

SUBJECT: PROPOSED EXCEPTIONS TO AND ADDITION OF DEFAULT 20 MPH SPEED LIMIT AND OTHER SPEED LIMIT PROPOSALS – AMENDMENT ORDER NO. 11

MEETING: INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY

DATE: 16th August 2023

DIVISION/WARDS AFFECTED: COUNTY WIDE

1. PURPOSE:

- 1.1 This report seeks Cabinet Member approval to proceed with several Traffic Orders throughout the County.
- 1.2 The Traffic Orders under consideration relate to:
- 1.2.1 The introduction of a 20mph speed limit as an addition to the all-Wales default 20mph speed limit in:
- 1.2.1.1 B4233, Llanvapley;
 - 1.2.1.2 Bettws Newydd, Usk;
 - 1.2.1.3 B4521 Cross Ash;
 - 1.2.1.4 Great Oak, Bryngwyn;
 - 1.2.1.5 Old Hereford Road, Pen-Y-Clawd.
- 1.2.2 An exception order to retain and/or extend the 30mph speed limit on parts of the following roads:
- 1.2.2.1 B4347, Rockfield;
 - 1.2.2.2 A48, Caerwent;
 - 1.2.2.3 A472, Little Mill;
 - 1.2.2.4 A4077, Gilwern;
 - 1.2.2.5 B4246, Govilon;
 - 1.2.2.6 B4269, Llanellen;
 - 1.2.2.7 B4293, Itton Common;
 - 1.2.2.8 B4293, Trellech;
 - 1.2.2.9 B4347, Grosmont;
 - 1.2.2.10 B4521, Skenfrith;
 - 1.2.2.11 A466 St Lawrence Road, Chepstow;
 - 1.2.2.12 B4233, Tal-Y-Coed;
 - 1.2.2.13 B4347, Newcastle;
 - 1.2.2.14 B4521, Llanvetherine.
- 1.3 The proposed Orders were advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.4 If significant unresolved objections arise from the consultation, a public inquiry can be held to reach a decision. However, in this instance, it is considered that a public inquiry is not required. It is recommended that all the proposals proceed with the Traffic Orders made as set out below.

2. RECOMMENDATIONS:

2.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed Orders:

2.1.1 The introduction of a 20mph speed limit as an addition to the all-Wales default 20mph speed limit in:

- 2.1.1.1 B4233, Llanvapley;
- 2.1.1.2 Bettws Newydd, Usk;
- 2.1.1.3 B4521 Cross Ash;
- 2.1.1.4 Great Oak, Bryngwyn;
- 2.1.1.5 Old Hereford Road, Pen-Y-Clawd.

2.1.2 An exception order to retain and/or extend the 30mph speed limit on parts of the following roads:

- 2.1.2.1 B4347, Rockfield;
- 2.1.2.2 A48, Caerwent;
- 2.1.2.3 A472, Little Mill;
- 2.1.2.4 A4077, Gilwern;
- 2.1.2.5 B4246, Govilon;
- 2.1.2.6 B4269, Llanellen;
- 2.1.2.7 B4293, Itton Common;
- 2.1.2.8 B4293, Trellech;
- 2.1.2.9 B4347, Grosmont;
- 2.1.2.10 B4521, Skenfrith;
- 2.1.2.11 A466 St Lawrence Road, Chepstow;
- 2.1.2.12 B4233, Tal-Y-Coed;
- 2.1.2.13 B4347, Newcastle;
- 2.1.2.14 B4521, Llanvetherine.

3. KEY ISSUES

3.1 The Welsh Government is to introduce a national default 20mph speed limit for residential restricted roads in Wales on 17th September 2023. In advance of this initiative and following representations received and in discussion with the respective local communities, MCC proposes to introduce:

3.1.1 Several 20mph additions to the default 20mph speed limit in locations that meet the criteria for a default 20mph speed limit but do not have a system of street lighting and are therefore not automatically caught by the legislative change.

3.1.2 Several 30mph exceptions to the default 20mph speed limit in locations that are currently 30mph and meet the criteria for an exception to the 20mph speed limit as detailed in the Welsh Government's "Setting exceptions to the 20mph default speed limit for restricted roads" guidance, so that they will remain at 30mph.

3.1.3 Several 30mph extensions at locations that will incrementally reduce approach speeds coming into 20mph speed limits.

3.1.4 Several extensions of existing 30mph speed limits where it has been determined there is a recognised need to reduce speed limits.

- 3.2 It should be noted that some of the plans also show proposed 40mph speed limits. These will be the subject of a future consultation and Traffic Order.
- 3.3 A review of the highway characteristics of each location listed in sections 1 and 2 has been undertaken by officers and the proposals are intended to align the speed limits at each location to forthcoming guidance and regulations on setting appropriate statutory speed limits.
- 3.4 The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023 but is yet to update the relevant circular. The Welsh Government's Circular 24/2009 provides national guidance for setting local speed limits in Wales. The Council has considered paragraphs 5.6 to 5.11 in particular paragraphs 5.7 and 5.10. A decision has been made to depart from this guidance for the following reasons: The proposal is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.
- 3.5 A summary of responses to the statutory consultation can be found in Appendices 1 and 2 together with Officer responses. There are no issues or comments raised that cannot be overcome or that change the Officer recommendation to proceed with introducing the proposed orders.

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

- 4.1 The proposals aim to support the national policy for reducing speed and improving road safety by creating a safer, more welcoming highway environment for all highway users and lessening the frequency and severity of road traffic collisions.
- 4.2 The proposals will contribute to providing a safer highway environment which will encourage people to walk, cycle and scoot in line with the objectives of the Active Travel Act.
- 4.3 The new lower speed limits will also protect the interest of groups such as those with limited mobility, additional learning needs, dementia, and visual impairment.
- 4.4 The 30mph exceptions and extensions will ensure the speed limit is appropriate for the highway characteristics of each location, maximising travel speeds without having a detrimental effect on road safety.

5. OPTIONS APPRAISAL

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

Options	Benefits	Risks	Comments/ Mitigation
No action	<ul style="list-style-type: none"> Less demand on officer time and resource/budget 	<ul style="list-style-type: none"> Frequency and severity of Road Traffic Collisions remain unchanged. 	The benefits of adopting the proposals

		<ul style="list-style-type: none"> • Speed limits not in line with Welsh Government guidance. • Inconsistent speed limits on highways of similar characteristics throughout Monmouthshire. • Speed limits being unsuitably low for the characteristics of the specific highway. • Community safety and wellbeing improvements not realised, deterring active travel. 	<p>outweigh the resource implications.</p>
Adopt the proposals	<ul style="list-style-type: none"> • A safer highway environment for all users. • Lessening of the frequency and severity of Road Traffic Collisions. • Encouragement of active travel. • Speed limits in line with Welsh Government guidance. • Consistent speed limits on highways of a specific characteristic throughout Monmouthshire. 	<ul style="list-style-type: none"> • Additional cost • Additional signage in rural areas 	<p>This is the preferred option.</p> <p>Grant funding has been secured from WG for the rollout of the 20mph statutory change. Signage will be sensitively sited and minimised where possible to reduce visual impact and clutter.</p>

6. CONCLUSION AND REASONS:

6.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed Orders:

6.1.1 The introduction of a 20mph speed limit as an addition to the all-Wales default 20mph speed limit in in:

- 6.1.1.1 B4233, Llanvapley;
- 6.1.1.2 Bettws Newydd;
- 6.1.1.3 B4521 Cross Ash;
- 6.1.1.4 Great Oak, Bryngwyn;
- 6.1.1.5 Old Hereford Road, Pen-Y-Clawd.

6.1.2 An exception order to retain and/or extend the 30mph speed limit on parts of the following roads:

- 6.1.2.1 B4347, Rockfield;
- 6.1.2.2 A48, Caerwent;
- 6.1.2.3 A472, Little Mill;

- 6.1.2.4 A4077, Gilwern;
- 6.1.2.5 B4246, Govilon;
- 6.1.2.6 B4269, Llanellen;
- 6.1.2.7 B4293, Itton Common;
- 6.1.2.8 B4293, Trellech;
- 6.1.2.9 B4347, Grosmont;
- 6.1.2.10 B4521, Skenfrith;
- 6.1.2.11 A466 St Lawrence Road, Chepstow;
- 6.1.2.12 B4233, Tal-Y-Coed;
- 6.1.2.13 B4347, Newcastle;
- 6.1.2.14 B4521, Llanvetherine.

- 6.2 The proposals will support the national policy for reducing speed and improving road safety by creating a safer, more welcoming highway environment for all highway users and lessening the frequency and severity of road traffic collisions.
- 6.3 The proposals will result in speed limits throughout Monmouthshire being in line with Welsh Government guidance and appropriate for the specific characteristics of each location.
- 6.4 The proposals will ultimately have a positive impact on health and wellbeing within the communities and by encouraging modal shift will support the Corporate and Community Plan objectives of being a green place to live and a thriving and ambitious place.

7. RESOURCE IMPLICATIONS:

- 7.1 The proposals will be funded by a grant provided by the Welsh Government for implementing the default national 20mph speed limit.

8. CONSULTEES:

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

9. BACKGROUND PAPERS:

- Appendix 1: Summary of all consultation responses
- Appendix 2: Schedule of consultation responses
- Appendix 3: Notice of Intention
- Appendix 4: Statement of Reasons
- Appendix 5: Drawings (2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101)
- Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment

10. AUTHORS:

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

11. CONTACT DETAILS:

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E-mail: garethfreeman@monmouthshire.gov.uk

Appendix 1: Summary of All Consultation Responses

Agree/Disagree	Number of Responses
Agree	0
Somewhat Agree	4
Disagree	2

Appendix 2: Schedule of Consultation Responses

Reference/Details	Representations	Officer's Response
<p>Online Form Response #217 (Somewhat Agree)</p>	<p>The route and proposal is for a 30mph limit on the A466. This Road is already 30mph, the planning notice is actually tied to a limiter sign. More needs to be done to encourage drivers to stay at 30 or below. Crossing the road to the spar shop means taking your life in your hands. 30 is currently minimum speed used here.</p>	<p>The purpose of this order is to retain the 30mph speed limit at this location by means of additional repeater signs at the section of the A466 that is currently 30mph by virtue of street lighting that would otherwise default to a 20mph speed limit on 17th September 2023. Your comments on the speed of vehicles at this location are noted and we will continue to monitor speeds over the months following 17th September. Should the monitoring reveal there is in fact a speeding issue that must be addressed, the authority will consider additional measures at this time as well as making the speed enforcement bodies aware.</p>
<p>Online Form Response #219 (Somewhat Agree)</p>	<p>Very short sections of 30mph remain on the fringes of the village on unlit narrow country lanes with poor sight lines and no pavements. These roads are used by cars and cyclists (very popular route with a challenging hill). Using the existing 30mph extremities would save duplication of furniture. Para 3.13 and 6.16 of the guidance says speed limits should not be for less than 600m (300m in exceptional circumstances) and these residual sections are shorter. 6.11 suggests the limit in villages can be considered case by case.</p>	<p>The authority is aware that some of the 30mph buffer zones are shorter than the 600m parameter as defined in paragraph 3.13 of the Welsh Government's "Setting Local Speed Limits in Wales" Guidance. Monmouthshire County Council has made the decision to detract from this guidance due to the environment of the locations with short buffer zones being unable to properly accommodate a longer 30mph section. The purpose of the buffer zones is to incrementally reduce approach speeds coming into 20mph speed limits, the authority believes all buffer zones included in this order are long enough to properly perform this function.</p>

