment. This order formalises the existing operational arrangement and ensures legal compliance with traffic regulation requirements, providing certainty for enforcement purposes and maintaining the intended speed management hierarchy within Monmouth.
2217	A472, The Rhadyr, Usk	Proposed 40mph and 30mph Speed Limit Monmouthshire County Council's engineering review has identified the need to extend existing speed limit provisions on the A472 at Usk to address specific safety concerns related to industrial and educational traffic movements. The presence of BAE Systems Glascoed facility generates significant heavy goods vehicle movements requiring reduced speeds for safe junction manoeuvring. The adjacent equine college produces regular movements of horse boxes and similar large vehicles that operate at lower speeds when entering and exiting the highway. The concentration of these slow-moving vehicles, combined with high pedestrian activity from college users, creates a speed environment that requires formal recognition through appropriate speed limit orders. The existing arrangement creates an inappropriate speed differential that compromises safety for all road users. Extension of the 40mph and 30mph speed limits will provide appropriate speed management that reflects the operational requirements of the area whilst maintaining safety standards for pedestrian, educational, and industrial traffic.
2219	B4233, The Hendre	Proposed 30mph Speed Limit Following engineering assessment, Monmouthshire County Council has determined that a reduction from 40mph to 30mph is necessary through The Hendre to reflect changes in national speed limit policy and local road characteristics. This route was historically subject to a 40mph speed limit when the national speed limit in Wales was 30mph in built-up areas. Following the implementation of 20mph as the default speed limit in restricted roads, the speed differential between this route and surrounding roads has become inappropriate.

		The area exhibits residential character with associated pedestrian activity and property access requirements. Implementation of a 30mph speed limit will provide improved safety whilst maintaining reasonable traffic flow and journey times.
2220	20mph Speed Limit B4233/B4347 Junction, Rockfield	Proposed 20mph Speed Limit Monmouthshire County Council's engineering review has identified that the residential area around the B4233/B4347 junction in Rockfield meets the criteria for implementation of a 20mph speed limit in accordance with Welsh Government guidance on setting speed limits. The area exhibits high levels of pedestrian activity consistent with its residential character, including vulnerable road users such as children and elderly residents. The junction arrangement and surrounding development pattern create multiple conflict points where pedestrians interact with vehicular traffic. The road geometry, visibility constraints, and density of access points support the implementation of a 20mph speed limit to provide enhanced safety for all road users whilst maintaining appropriate access to residential properties.
2221	B4233, Monmouth to Rockfield	Proposed 40mph Speed Limit Following engineering assessment by Monmouthshire County Council, implementation of a 40mph speed limit on the B4233 between Monmouth and Rockfield has been identified as necessary to provide appropriate speed management and connectivity. This route serves to connect existing 20mph speed limit areas in Monmouth and Rockfield, and the current arrangement creates inappropriate speed differentials with sudden increases and decreases between speed limit zones. Such arrangements compromise road safety and create enforcement difficulties. Additionally, The existing road alignment features numerous bends and challenging geometry that does not safely support higher travelling speeds. The 40mph speed limit will provide a more appropriate transitional speed environment leading into the 20mph areas at either end of the route. This graduated approach to speed management enhances safety whilst maintaining reasonable journey times and traffic flow. Implementation will create consistency in the speed limit hierarchy and reduce the cognitive load on drivers navigating between different speed environments.
2222	B4293, Mitchell Troy	Proposed 40mph Speed Limit Monmouthshire County Council's engineering review has determined that implementation of a 40mph speed limit on this section of the B4293 approaching Mitchell Troy is appropriate for enhanced road safety.

		The existing road alignment features numerous bends and challenging geometry that does not safely support higher travelling speeds. Implementation of a 40mph speed limit leading into the existing 30mph area within Mitchell Troy will provide more appropriate speed management for the road environment. The winding nature of the route, combined with limited forward visibility and the need to manage speeds approaching the village environment, supports the implementation of this reduced speed limit to enhance safety for all road users. This measure forms part of a coordinated approach to speed management on the B4293 corridor, providing appropriate speed transitions and reducing collision risk.
2223	B4293, Mitchell Troy	Proposed 50mph Speed Limit Following comprehensive engineering assessment, Monmouthshire County Council has identified the need for a 50mph speed limit on this section of the B4293 to address safety concerns and provide appropriate speed management. A collision cluster has been identified around the toll house area, with the local topography featuring numerous bends and challenging geometry that does not safely support higher speed limits. The 50mph limit will connect existing and proposed 40mph speed limit areas, eliminating sudden speed changes that compromise safety. The road characteristics, including restricted forward visibility, challenging alignment, and junction arrangements, support the implementation of this reduced speed limit to enhance safety whilst maintaining appropriate traffic flow on this important route. This measure forms part of coordinated speed management along the B4293 corridor, providing consistent and appropriate speed environments that reflect road geometry and safety requirements.
2224	Mitchell Troy Road, Raglan	Proposed 40mph Speed Limit Following engineering review by Monmouthshire County Council, implementation of a 40mph speed limit on Groesonnen Road, Raglan has been identified as appropriate and necessary for road safety purposes. The area exhibits residential character with associated pedestrian activity and vulnerable road users. The road features numerous bends and challenging geometry that present visibility constraints and require reduced travelling speeds for safe navigation. High incidences of pedestrian activity in the vicinity of the road, combined with the residential nature of the area and property access requirements, create conflict points that necessitate lower speeds to maintain safety standards.

		Implementation of a 40mph speed limit will provide appropriate speeds for the road environment whilst maintaining reasonable access and connectivity for residents and other road users.
2225	Staunton Road, A4136	Proposed 40mph Speed Limit Monmouthshire County Council's engineering assessment has identified the need for a 40mph speed limit on Staunton Road, A4136 as part of comprehensive road safety improvement measures. The A4136 serves as a strategic route connecting Monmouth and Gloucestershire with limited alternative routes available for heavy goods vehicles. A collision cluster has been identified between Wyesham and the Monmouthshire/Gloucestershire boundary, with five recorded collisions including one fatality between 2020 and 2023. The road geometry, alignment, and traffic composition, including significant heavy vehicle movements, support the implementation of reduced speed limits to enhance safety. The 40mph speed limit forms part of a comprehensive safety scheme including enhanced road markings, improved signage, and targeted maintenance works. This proactive approach addresses identified collision risk whilst maintaining the strategic transport function of this important cross-boundary route.
2226	B4235, Chepstow to Mynydd Bach	Proposed 40mph Speed Limit Following an engineering review, Monmouthshire County Council has determined that extension of the existing 40mph speed limit on the B4235 is necessary to address identified collision risk and enhance road safety. The B4235 serves as the principal route connecting Chepstow and Usk with limited alternative direct routes between these locations. A collision cluster has been identified between Chepstow and Mynydd Bach, with ten recorded collisions between 2020 and 2023. The road features severe bends and challenging geometry that require reduced speeds for safe navigation. The extension of the existing 40mph speed limit will encompass all severe bends, providing consistent speed management that reflects the road characteristics and safety requirements. This measure forms part of comprehensive safety improvements including enhanced signage, improved road markings, and targeted surfacing treatments to reduce collision risk and severity.
2227	B4596, Llancayo	Proposed 30mph Buffer Speed Limits Monmouthshire County Council's engineering assessment has identified the need to implement 30mph

		buffer speed limits at Llancayo to provide appropriate speed transitions and enhance road safety. The existing speed management arrangement requires improvement to provide more appropriate and incremental speed reduction leading into the 20mph area. The current buffer arrangements do not adequately manage the speed differential between the 50mph unrestricted speed and the 20mph restricted area. Implementation of 30mph buffer zones, including a new northern buffer and conversion of existing 40mph buffers to 30mph, will provide graduated speed reduction that enhances compliance and safety. This approach reflects best practice in speed transition management and provides clearer guidance for road users. The measures will reduce the cognitive load on drivers whilst providing enhanced safety for residents and other road users in the transition areas.
2228	Common Road, Mitchell Troy	Proposed 20mph Speed Limit Following engineering review by Monmouthshire County Council, it has been identified that a section of Common Road in Mitchell Troy requires inclusion in the formal 20mph Traffic Regulation Order to rectify an administrative inconsistency. This section of road is currently signed as 20mph and operates as part of the 20mph area but was inadvertently omitted from the original Traffic Regulation Order. This creates legal uncertainty and potential enforcement difficulties. The road characteristics, including residential character, pedestrian activity, and integration with the surrounding 20mph area, support inclusion within the formal speed limit order. The section forms an integral part of the 20mph network and its exclusion creates an anomaly in the legal framework. Rectification of this omission will ensure legal compliance, provide certainty for enforcement purposes, and maintain the integrity of the 20mph speed management system within Mitchell Troy.
2229	Conway Drive, Chepstow	Proposed 40mph Speed Limit Monmouthshire County Council's engineering assessment has identified that implementation of a 40mph speed limit on Conway Drive, Chepstow is necessary to provide consistency and appropriate speed management. The existing arrangement includes a short section of national speed limit between 40mph and 20mph areas, creating inappropriate speed differentials and frequent speed limit changes over a short distance. This

		arrangement compromises road safety and creates confusion for road users. Removal of the national speed limit section and implementation of a consistent 40mph speed limit will provide appropriate speed transitions between the higher speed approach and the 20mph residential area. This graduated approach enhances safety whilst maintaining reasonable traffic flow. The measure will reduce the number of speed limit changes, provide clearer guidance for motorists, and create more appropriate speed management for the local road network.
2230	A466, Llandogo	Proposed revocation of existing 20mph Speed Limit Following instruction from Gwent Police and engineering review by Monmouthshire County Council, revocation of the existing 20mph Traffic Regulation Order for Llandogo has been identified as necessary for legal compliance and enforcement purposes. The area is classified as a restricted road with compliant street lighting and therefore becomes subject to 20mph speed limits by virtue of the default national speed limit provisions. The existence of a separate Traffic Regulation Order creates legal complexity and enforcement difficulties. This is a legal administrative exercise only. There will be no material change to the speed limit throughout Llandogo. The area will remain subject to 20mph speed limits by virtue of being a restricted road with compliant street lighting in accordance with national regulations. Revocation of the redundant order will provide legal clarity, eliminate enforcement complications, and ensure compliance with statutory requirements whilst maintaining the intended 20mph speed environment.
2231	Lane from B4293 to Park House, Itton Common	Proposed 20mph Speed Limit Monmouthshire County Council's engineering review has identified that a formal 20mph Traffic Regulation Order is required for the lane north-east of Itton Common to rectify an inconsistency between signage and legal orders. This lane was inadvertently omitted during the previous 20mph Traffic Regulation Order process for Itton but has been signed as 20mph and operates as part of the 20mph area. The current legal order specifies 30mph whilst the road is signed and intended to operate at 20mph. The road characteristics, including residential character and integration with the surrounding 20mph network, support implementation of a 20mph speed limit. Consistency throughout the area is essential for effective speed management and legal compliance.

		Implementation of the 20mph order will ensure consistency between signage and legal provisions, provide certainty for enforcement, and maintain the integrity of the speed limit system within Itton Common.
2232	Crick Road, Portskewett	Proposed 20mph Speed Limit Following engineering assessment by Monmouthshire County Council, extension of the existing 20mph speed limit on Crick Road towards the B4245 has been identified as necessary as part of the Safer Routes in Communities scheme. The extension is required to encompass the full extent of new pedestrian infrastructure, including footway provision associated with new housing development on Crick Road. The 20mph area must extend to the B4245 to provide appropriate speed management for enhanced pedestrian facilities. The development creates increased pedestrian activity and vulnerable road user movements that require appropriate speed management for safety. The extension ensures that the speed limit provisions align with infrastructure provision and anticipated usage patterns. This measure forms part of comprehensive improvements to pedestrian safety and sustainable transport provision, supporting community connectivity and road safety objectives.
2233	B4235, Gwernesney	Proposed 30mph and 40mph Speed Limits Monmouthshire County Council's engineering review has determined that implementation of a 30mph speed limit at Gwernesney is necessary following multiple collision incidents and changes to national speed limit policy. Several collisions have been recorded in this area, indicating that existing speed management arrangements are inadequate for the road environment and traffic conditions. The area exhibits residential character that supports reduced speed limits for enhanced safety. The route was historically subject to a 40mph speed limit when the national speed limit was 30mph in built-up areas. Following implementation of 20mph as the default speed limit, the speed differential has become inappropriate and requires adjustment. Implementation of a 30mph speed limit, with 40mph buffer zones to provide gradual transition from the national speed limit on the B road, will enhance safety whilst maintaining reasonable traffic flow and appropriate speed transitions.
2234	A466, Tintern	Proposed 20mph Speed Limit Following engineering assessment by Monmouthshire County Council, formal Traffic Regulation Orders are

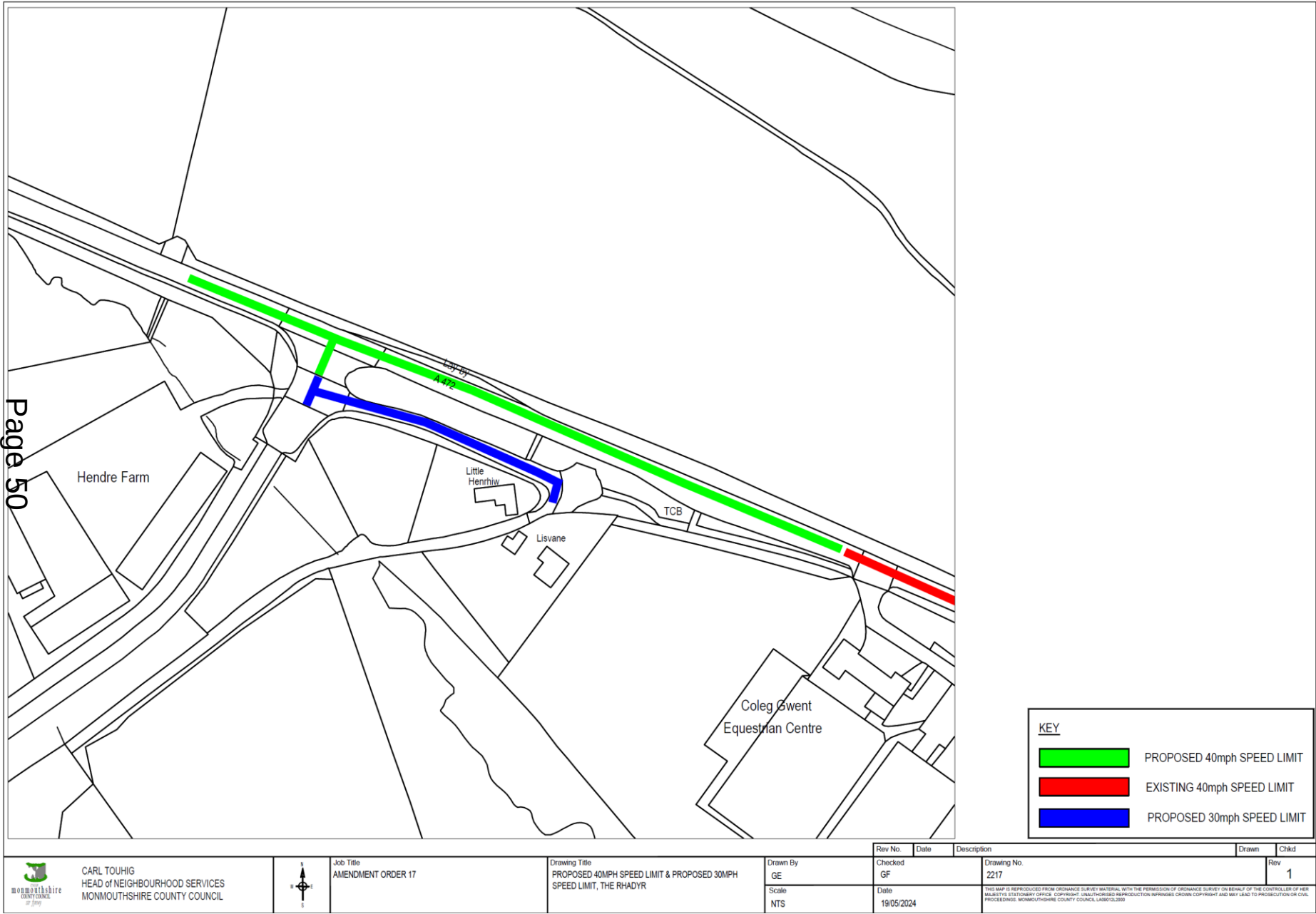
		required for the A466 through Tintern to address non-compliant speed limit arrangements. The route is currently signed as 20mph through sections without compliant street lighting systems, creating legal uncertainty as the speed limit relies on signage rather than statutory provisions. Formal Traffic Regulation Orders are necessary to provide legal certainty and enforcement capability. The 20mph speed limit through Tintern village reflects the residential character, pedestrian activity, and road geometry of this historic settlement. Implementation of formal orders will ensure legal compliance, provide certainty for enforcement purposes, and maintain appropriate speed management that reflects the environmental and safety requirements of this important route through a historic Welsh village.
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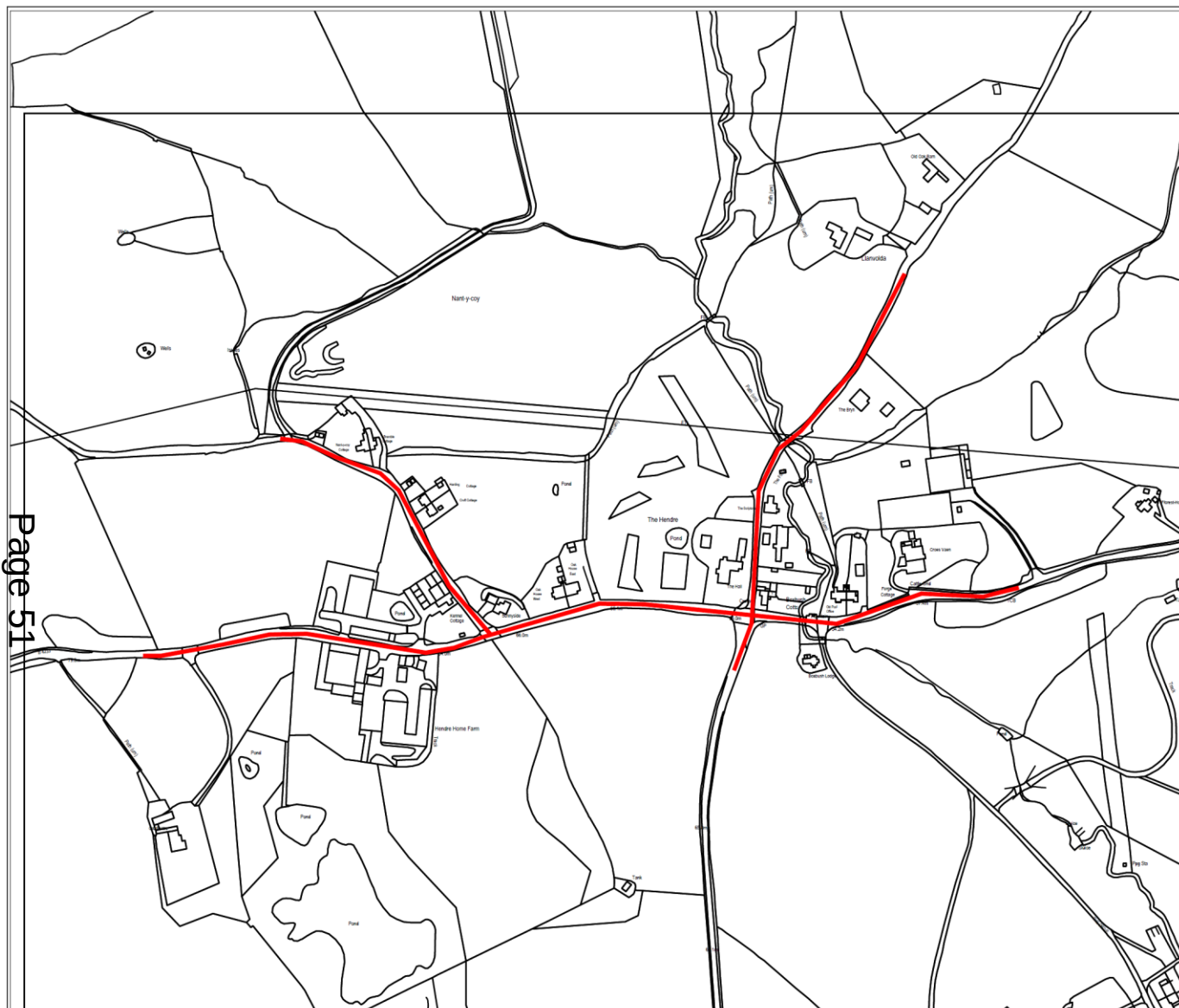
2216 Redbrook Road, A466, Monmouth	Proposed 30mph Speed Limit
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 CARL TOUNIG HEAD OF NEIGHBOURHOOD SERVICES MONMOUTHSHIRE COUNTY COUNCIL		Job Title AMENDMENT ORDER 17	Drawing Title A466 MONMOUTH, PROPOSED 30MPH SPEED LIMIT	Drawn By GE	Rev No	Date	Description	Drawn	Chkd
					Checked GF	Drawing No. 2216		Rev 1	
					Scale NTS	Date 15/05/2024	THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF MAJESTY'S STATIONERY OFFICE. COPYRIGHT UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL, LA08131.2020		