<p>Online Form Response #220 (Disagree)</p>	<p>County Councillor Jayne McKenna highlighted to Trellech United Community Council the changes to Whitelye and Trellech Grange speed limits at our meeting last night (17th July). This is the first our council have heard about the speed limits being amended in Trellech Grange and Whitelye. It has not been consulted on as part of the original plan with residents, we have not had input into the detailed plans as we did with the other areas (Catbrook, Trellech, Penalt, The Narth, Llanishen). The lack of consultation undermines the really good collaborative work that Highways, County and Councillors and Community Councillors have done over the plans for the other areas. These are small hamlets not villages, it is not possible to go more than 30mph around those lanes and residents will likely be opposed to extra signage in the AONB area. Furthermore, they are likely to be raising the question of whether signage and street furniture is the best use of public money, especially in light of the current budget'. We will do our best to inform residents so that they can respond to the consultation. As far as our council are able to tell there is no mention of the roads Trellech Grange and Whitelye roads in the Amendment Order, and Cllr McKenna attended the meeting where this Amendment Order was discussed (our council did not provide representation as there was no listing relevant to be discussed) and has fed back that there was no mention at the meeting of these roads. The only relevance seems to be map attachments to these emails, which would not have been taken on board owing to not being referenced in the text. We would therefore like to know has the proper process been followed for these roads, and we would like some clarity on where, when and why the changes were made? We would welcome further discussion and site visits from MCC officers and councillors to further discuss and view the roads in question.</p>	<p>The drawings for Whitelye and Trellech Grange were sent out in the bundle of consultation documents in error and haven't been included in this consultation or Traffic Order. There are no plans to amend the existing speed limits through these settlements at this time. We apologise for any confusion caused.</p>
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<p>Online Form Response #221 (Disagree)</p>	<p>The benefits are dubious, but the costs are real. This 'consultation' is a farcical waste of money. The closing date for comments is 26th July and the implementation date is 17th September ergo, any adverse comments will be ignored. We all know this is going to happen regardless so why not just get on with it and stop wasting our time and yours on 'box ticking' initiatives like this.</p>	<p>The Welsh Government is to introduce a national default 20mph speed limit for residential restricted roads in Wales on 17th September 2023. In advance of this initiative and following representations received and in discussion with the respective local communities. As per the Traffic Regulation Order legislative process, the authority proposes to introduce:</p> <ul style="list-style-type: none"> - Several 20mph additions to the default 20mph speed limit in locations that meet the criteria for a default 20mph speed limit but do not have a system of street lighting and are therefore not automatically caught by the legislative change. - Several 30mph exceptions to the default 20mph speed limit in locations that are currently 30mph but meet the criteria for an exception to the 20mph speed limit as detailed in the Welsh Government's "Setting exceptions to the 20mph default speed limit for restricted roads" guidance. - Several 30mph extensions at locations that will incrementally reduce approach speeds coming into 20mph speed limits. - Several extensions of existing 30mph speed limits where it has been determined there is a recognised need. <p>A review of the highway characteristics of each location has been undertaken by officers and the proposals are intended to align the speed limits at each location to forthcoming guidance and regulations on setting appropriate statutory speed limits. Whilst the authority appreciates your concerns with regards to the financial element of this consultation, it is a process in which the authority is legally obligated to undergo in order to proceed with implementing the orders detailed above. Moreover, this statutory consultation has been part of a wider engagement including meetings with locally elected representatives, which have shaped the proposals now being considered. The consultation has not been a tick box exercise.</p>
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<p>Online Form Response #222 (Somewhat Agree)</p>	<p>Members do not object to these proposals but would like to see an element of common sense at a local level – i.e., Bettws Newydd 30mph extended to Clytha Gates?</p>	<p>The 30mph Speed Limit terminal point in Bettws Newydd is at a location and length to incrementally reduce approach speeds coming into the 20mph Speed Limit. It is not considered appropriate to extend the 30mph speed limit any further due to the rural environment of the area. Speed limit gateways in an instance such as this are placed at a location where there is a clear and obvious change to a residential environment. When there is an obvious change, motorists are more likely to reduce their speed as they have entered an area in which lower speeds are warranted. The authorities position on the matter is that extending the speed limit further may result in the speed limit falling into disrepute throughout the buffer zone. Motorists may then continue to travel at higher speeds into the residential area of Bettws Newydd, resulting in an increased danger to pedestrians and other road users. The 30mph buffer zone will then no longer be properly serving its function of incrementally reducing approach speeds into the 20mph speed limit.</p>
<p>Email Submission (Somewhat Agree)</p>	<p>Our Council met last week and discussed the 20mph proposals for Gilwern and its other villages. They were generally in agreement with the proposals for 20mph areas. There was comment about 20mph being not appropriate for the Abergavenny Road end of Ty Mawr Road in Gilwern but in the main the Council accepted your proposals.</p>	<p>The extents of the 20mph speed limit throughout Gilwern cover an area where pedestrians and/or cyclists and motor vehicles mix in a frequent manner and high density of residential properties fronting the highways. Therefore, the extents of the 20mph limit throughout Gilwern are in an environment that meets the criteria for this speed limit as detailed in the Welsh Government Guidance. The proposals have been presented to the Community Council and County Councillors previously for early engagement, which shaped the formal consultation proposals here.</p>

Appendix 3: Notice of Intention

ROAD TRAFFIC REGULATION ACT 1984

NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

**MONMOUTHSHIRE COUNTY COUNCIL
MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS
AND PARKING REGULATIONS CONSOLIDATION ORDER 2019
(AMENDMENT ORDER NO 11) 2023**

**PROPOSED INTRODUCTION OF 30 MPH AND 20 MPH SPEED LIMITS,
VARIOUS COMMUNITIES, 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 30 mph limits in the following locations and shown in the plans referenced below. B4347 ROCKFIELD, CAERWENT, A472 LITTLE MILL, A4077 GILWERN, B4246 GOVILON, B4269 LLANELLEN, B4293 ITTON COMMON, B4293 TRELLECH, B4347 GROSMONT, B4521 SKENFRITH, A466 CHEPSTOW ST LAWRENCE ROAD, B4233 TAL-Y-COED, B4347 NEWCASTLE, B4521 LLANVETHERINE
- To introduce 20 mph limits in the following locations and shown in the plans referenced below. B4233 LLANVAPLEY, BETTWS NEWYDD, B4521 CROSS ASH, GREAT OAK, Old Hereford Road - PEN-Y-CLAWDD

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> or the via the below QR code

Any representations in respect of this proposal should be made not later than 5 pm on **Wednesday the 26th of July 2023** by either:

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

Date: 5th July 2023.

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



Appendix 4: STATEMENT OF REASONS

ROAD TRAFFIC REGULATION ACT 1984 SECTION 84

MONMOUTHSHIRE COUNTY COUNCIL

MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019 (AMENDMENT ORDER NO 11) 2023

EXCEPTIONS TO 20 MPH SPEED LIMITS AND THE ADDITION OF 20 MPH SPEED LIMITS

20 mph speed limit at B4233 LLANVAPLEY, BETTWS NEWYDD, B4521 CROSS ASH, GREAT OAK and Old Hereford Road, PEN-Y-CLAWDD

30 mph speed limit at B4347 ROCKFIELD, CAERWENT, A472 LITTLE MILL, A4077 GILWERN, B4246 GOVILON, B4269 LLANELLEN, B4293 ITTON COMMON, B4293 TRELLECH, B4347 GROSMONT, B4521 SKENFRITH, A466 CHEPSTOW ST LAWRENCE ROAD, B4233 TAL-Y-COED, B4347 NEWCASTLE, B4521 LLANVETHERINE

STATEMENT OF REASONS

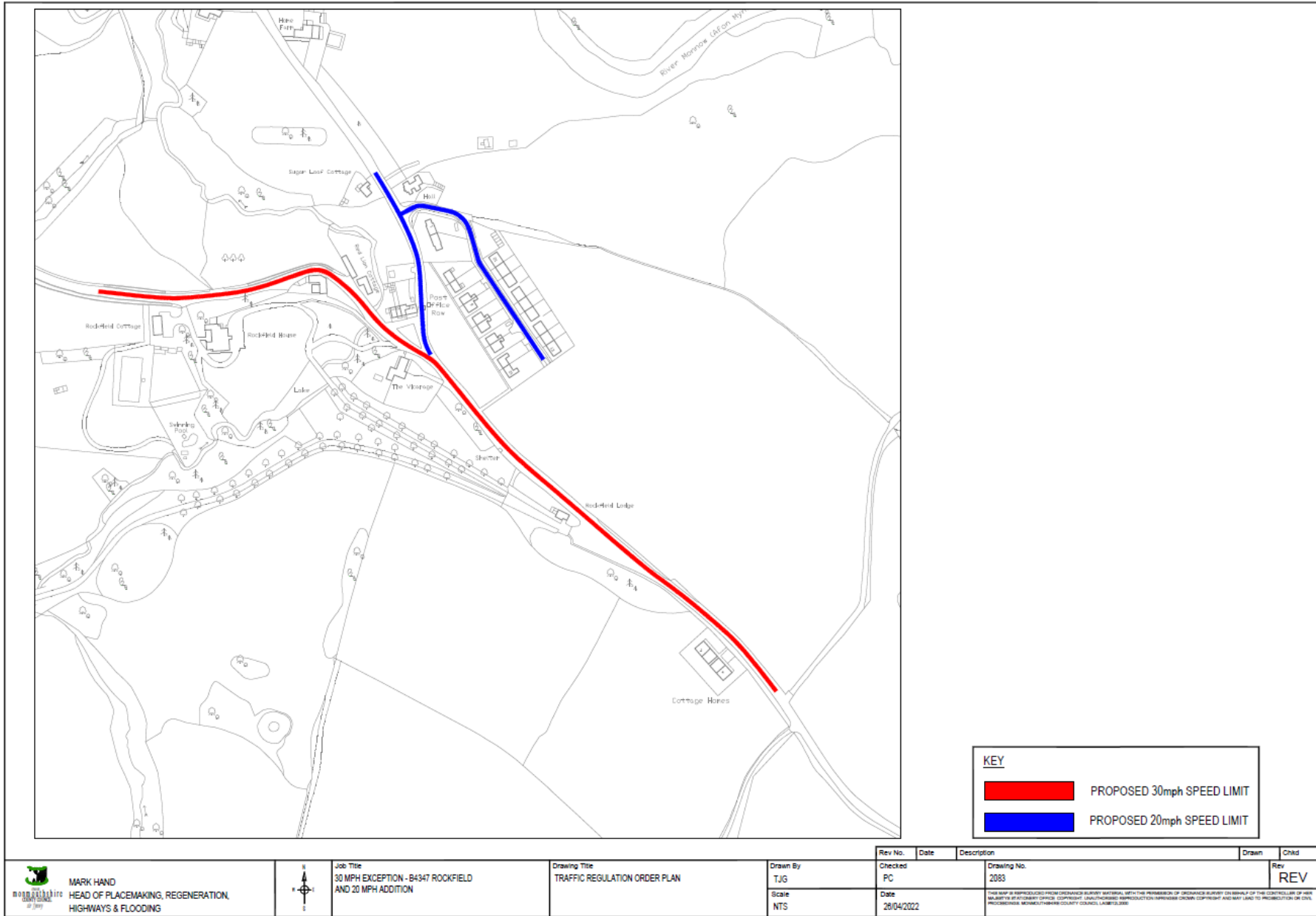
The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. The Welsh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