2217 A472, The Rhadyr, Usk Proposed 40mph and 30mph Speed Limit

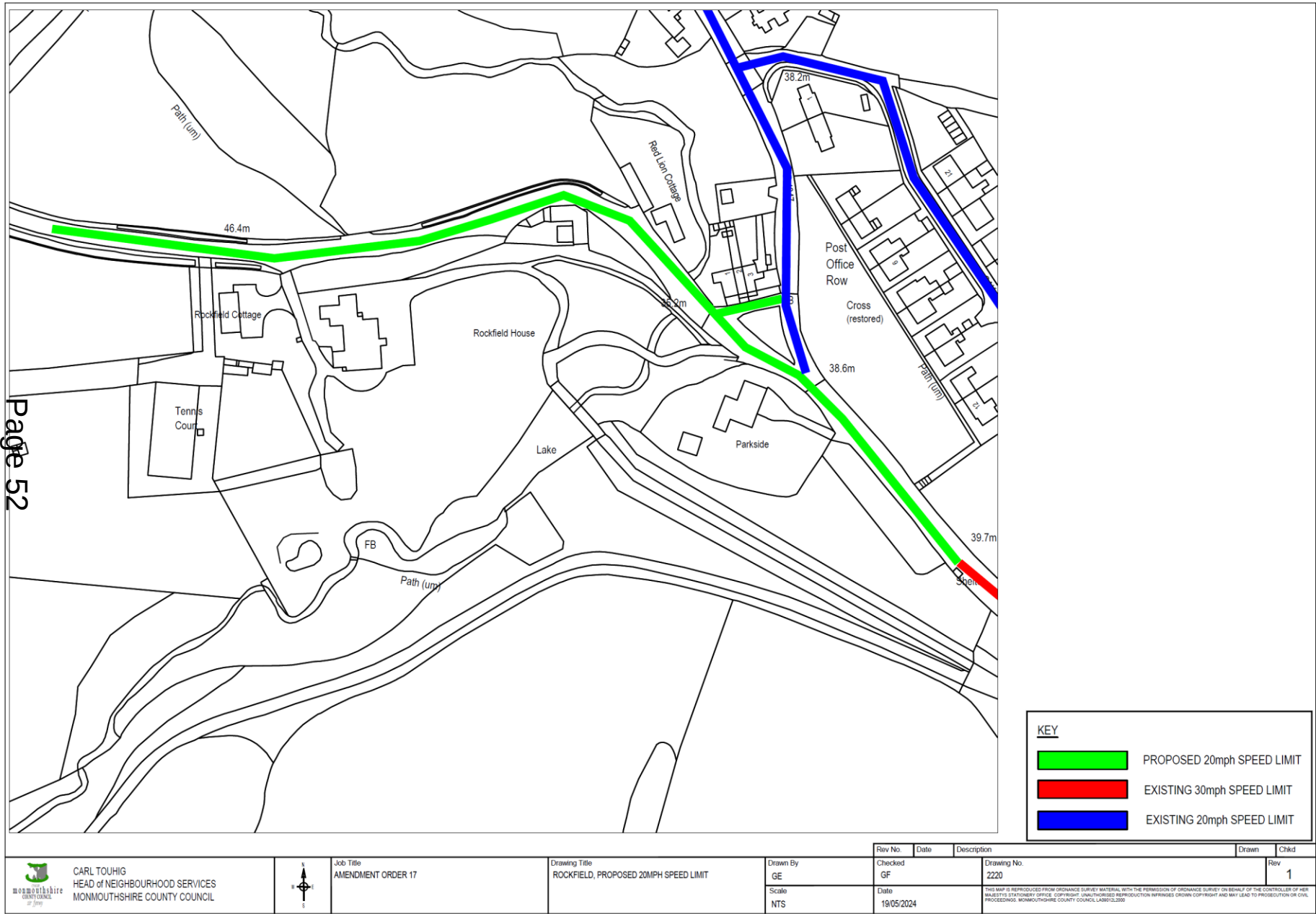




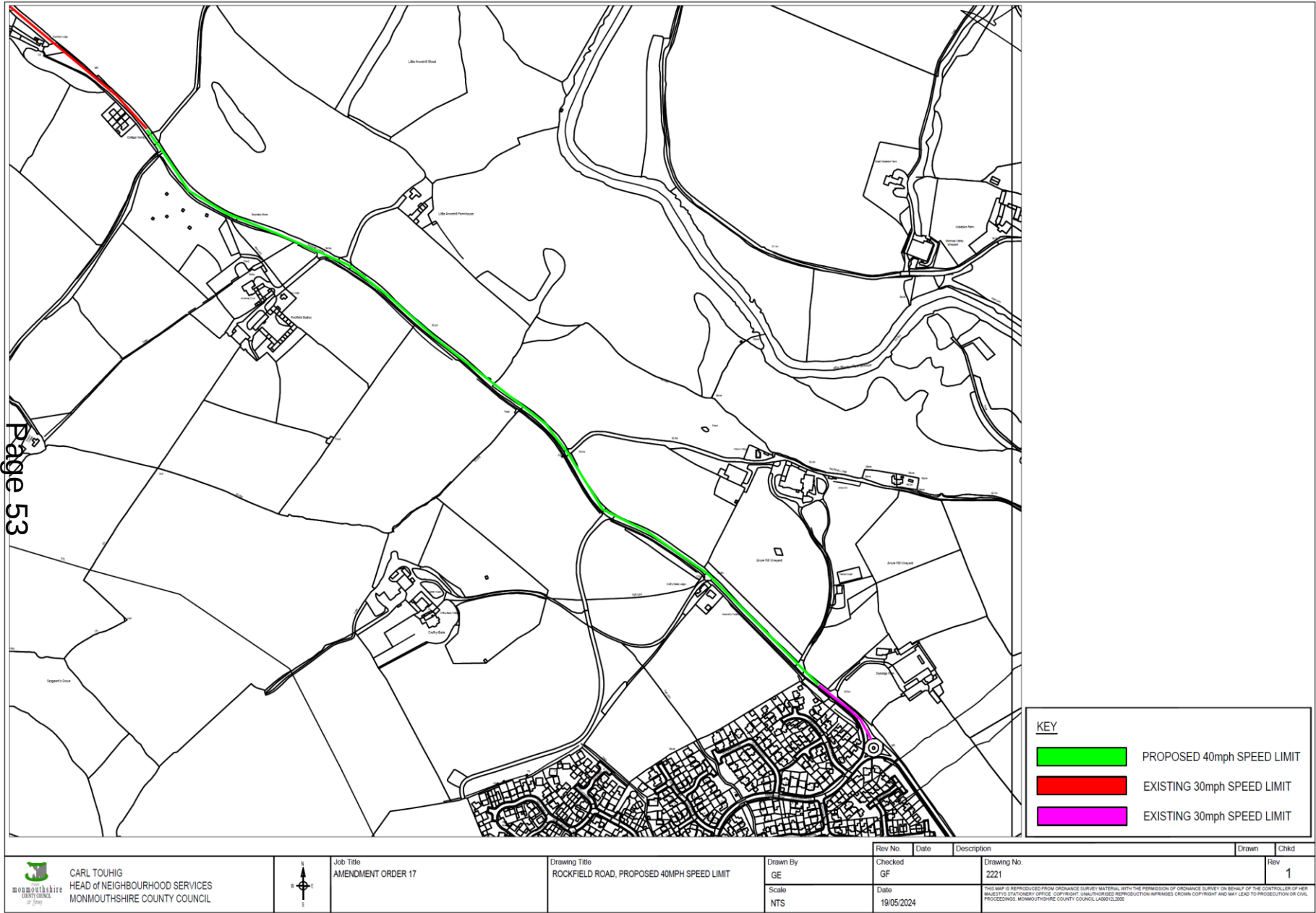
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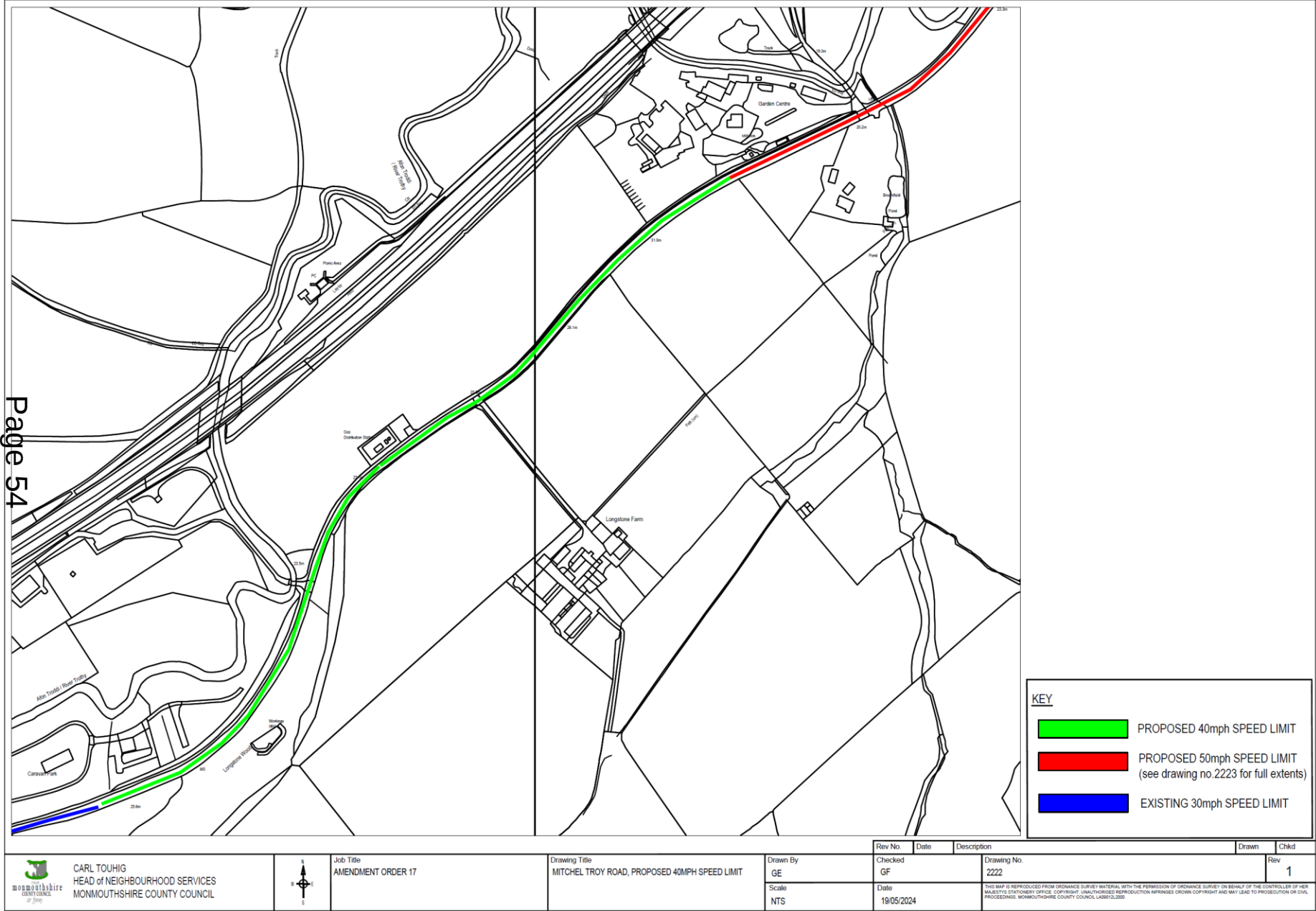


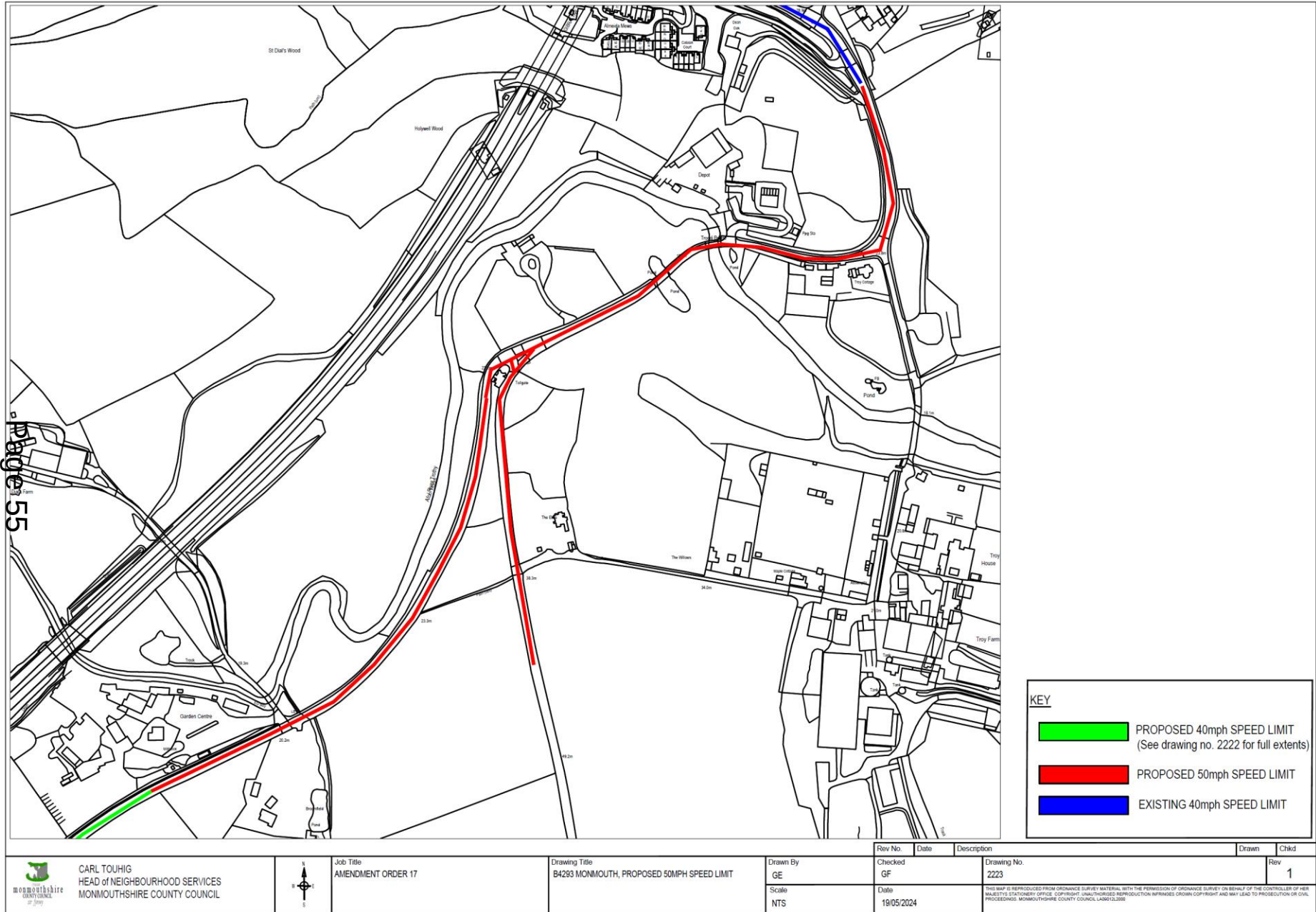
PROPOSED 30mph SPEED LIMIT



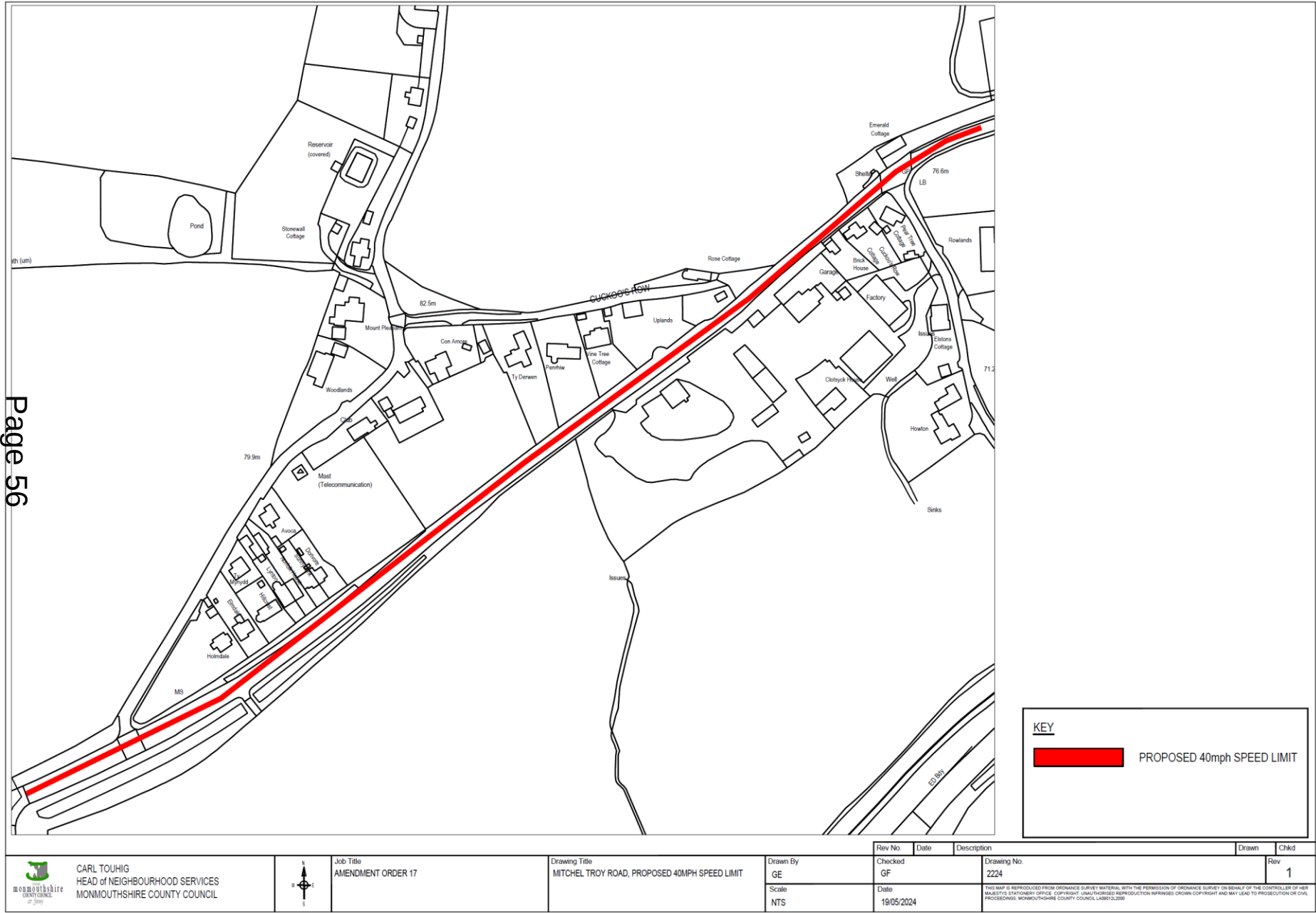
2221 B4233, Monmouth to Rockfield Proposed 40mph Speed Limit