DRAWING	ROADS	DETAILS
2084,2085 2086,2087 2088	20 MPH - B4233 LLANVAPLEY, BETTWS NEWYDD, B4521 CROSS ASH, GREAT OAK, Old Hereford Road, PEN-Y-CLAWDD	The proposal is intended to reduce travelling speeds through the villages, which in turn will encourage the use of alternative travel modes, such as walking, cycling, and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.
2083,2089 2090,2091 2092,2093	30 MPH - B4347 ROCKFIELD, CAERWENT, A472 LITTLE MILL, A4077 GILWERN, B4246 GOVILON,	The proposal is intended to maintain the 30mph travelling speed through the communities as national guidance



2094,2095 2096,2097 2098,2099 2100,2101	B4269 LLANELLEN, B4293 ITTON COMMON, B4293 TRELLECH, B4347 GROSMONT, B4521 SKENFRITH, A466 CHEPSTOW ST LAWRENCE ROAD, B4233 TAL-Y- COED, B4347 NEWCASTLE, B4521 LLANVETHERINE	for a 20mph speed limit cannot be met.
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Appendix 4: Drawings

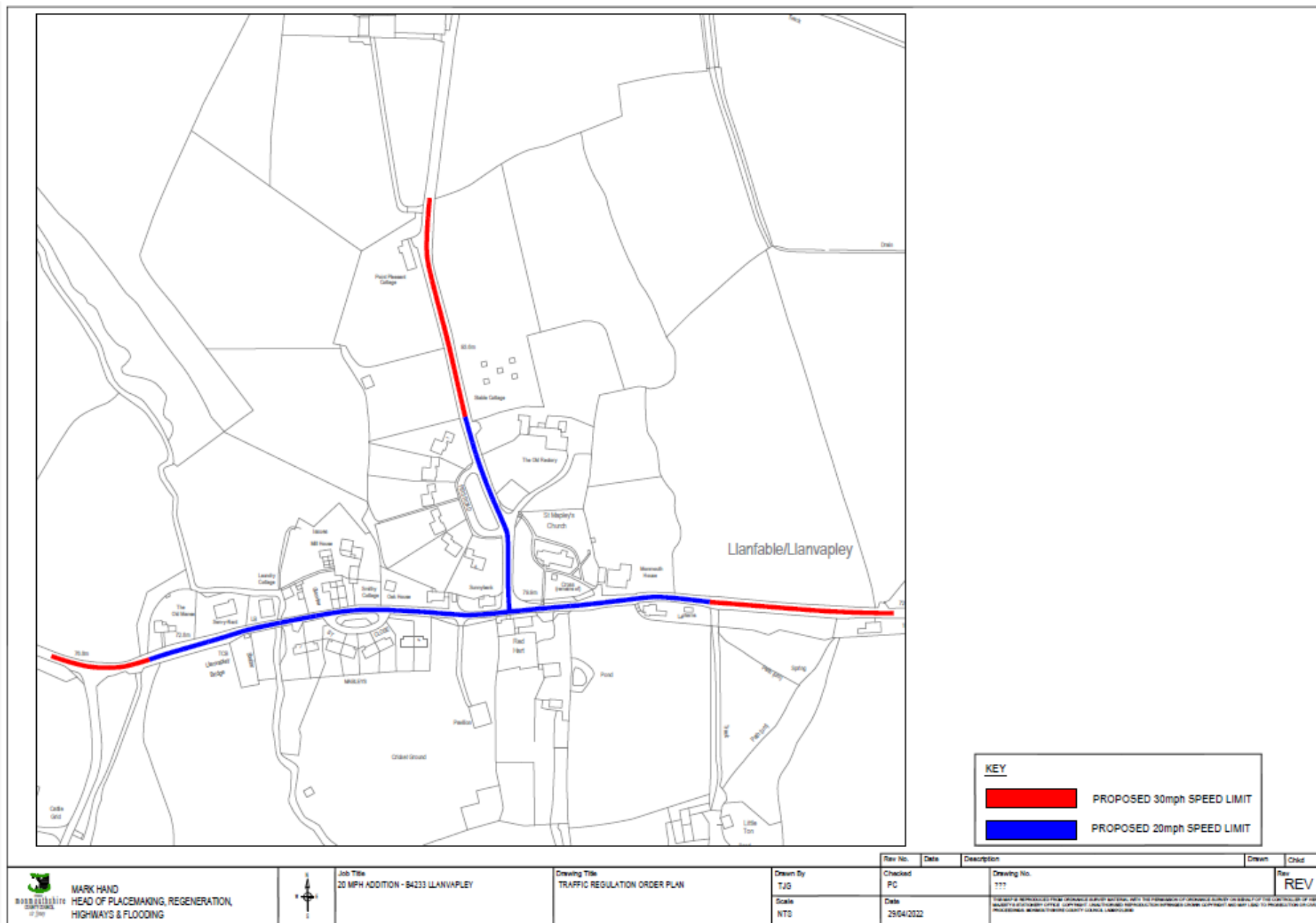
2083 30 MPH EXCEPTION - B4347 ROCKFIELD



KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

 <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		Job Title	Drawing Title	Drawn By	Rev No.	Date	Description	Drawn	Child
		30 MPH EXCEPTION - B4347 ROCKFIELD AND 20 MPH ADDITION	TRAFFIC REGULATION ORDER PLAN	TJG	Checked PC	2083	28/04/2022	TRAFFIC REGULATION ORDER PLAN	REV

2084 20 MPH ADDITION - B4233 LLANVAPLEY

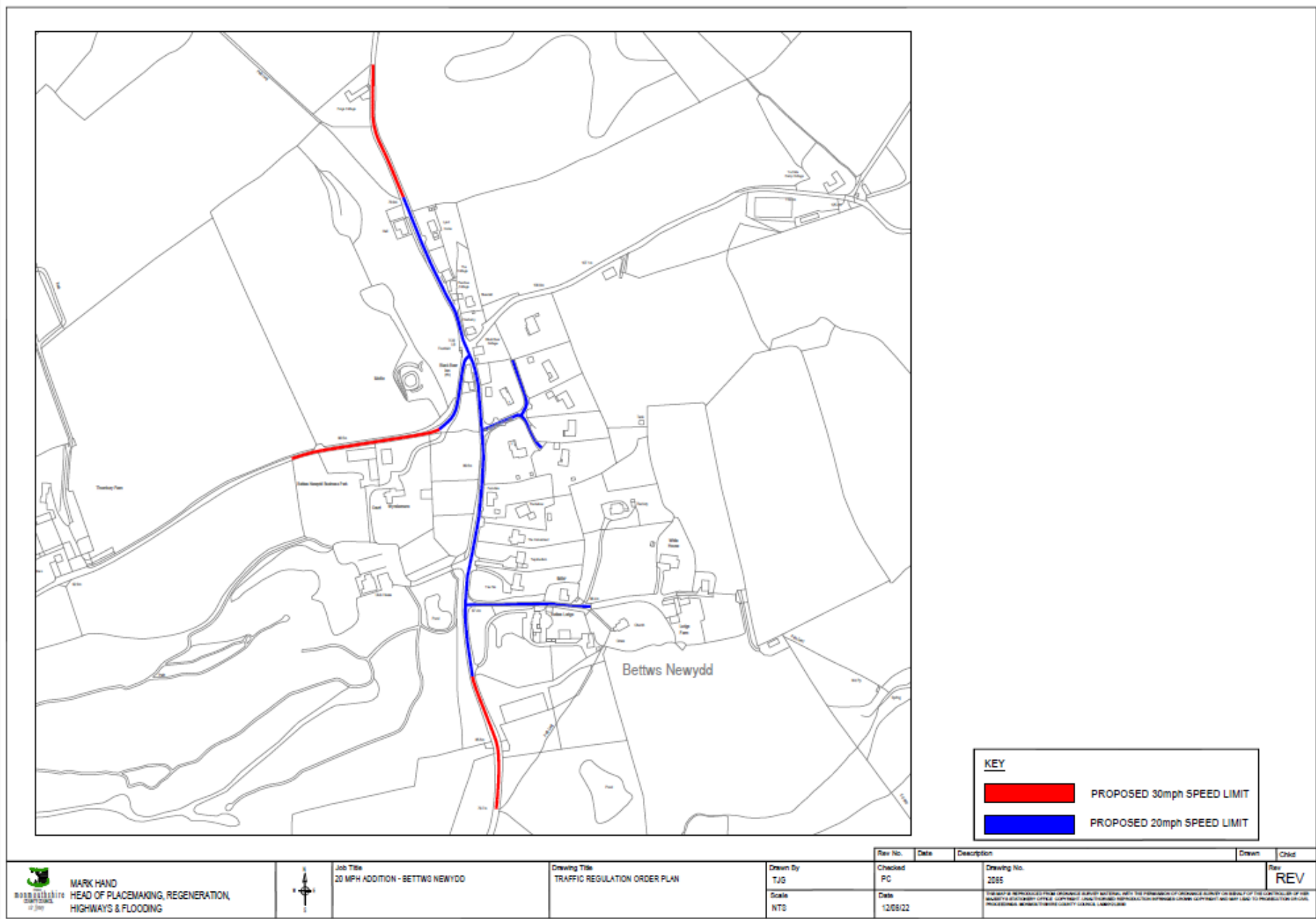


KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

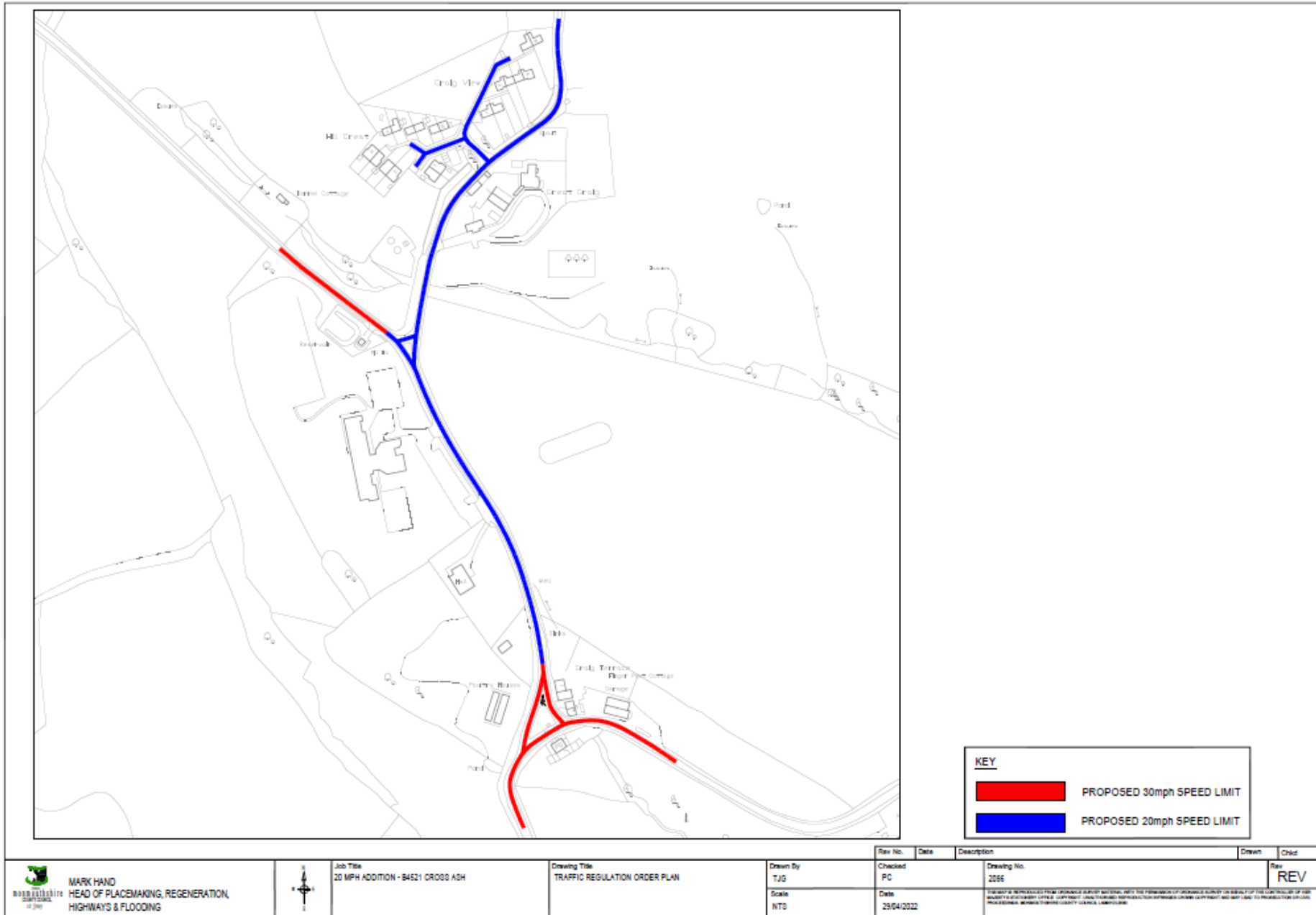
Rev No.	Date	Description	Drawn	Chkd
111	25/04/2022			REV