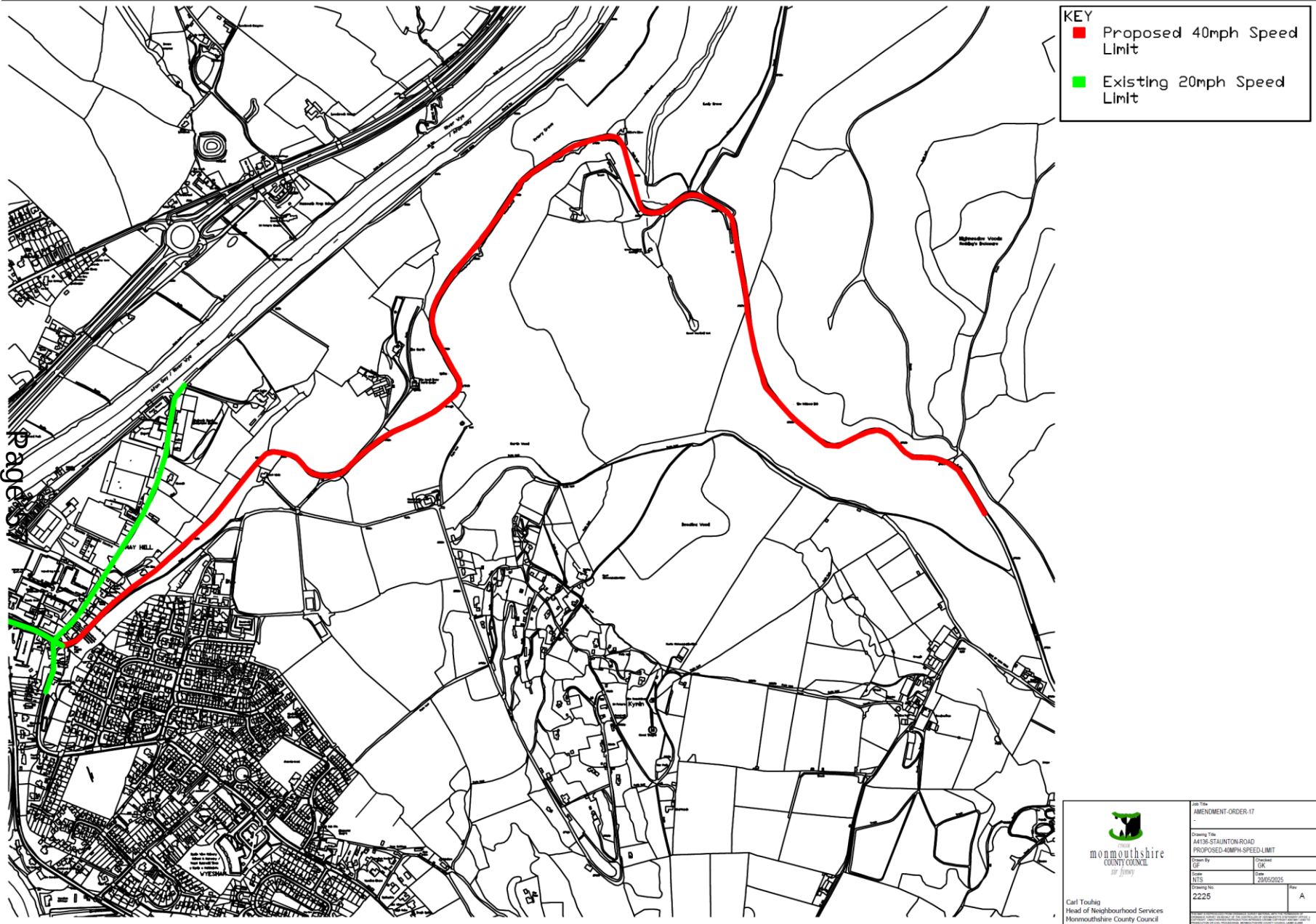


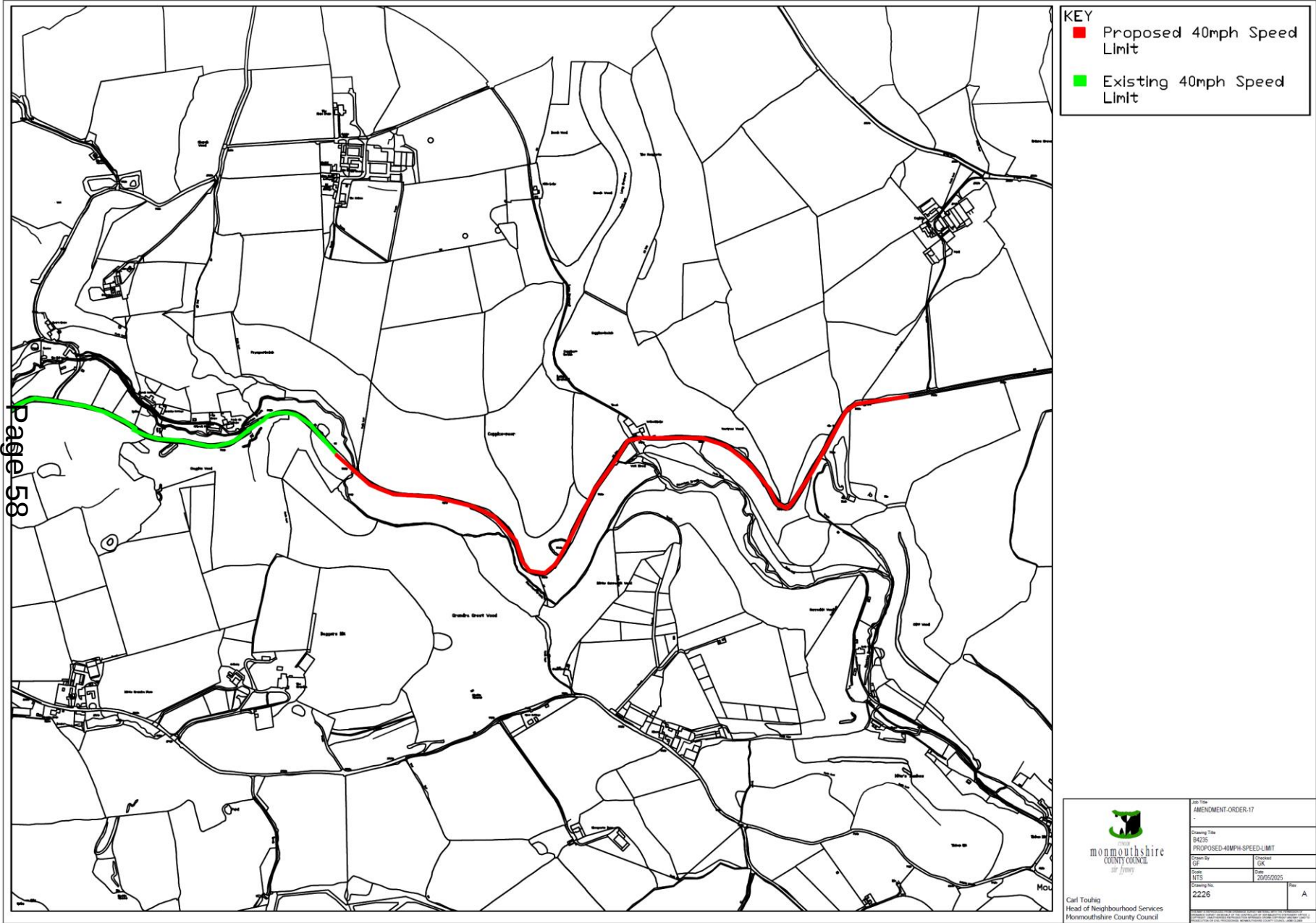


2224 Mitchell Troy Road, Raglan Proposed 40mph Speed Limit

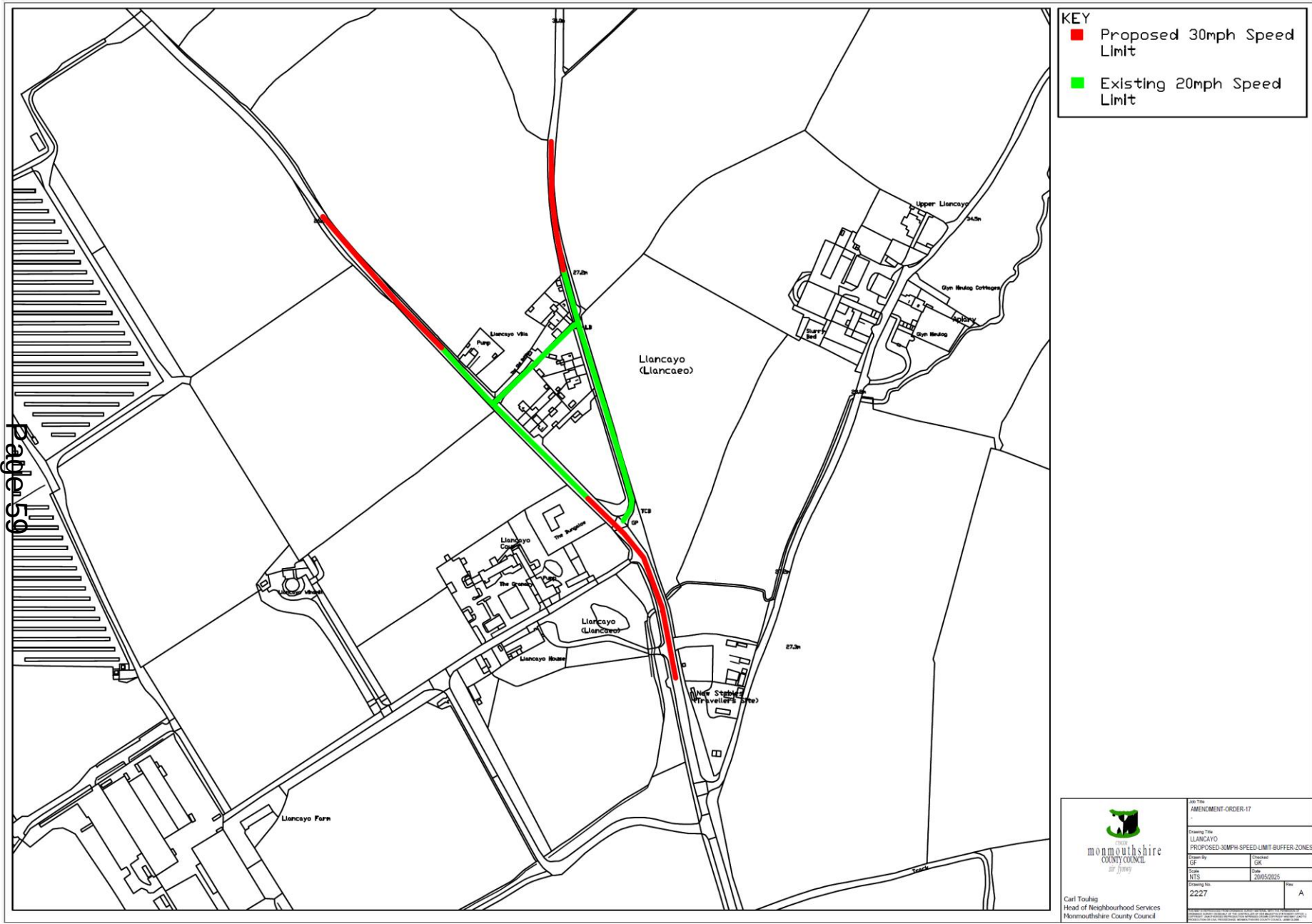


2225 Staunton Road, A4136 Proposed 40mph Speed Limit