<p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		Job Title 20 MPH ADDITION - B4233 LLANVAPLEY	Drawing Title TRAFFIC REGULATION ORDER PLAN	Drawn By T/JG	Checked PC	Drawing No. 111	Rev REV
		Scale NTS	Date 25/04/2022	<small>THIS DRAWING IS THE PROPERTY OF THE LOCAL AUTHORITY AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE LOCAL AUTHORITY.</small>			

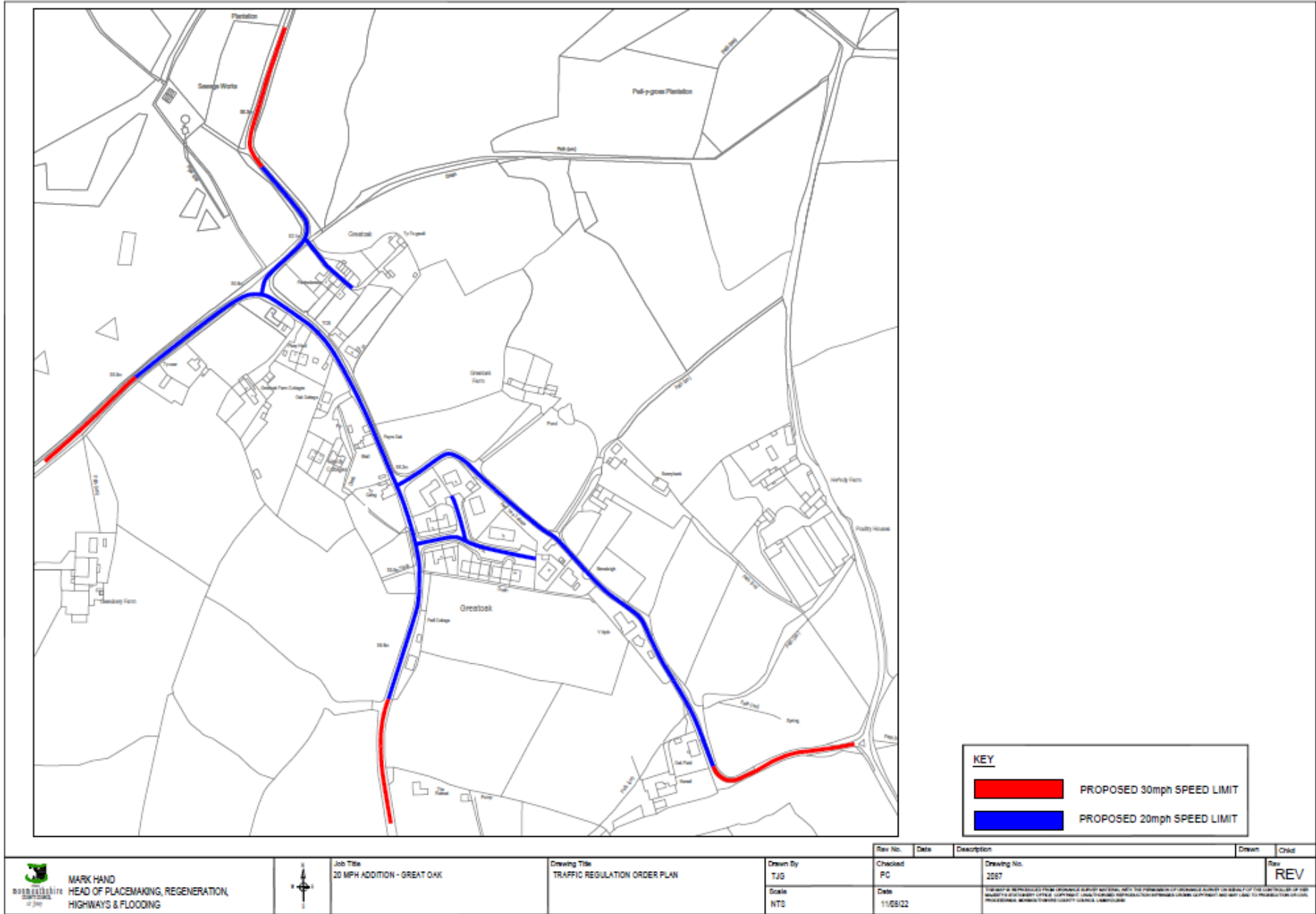
2085 20 MPH ADDITION - BETTWS NEWYDD






2086 20 MPH ADDITION - B4521 CROSS ASH



2087 20 MPH ADDITION - GREAT OAK



KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

 **MARK HAND**
 HEAD OF PLACEMAKING, REGENERATION,
 HIGHWAYS & FLOODING



Job Title
 20 MPH ADDITION - GREAT OAK

Drawing Title
 TRAFFIC REGULATION ORDER PLAN

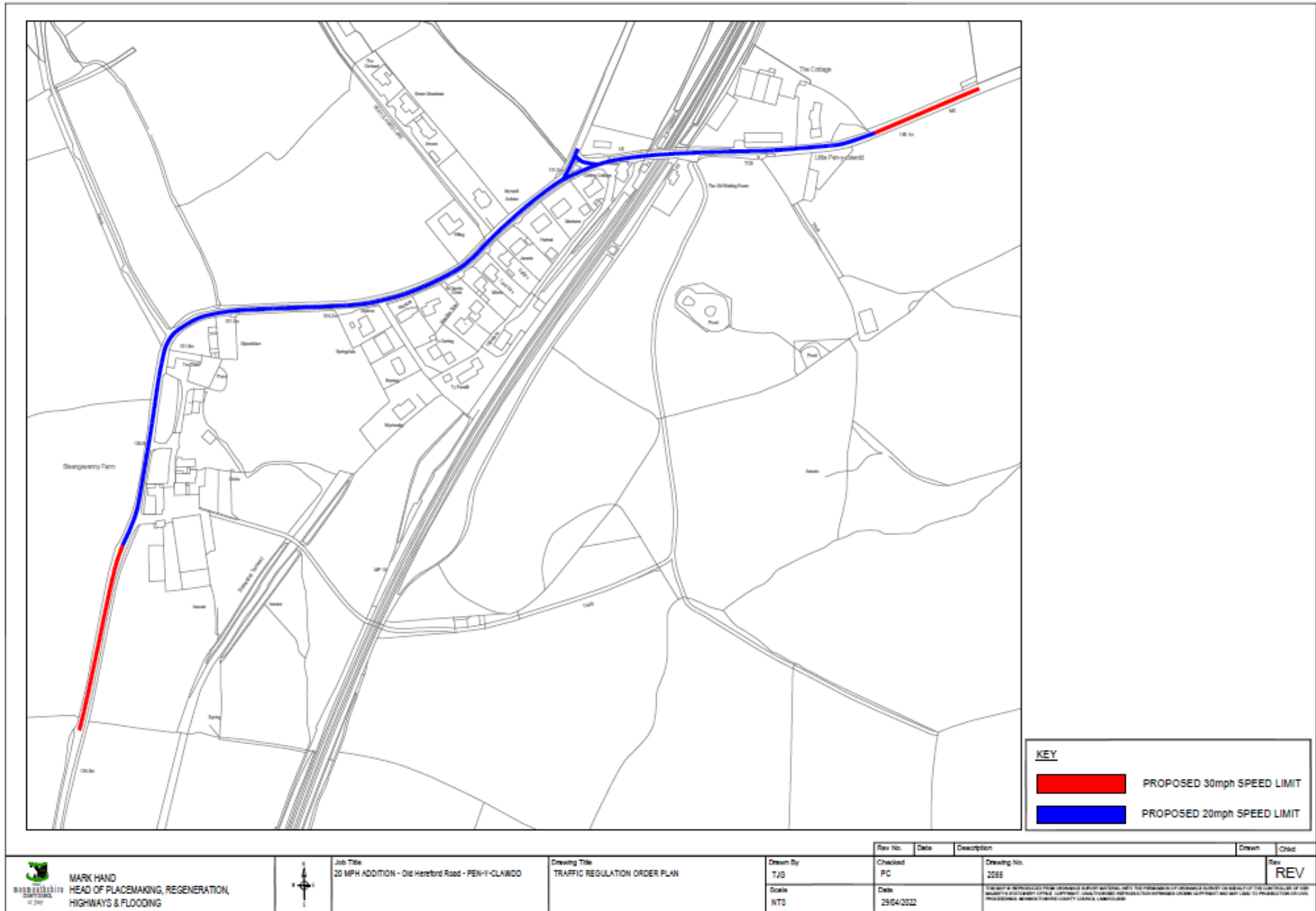
Drawn By
 TJG
 Scale
 NTS


Rev No.	Date	Description
Checked PC	Date 11/08/22	

Rev No.	Date	Description
Checked PC	Date 11/08/22	

Rev No.	Date	Description
Checked PC	Date 11/08/22	

2088 20 MPH ADDITION - Old Hereford Road - PEN-Y-CLAWDD




MARK HAND
 HEAD OF PLACEMAKING, REGENERATION,
 HIGHWAYS & FLOODING



Job Title