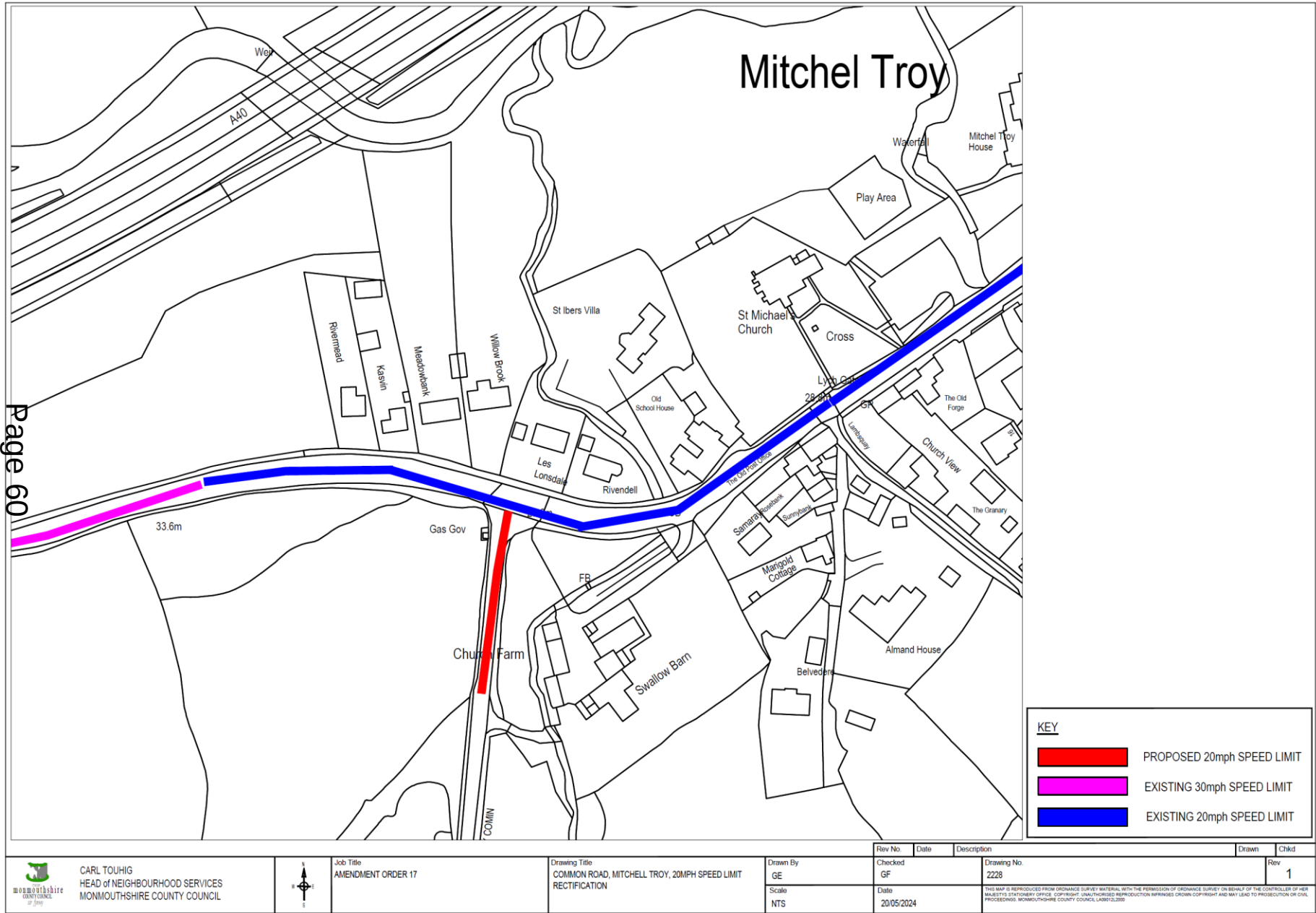




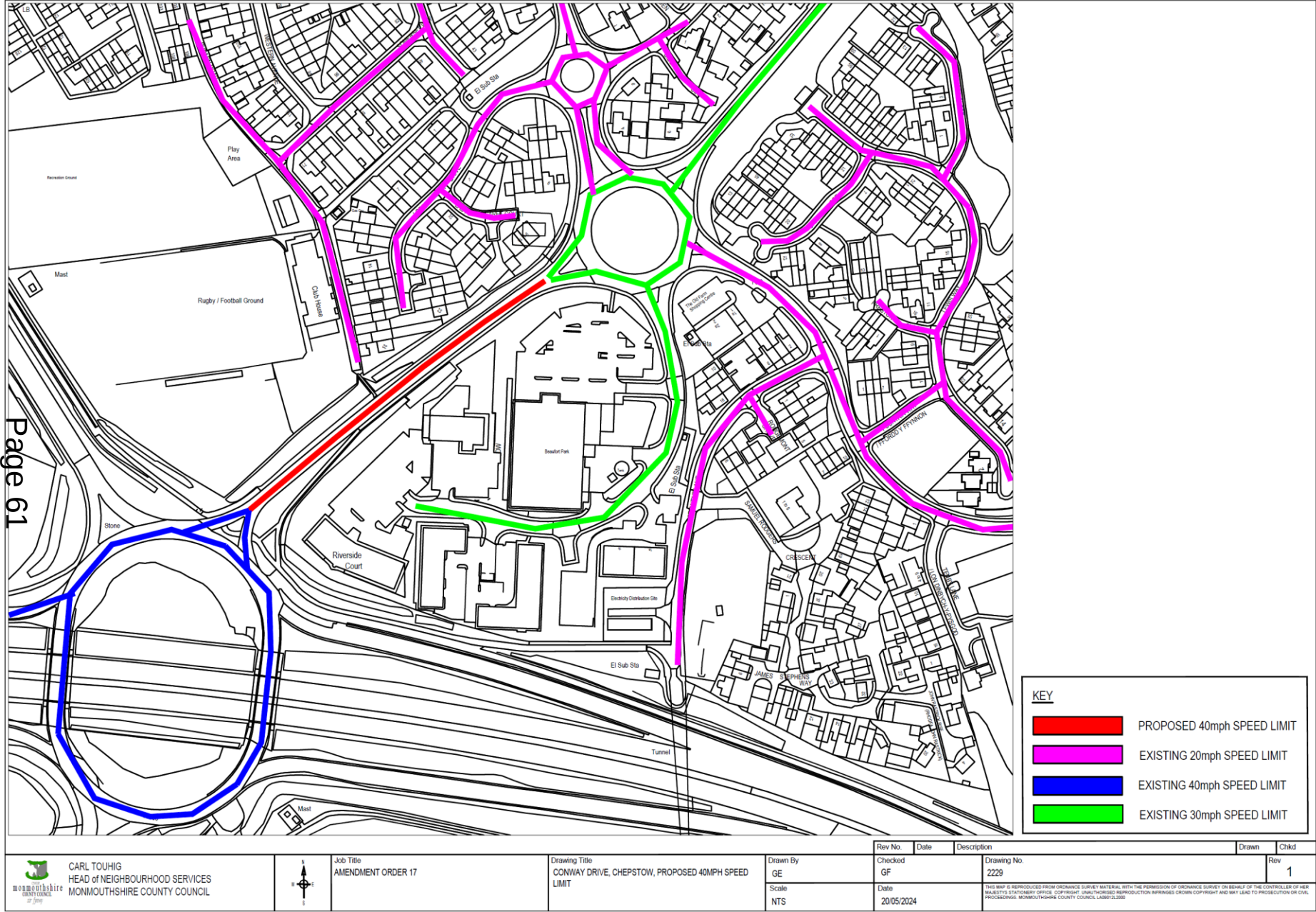
2227 B4596, Llanccayo Proposed 30mph Buffer Speed Limits



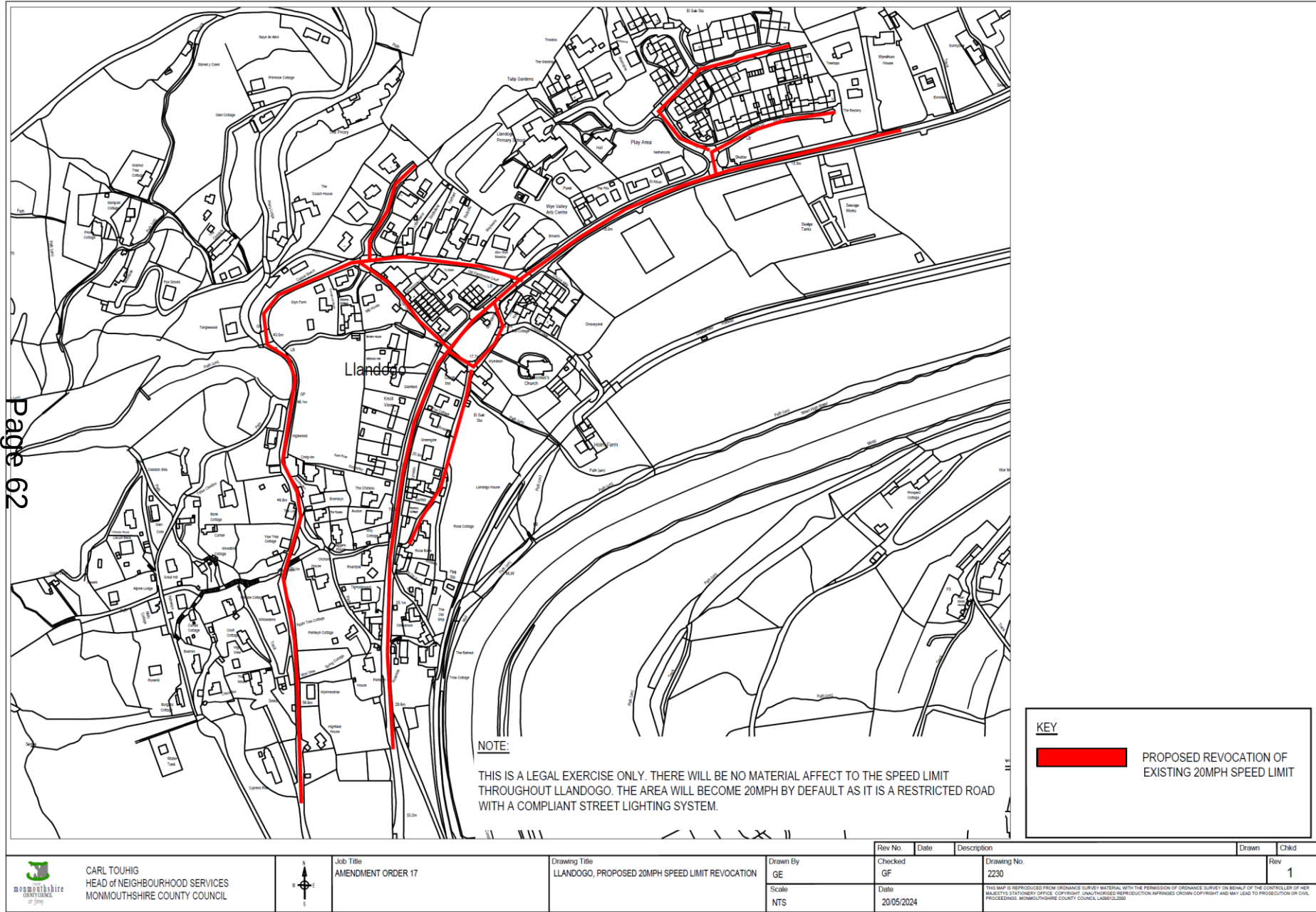
2228 Common Road, Mitchell Troy Proposed 20mph Speed Limit



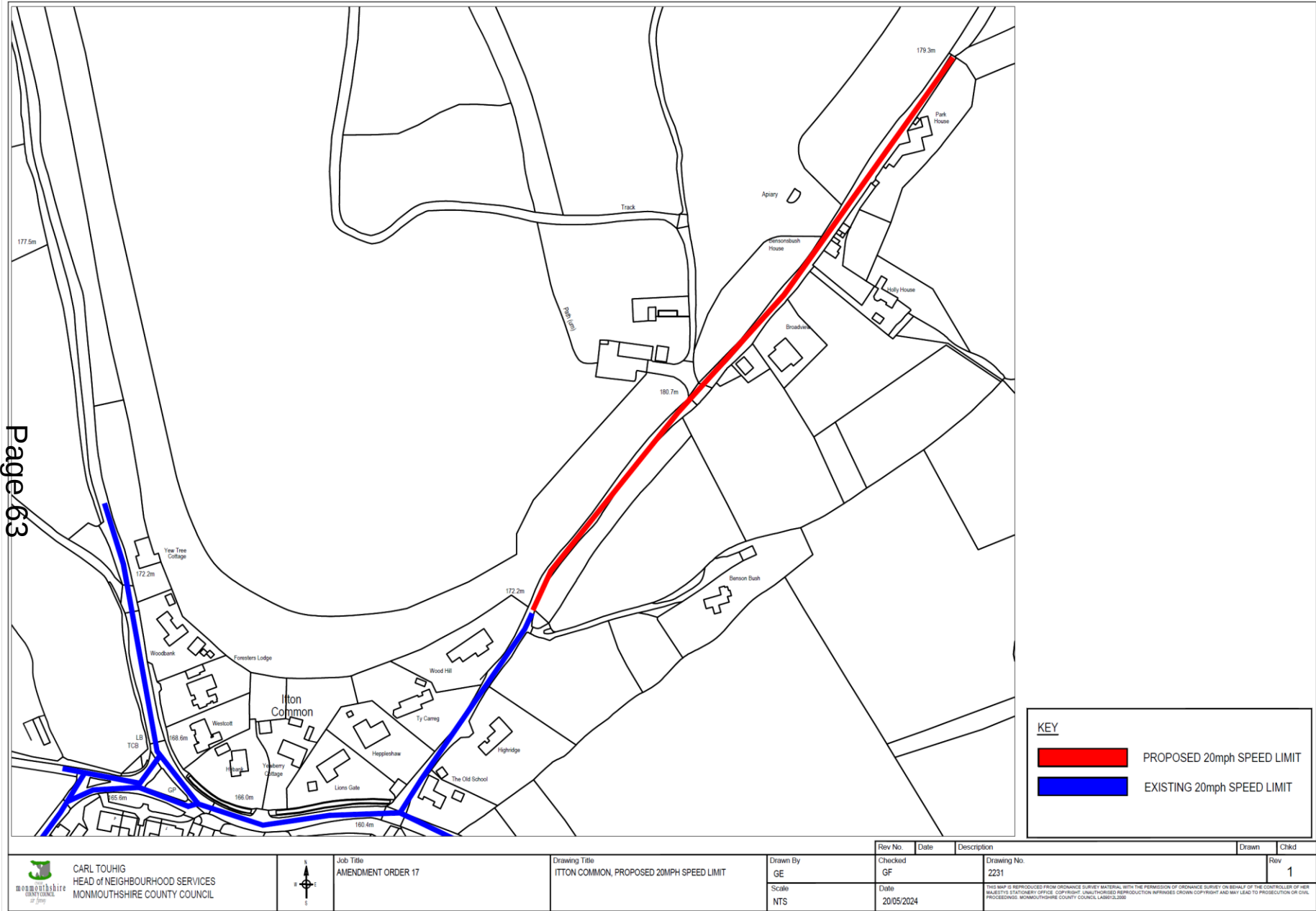
2229 Conway Drive, ChepstowProposed 40mph Speed Limit



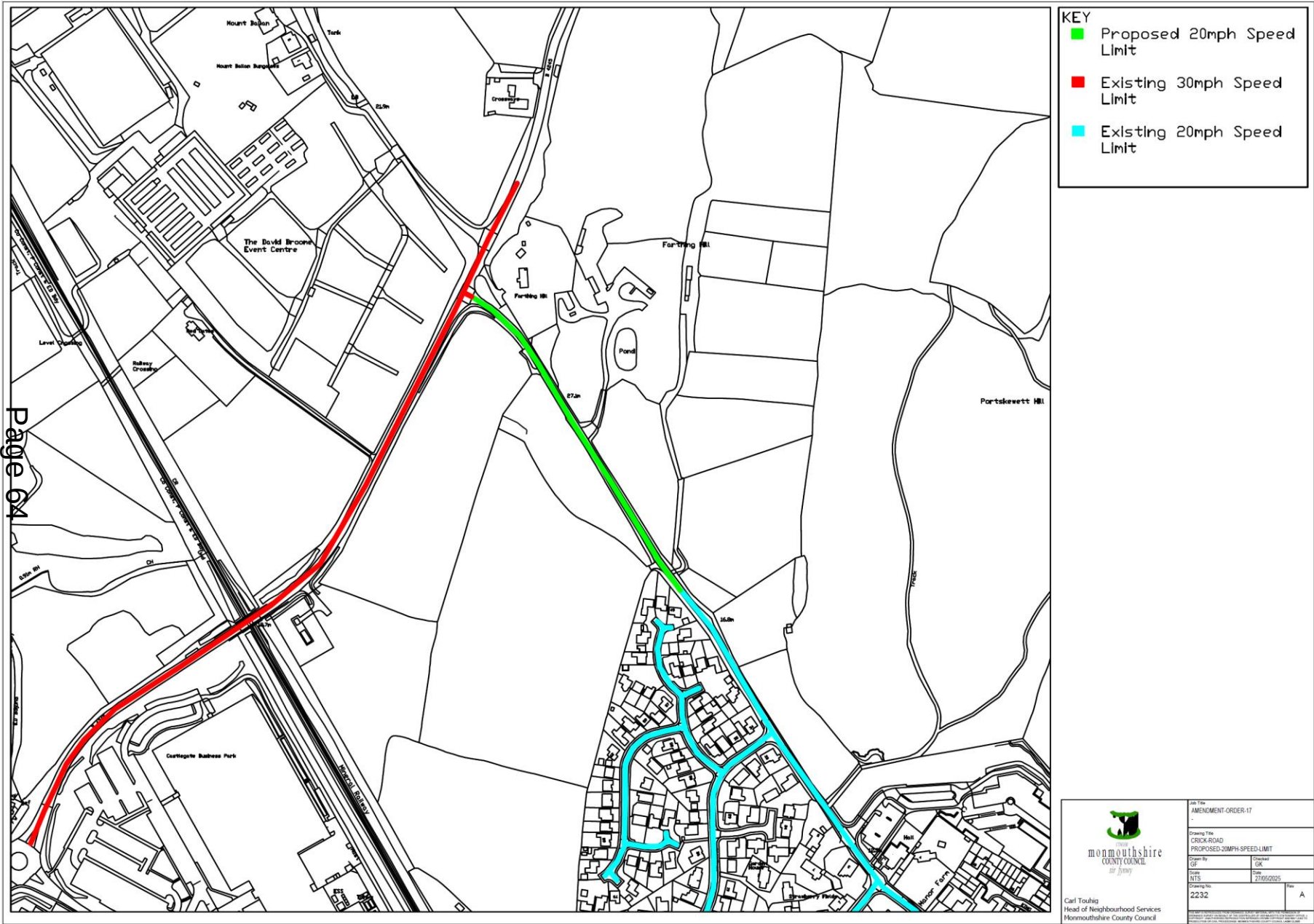
2230 A466, Llandogo Proposed revocation of existing 20mph Speed Limit