 20 MPH ADDITION - Old Hereford Road - PEN-Y-CLAWDD

Drawing Title
 TRAFFIC REGULATION ORDER PLAN

Drawn By
 T.J.G.
 Scale
 NTS

Rev No.	Date	Description

Drawn	Chkd	Rev

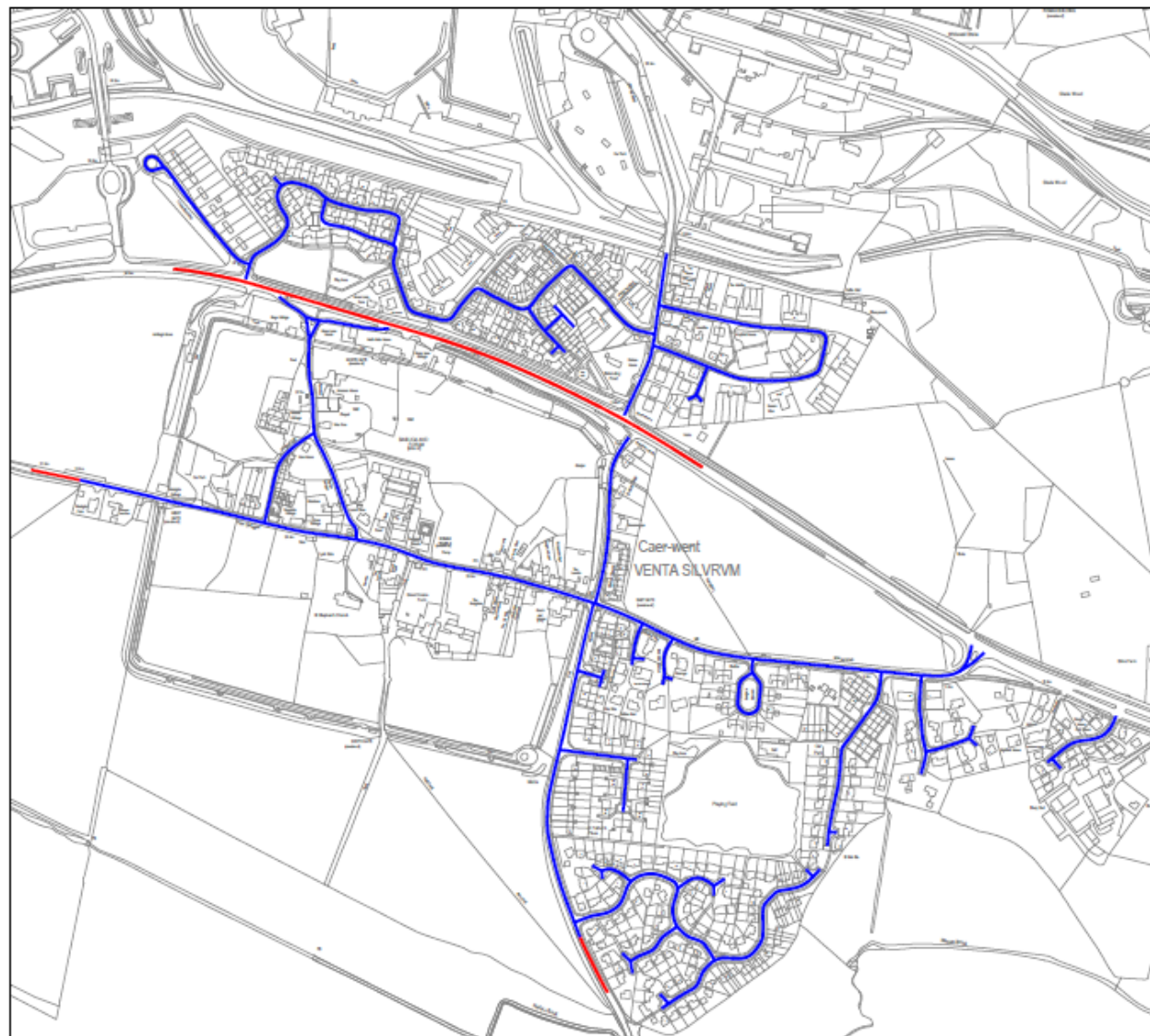
Drawing No.
 2088

Checked
 PC

Date
 29/04/2022

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2089 30 MPH EXCEPTION – A48 CAERWENT

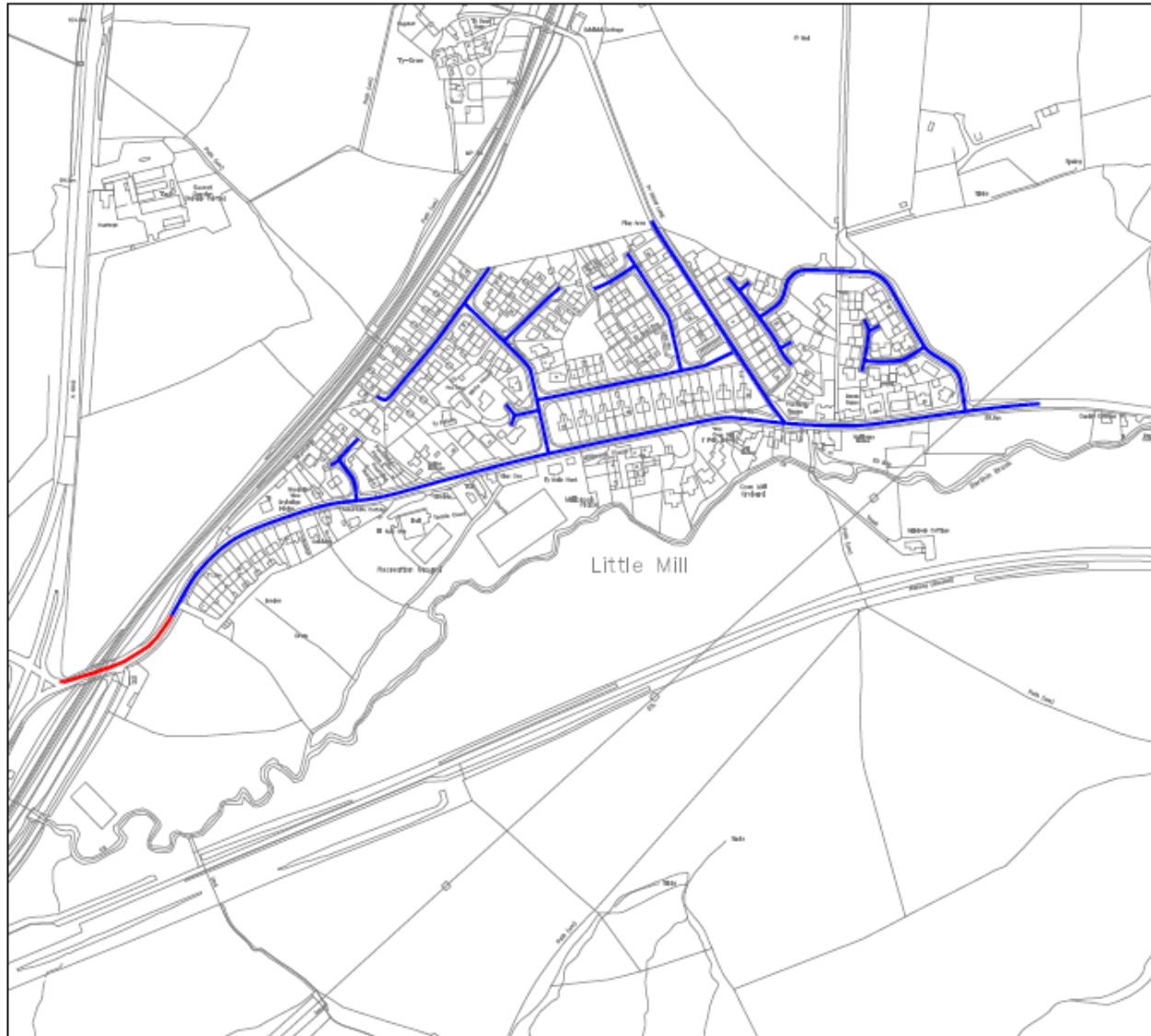


KEY



- PROPOSED 30mph SPEED LIMIT
- PROPOSED 20mph SPEED LIMIT

 <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		Job Title 30 MPH EXCEPTION & 20 MPH DEFAULT - CAERWENT	Drawing Title TRAFFIC REGULATION ORDER PLAN	Drawn By TJG	Checked PC	Drawing No. 2089								
				Scale NTS	Date 13/09/22	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">Rev No.</th> <th style="width: 50%;">Date</th> <th style="width: 50%;">Description</th> <th style="width: 50%;">Drawn</th> <th style="width: 50%;">Chief</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	Rev No.	Date	Description	Drawn	Chief			
Rev No.	Date	Description	Drawn	Chief										

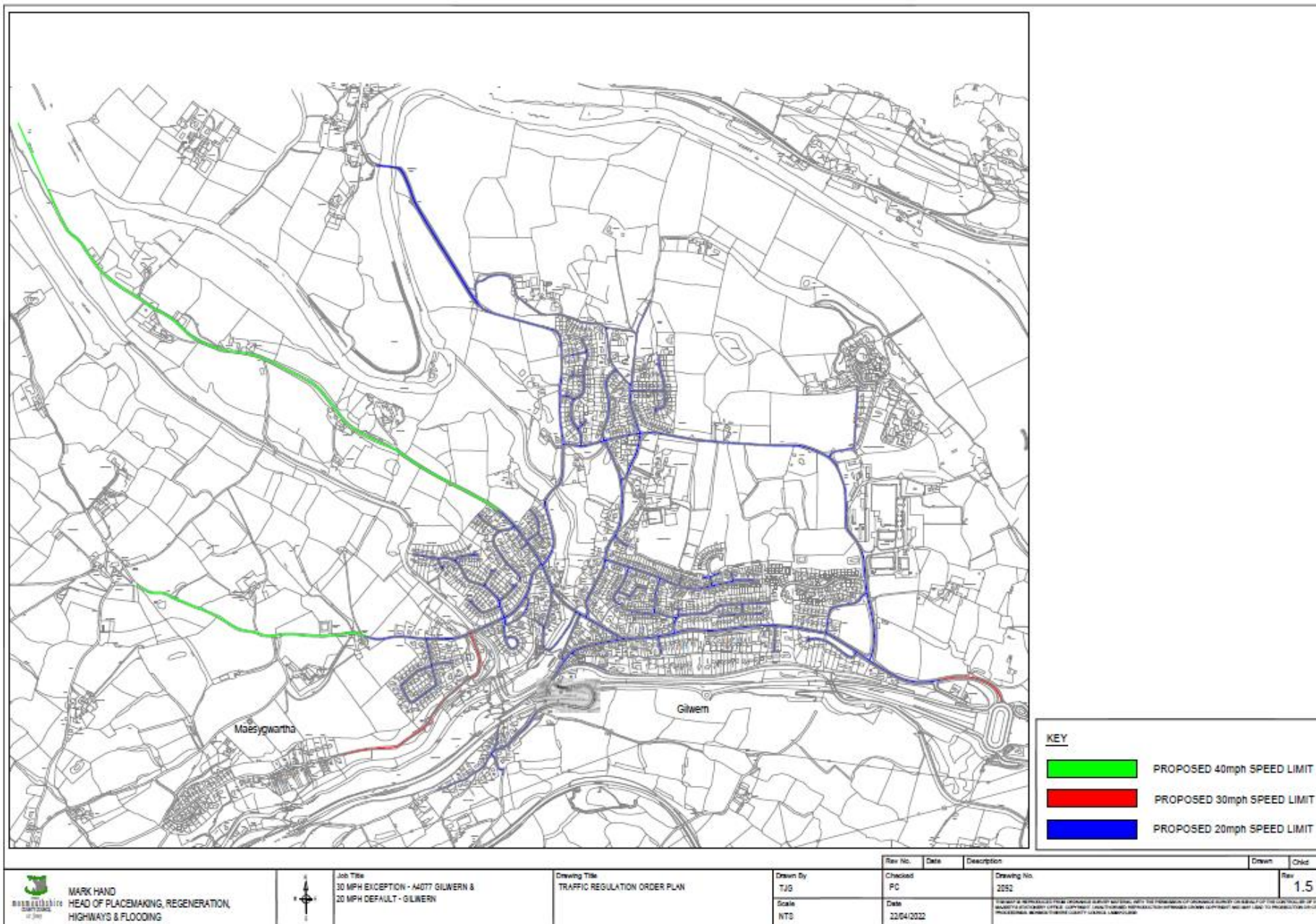
2090 30 MPH EXCEPTION - A472 LITTLE MILL