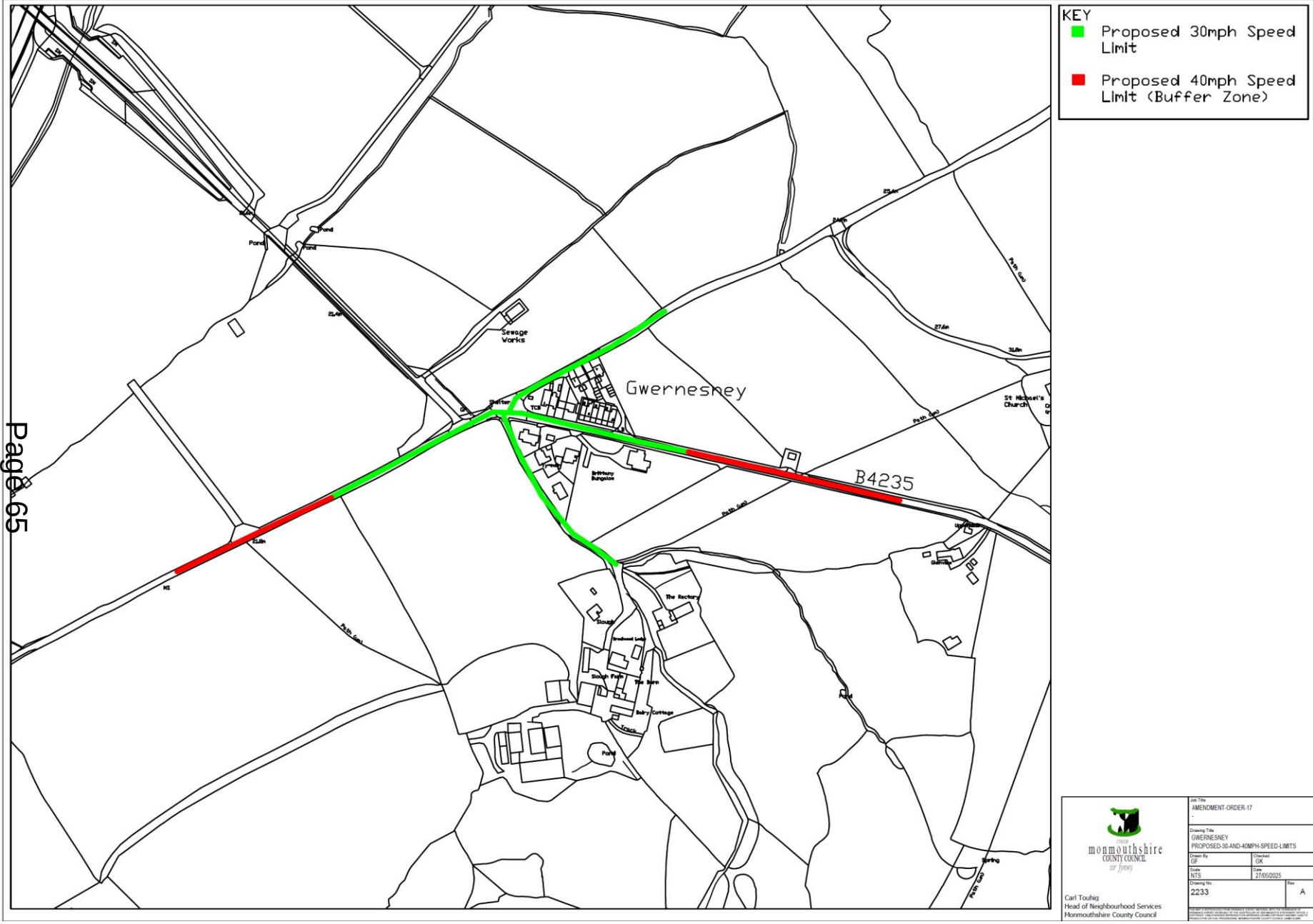


2231 Lane from B4293 to Park House, Itton Common Proposed 20mph Speed Limit

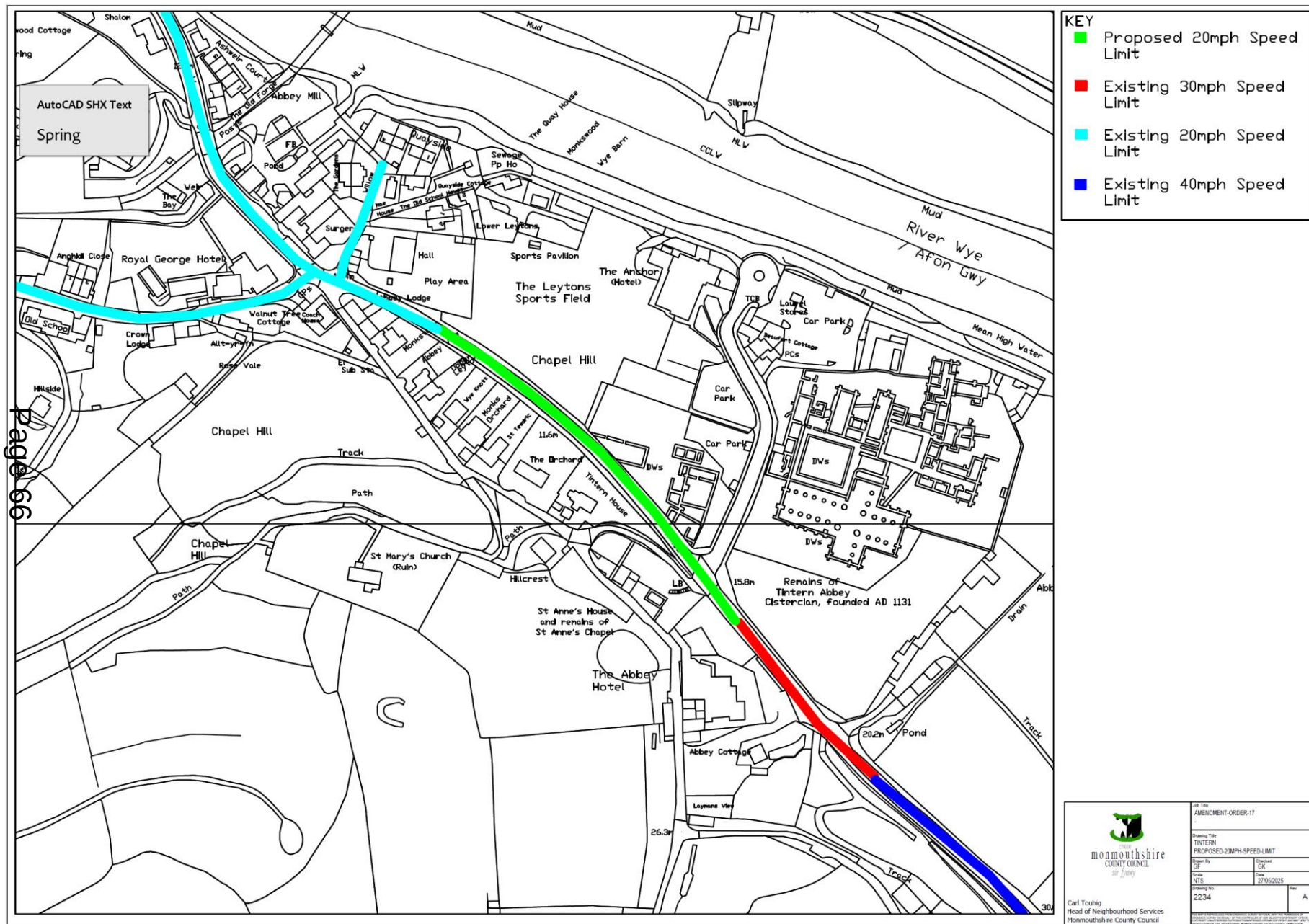


2232 Crick Road, Portskewett Proposed 20mph Speed Limit





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Appendix 5: Wellbeing of Future Generations Equalities Impact Assessment

 monmouthshire sir fynwy		Equality and Future Generations Evaluation	
Name of the Officer completing the evaluation Gareth Freeman Phone no: 01633 644012 E-mail: garethfreeman@monmouthshire.gov.uk		Please give a brief description of the aims of the proposal To consider the proposed introduction, amendment, and revocation of various speed limits at various locations throughout Monmouthshire.	
Name of Service area Neighbourhood Services		Date Completed 24 th July 2025	

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

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	This proposal will contribute to improving highway safety for all road users, with particular benefits for children and older people who are disproportionately affected by road danger. Lower speeds reduce the severity of collisions and provide more reaction time for drivers and pedestrians alike.	None identified at this stage	The proposed speed limits have been determined following engineering assessments to ensure they are appropriate for the local environment, thereby maximising safety benefits for all age groups.

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	The introduction of lower and more appropriate speed limits creates a safer environment for people with disabilities, including those with mobility or sensory impairments who may require more time to navigate the road environment.	None identified at this stage.	By making streets safer, the proposals support independent travel for disabled people within their communities.
Gender reassignment	None identified at this stage	None identified at this stage	N/A
Marriage or civil partnership	None identified at this stage	None identified at this stage	N/A
Pregnancy or maternity	None identified at this stage	None identified at this stage	N/A
Race	None identified at this stage	None identified at this stage	N/A
Religion or Belief	None identified at this stage	None identified at this stage	N/A
Sex	None identified at this stage	None identified at this stage	N/A
Sexual Orientation	None identified at this stage	None identified at this stage	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?
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Socio-economic Duty and Social Justice	The safety improvements from more appropriate speed limits will benefit all communities. Creating safer environments for walking and cycling provides viable, low-cost travel options, which particularly benefits individuals and families without access to a private motor vehicle.	None identified at this stage	N/A
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Policy making and the Welsh language.

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

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

Well, Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral.	N/A
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g., climate change)	Neutral.	N/A
A Healthier Wales People's physical and mental wellbeing is maximized, and health impacts are understood	Positive: Safer highway environments created by appropriate speed limits are more attractive for active travel modes such as walking and cycling. This encourages physical activity, which improves physical and mental wellbeing. Reducing the risk and severity of road collisions also reduces the burden on health services.	N/A
A Wales of cohesive communities Communities are attractive, viable, safe, and well connected	Positive: The proposals contribute to creating safer, more pleasant, and well-connected communities where people feel more comfortable walking and cycling. This enhances local connectivity and the viability of community spaces.	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic, and environmental wellbeing	Positive: Encouraging a shift towards active travel supports a reduction in transport-related emissions, contributing to global efforts to combat climate change and improve air quality.	N/A
A Wales of vibrant culture and thriving Welsh language	Positive: All street signs and road markings will be bilingual with Welsh above English.	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: The proposals create safer and more accessible travel routes for those without access to a motor vehicle, improving equity of access to services, education, and employment.	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?
 Long Term Balancing short term need with long term and planning for the future	The proposals balance the short-term need for efficient travel with the long-term strategic goal of creating safer, healthier, and more sustainable communities for future generations.	N/A
 Collaboration Working together with other partners to deliver objectives	The proposals have been developed in consultation with Gwent Police and other key stakeholders.	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?
 Involvement Involving those with an interest and seeking their views	Statutory consultation has been undertaken with all necessary stakeholders including the general public, community councils, and elected members.	N/A
 Prevention Putting resources into preventing problems occurring or getting worse	P The proposals are preventative, seeking to address known road safety risks such as identified collision clusters and inappropriate speeds before further incidents occur. The new limits will be enforced by Gwent Police and GoSafe.	None
 Integration Considering impact on all wellbeing goals together and on other bodies	The proposal will have a positive impact on wellbeing by creating safer streets, which supports the goals of a Healthier, More Equal, and Cohesive Wales.	None

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	The proposals create a safer and more equitable highway environment, particularly benefiting those who rely on walking and cycling for transport.	None identified at this stage	N/A
Safeguarding	The introduction of lower and more appropriate speed limits is a direct measure to safeguard vulnerable people, especially children, from road danger in their communities.	None identified at this stage	N/A
Corporate Parenting	By creating safer communities where children can travel more safely and actively, the proposals support the general wellbeing of all children, including those for whom the council has corporate parenting responsibilities.	None identified at this stage	N/A

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

Officer observations, correspondence from the respective communities and their elected representatives, collision data analysis, and traffic engineering assessments undertaken in accordance with national speed limit setting guidance.

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 speed limits will contribute to providing a safer highway network for all users by reducing the risk and severity of collisions. They will create an environment that is more conducive to active travel, thereby improving community health and wellbeing. The proposals also serve to rectify a number of legal and administrative anomalies, ensuring the speed limit framework is consistent, logical, and enforceable.

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 the proposals as advertised	Following the making and publication of the traffic regulation orders	Traffic Team (Graham Kinsella, Phaedra Cleary, Gareth Freeman, Georgina Edwards)

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	ICMD	20 th August 2025	

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