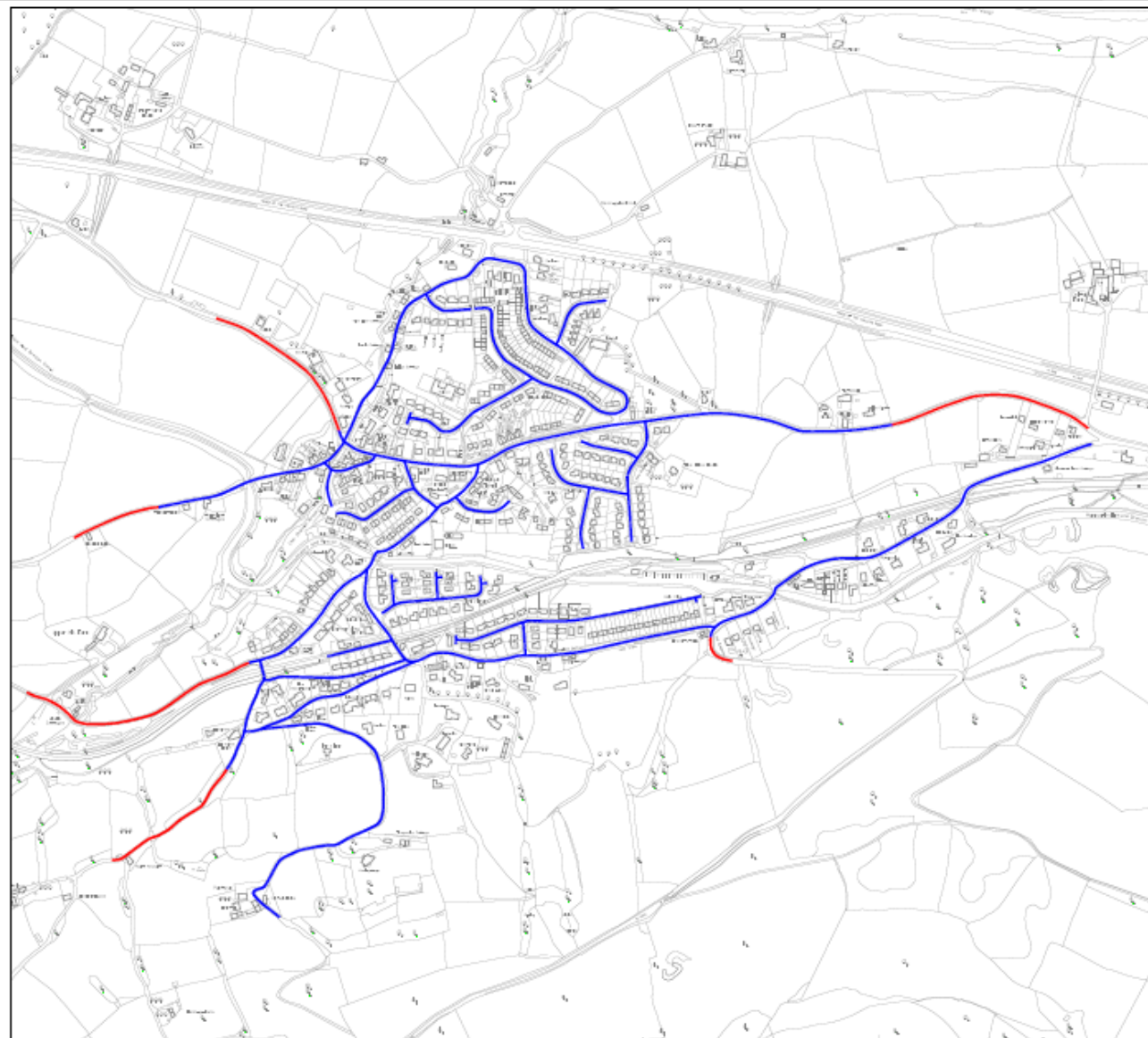
KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

 MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title 30 MPH EXCEPTION - A472 LITTLE MILL AND 20 MPH DEFAULT	Drawing Title TRAFFIC REGULATION ORDER PLAN	Drawn By TJG Scale NTS	Rev No. Checked PC	Date Description	Drawn Child
					Drawing No. 2090	Rev REV	

2091 30 MPH EXCEPTION - A4077 GILWERN





2092 30 MPH EXCEPTION - B4246 GOVILON

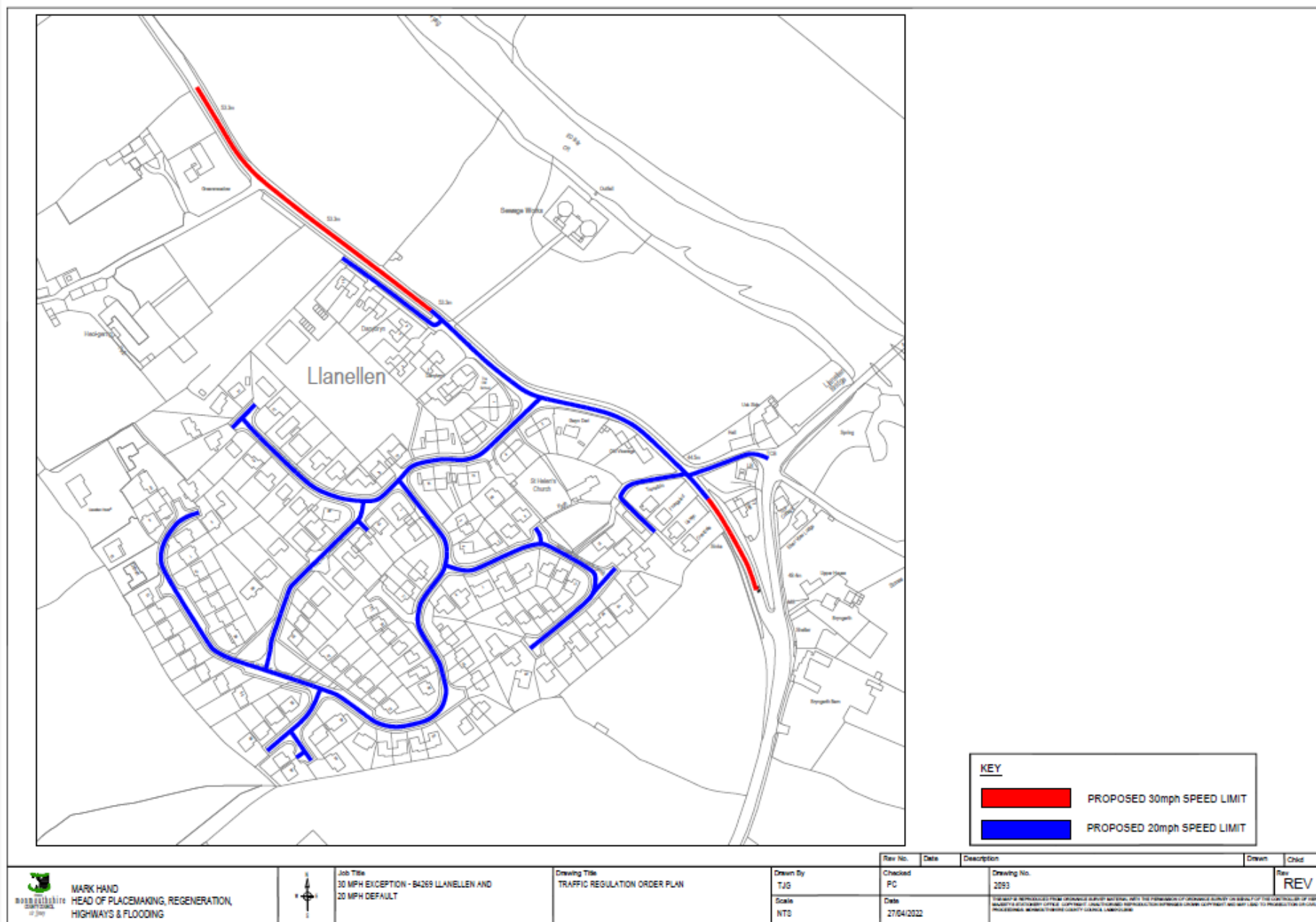


KEY

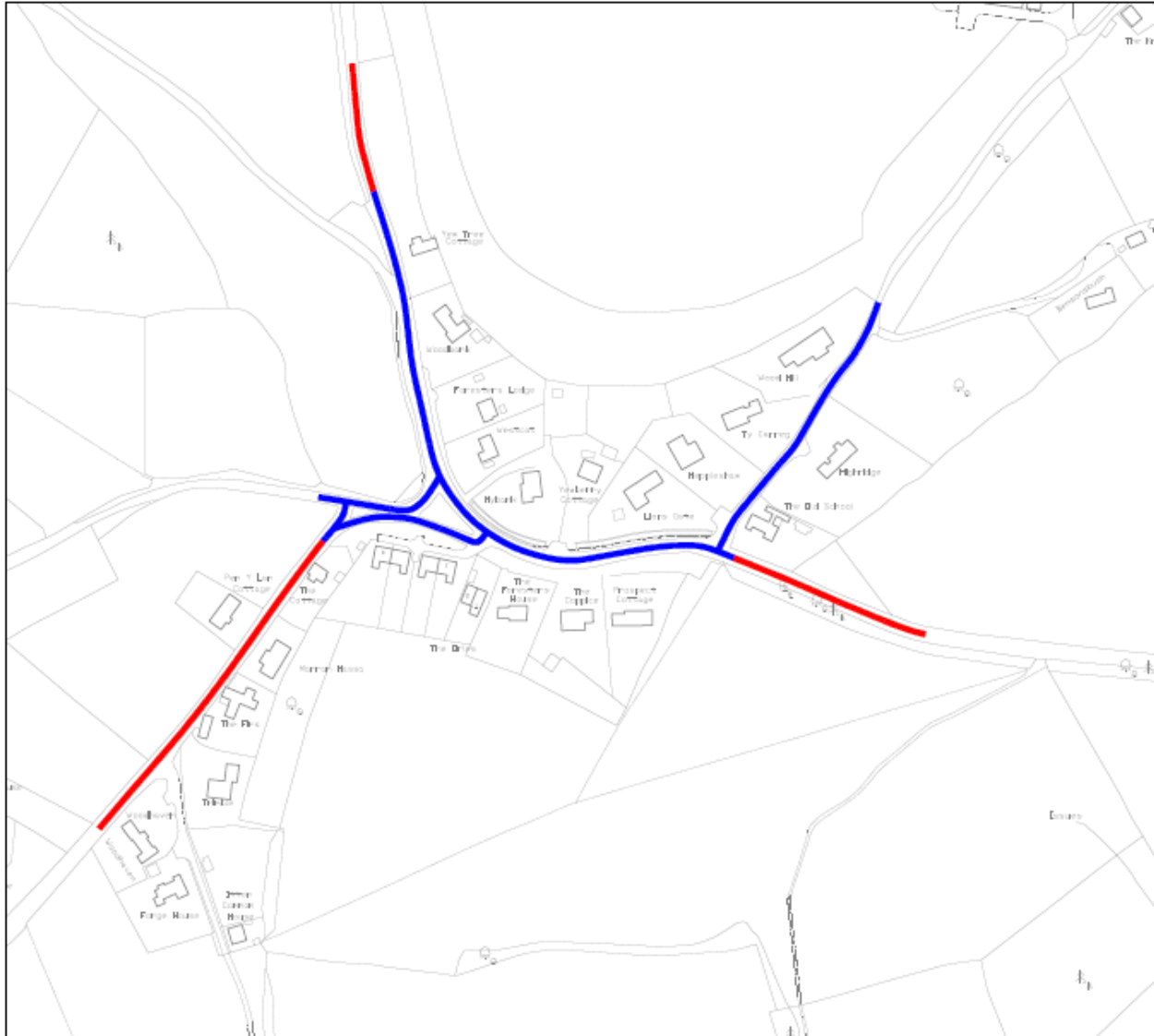
- PROPOSED 30mph SPEED LIMIT
- PROPOSED 20mph SPEED LIMIT



 <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		Job Title 30 MPH EXCEPTION - B4246 GOVILON AND 20 MPH DEFAULT	Drawing Title TRAFFIC REGULATION ORDER PLAN	Drawn By T/JG	Checked PC	Drawing No. 2092	Rev REV
				Scale NTS	Date 27/04/2022	I warrant that the information provided in this document is true and correct to the best of my knowledge and belief and that I am not aware of any circumstances which might render this information inaccurate or misleading. I warrant that I am not aware of any circumstances which might render this information inaccurate or misleading.	


2093 30 MPH EXCEPTION - B4269 LLANELLEN



2094 30 MPH EXCEPTION - B4293 ITTON COMMON



KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

 MARK HAND
HEAD OF PLACEMAKING, REGENERATION,
HIGHWAYS & FLOODING



Job Title
30 MPH EXCEPTION - B4293 ITTON COMMON AND
20 MPH DEFAULT

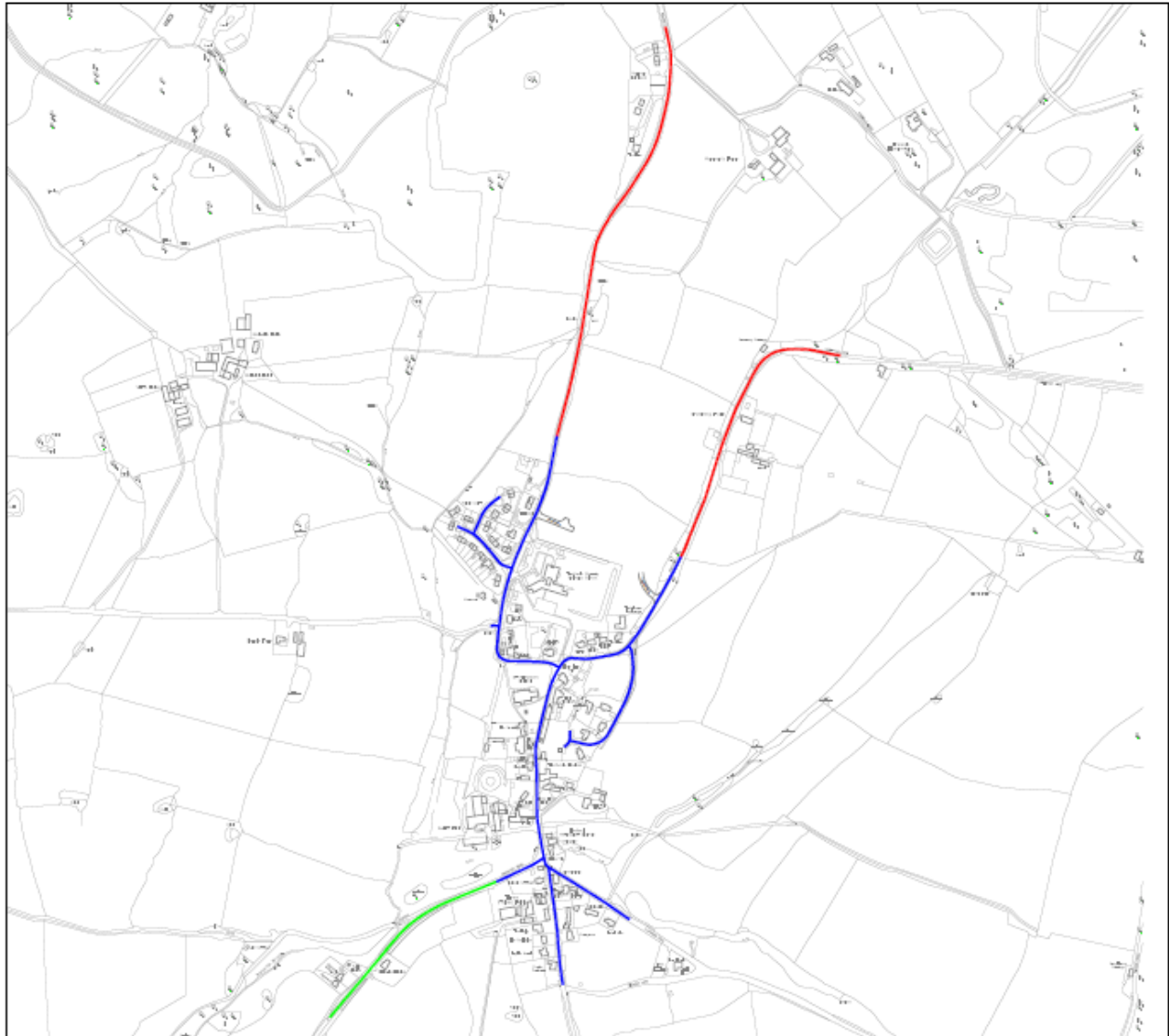
Drawing Title
TRAFFIC REGULATION ORDER PLAN

Drawn By
TJS
Scale
NTS



Rev No.	Date	Description
Checked PC		
Date 27/04/2022		

Drawing No.	Rev
2094	REV
<small>THIS DRAWING IS THE PROPERTY OF MARK HAND CONSULTANTS AND SHALL REMAIN THE PROPERTY OF MARK HAND CONSULTANTS UNLESS OTHERWISE STATED. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM MARK HAND CONSULTANTS.</small>	

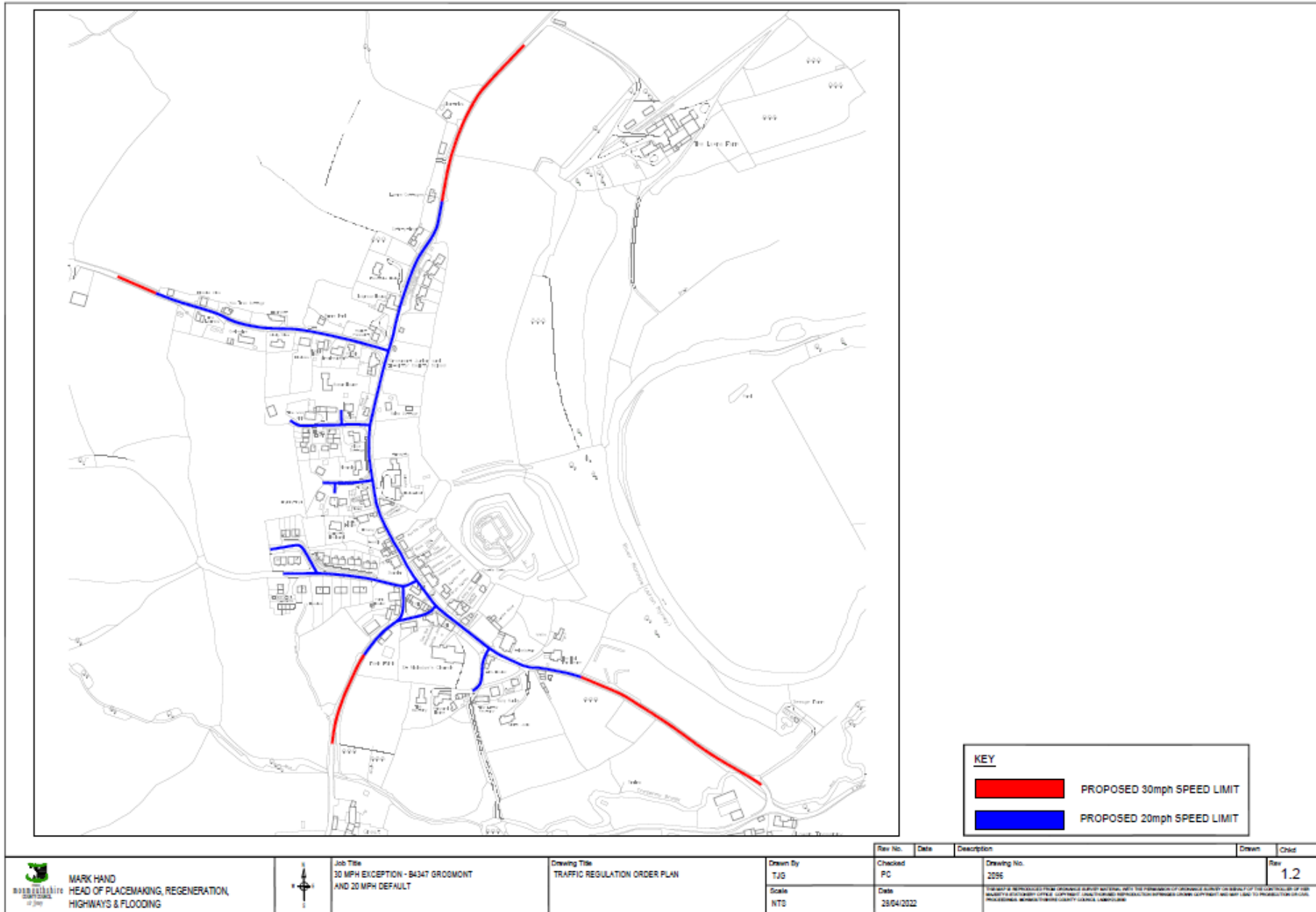
2095 30 MPH EXCEPTION - B4293 TRELLECH



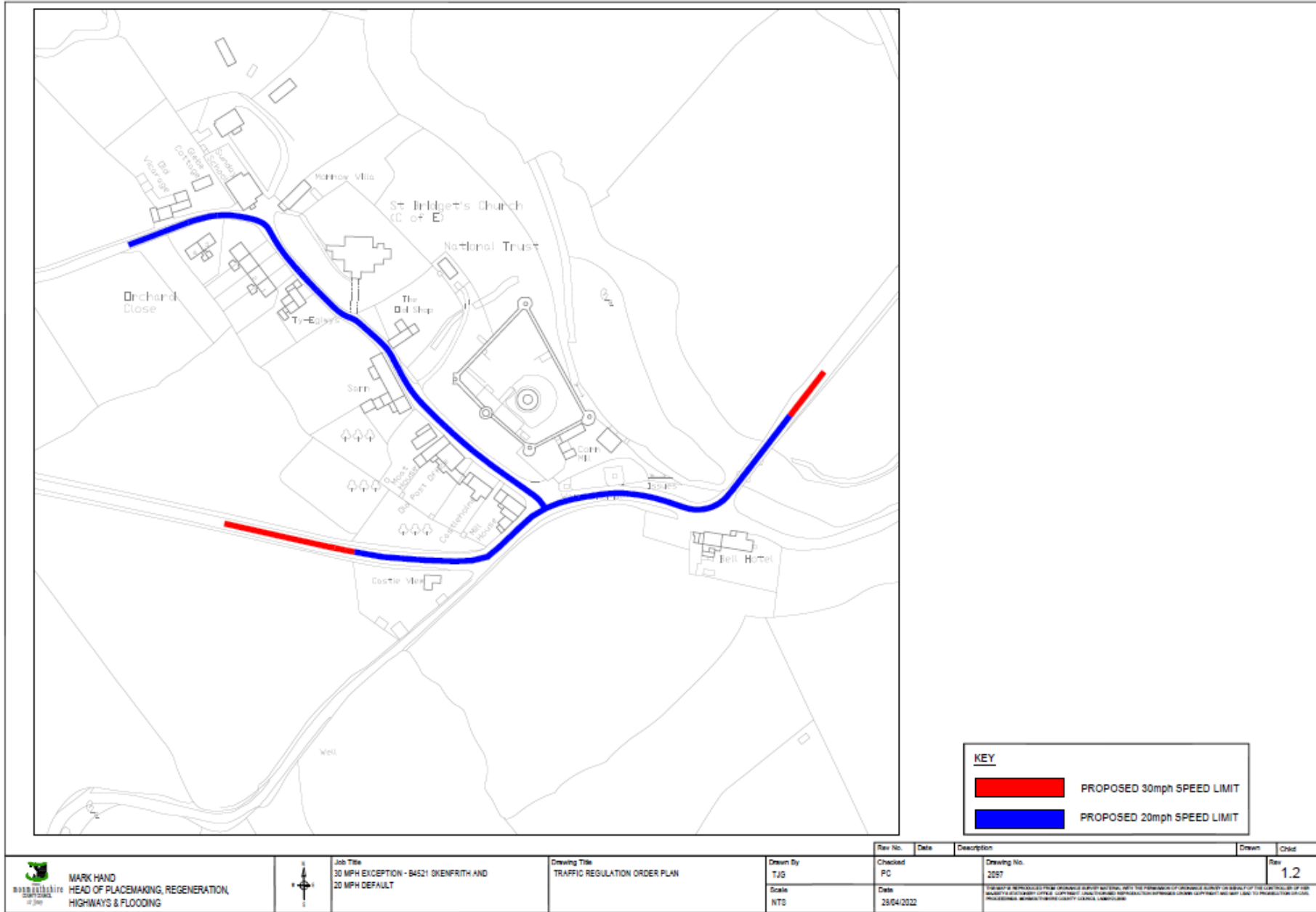
KEY	
	PROPOSED 40mph SPEED LIMIT
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

 MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title	30 MPH EXCEPTION - B4293 TRELLECH AND 20 MPH DEFAULT	Drawing Title	TRAFFIC REGULATION ORDER PLAN	Drawn By	T/JG	Checked	PC	Drawing No.	2095	Drawn		Chief	
		Scale	NTS	Date	27/04/2022	Rev No.		Date		Rev	1.2				
		<small>THIS DRAWING IS THE PROPERTY OF MARK HAND AND SHALL REMAIN HIS PROPERTY. ANY REPRODUCTION OR DISTRIBUTION OF THIS DRAWING WITHOUT HIS WRITTEN PERMISSION IS STRICTLY PROHIBITED. THE USER OF THIS DRAWING SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.</small>													
		<small>MARK HAND ACCEPTS NO LIABILITY FOR ANY DAMAGE OR LOSS OF PROFITS OR BUSINESS ARISING FROM THE USE OF THIS DRAWING. THE USER OF THIS DRAWING SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.</small>													


2096 30 MPH EXCEPTION - B4347 GROSMONT



2097 30 MPH EXCEPTION - B4521 SKENFRITH



KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

 **MARK HAND**
 HEAD OF PLACEMAKING, REGENERATION,
 HIGHWAYS & FLOODING



Job Title
 30 MPH EXCEPTION - B4521 SKENFRITH AND
 20 MPH DEFAULT

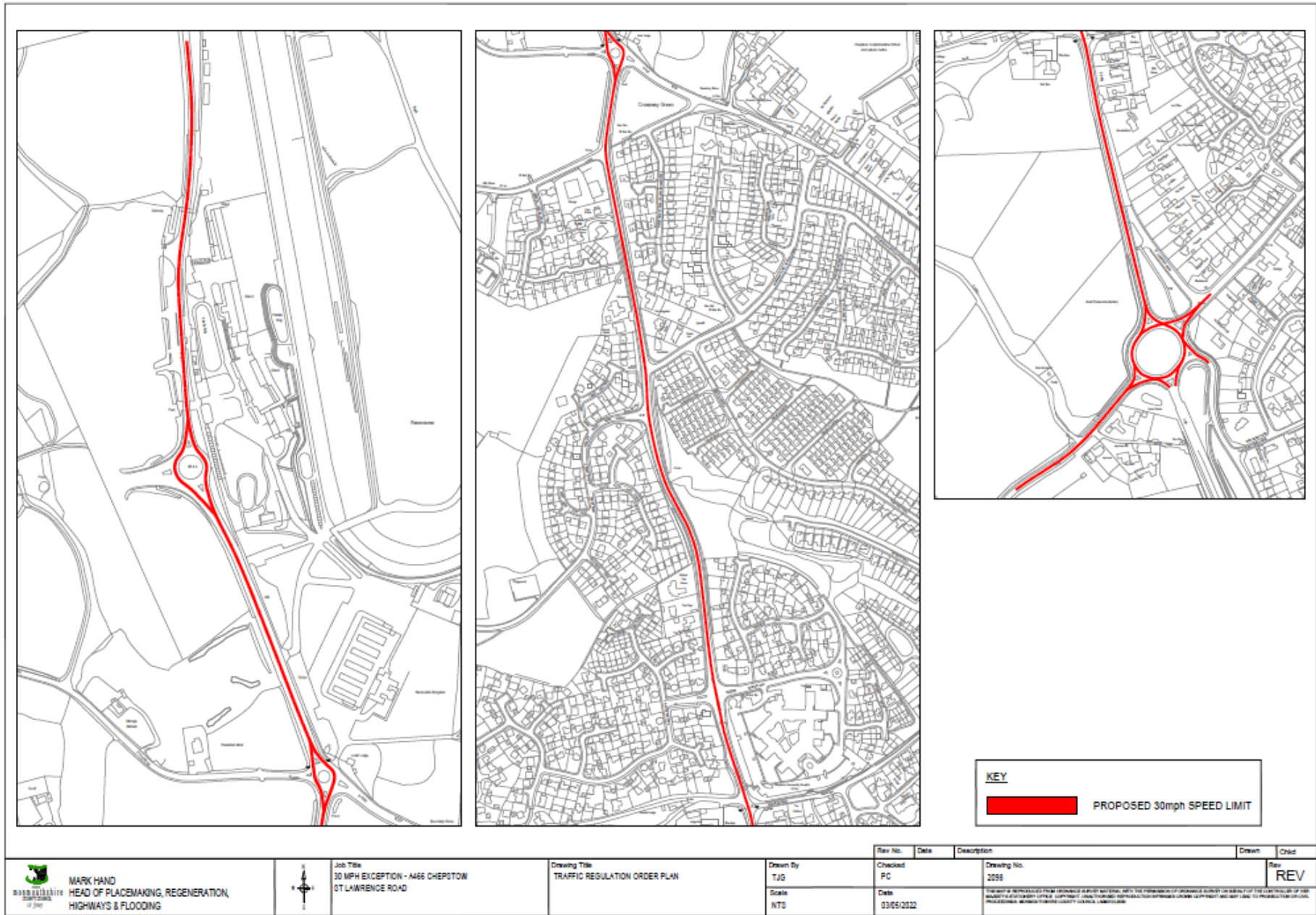
Drawing Title
 TRAFFIC REGULATION ORDER PLAN

Drawn By
 TJG
 Scale
 NTS

Rev No.	Date	Description
Checked PC	Date 28/04/2022	

Drawing No.
 2097
 Rev
 1.2

2098 30 MPH EXCEPTION - A466 CHEPSTOW ST LAWRENCE ROAD





2099 30 MPH EXCEPTION - B4233 TAL-Y-COED

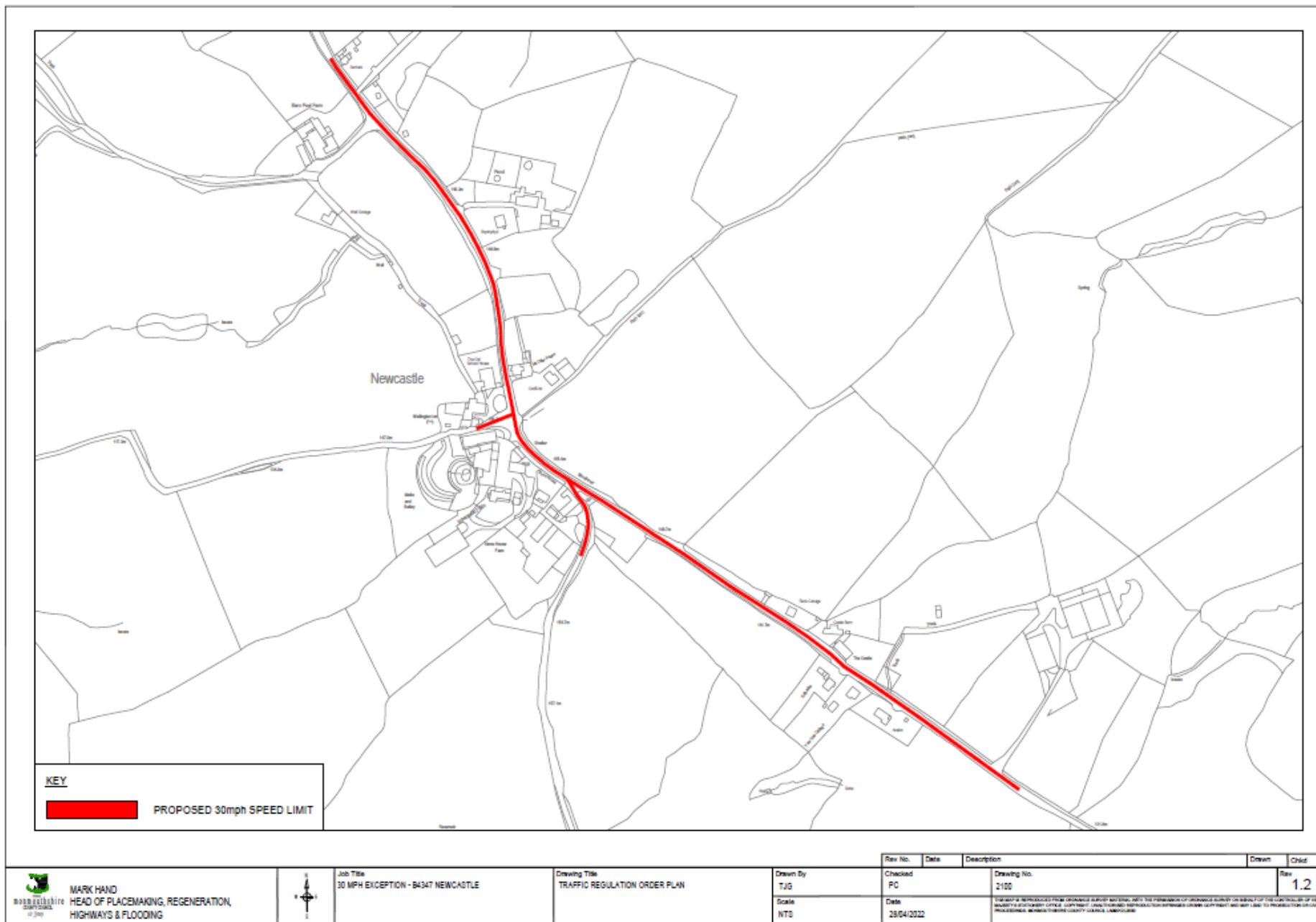


KEY

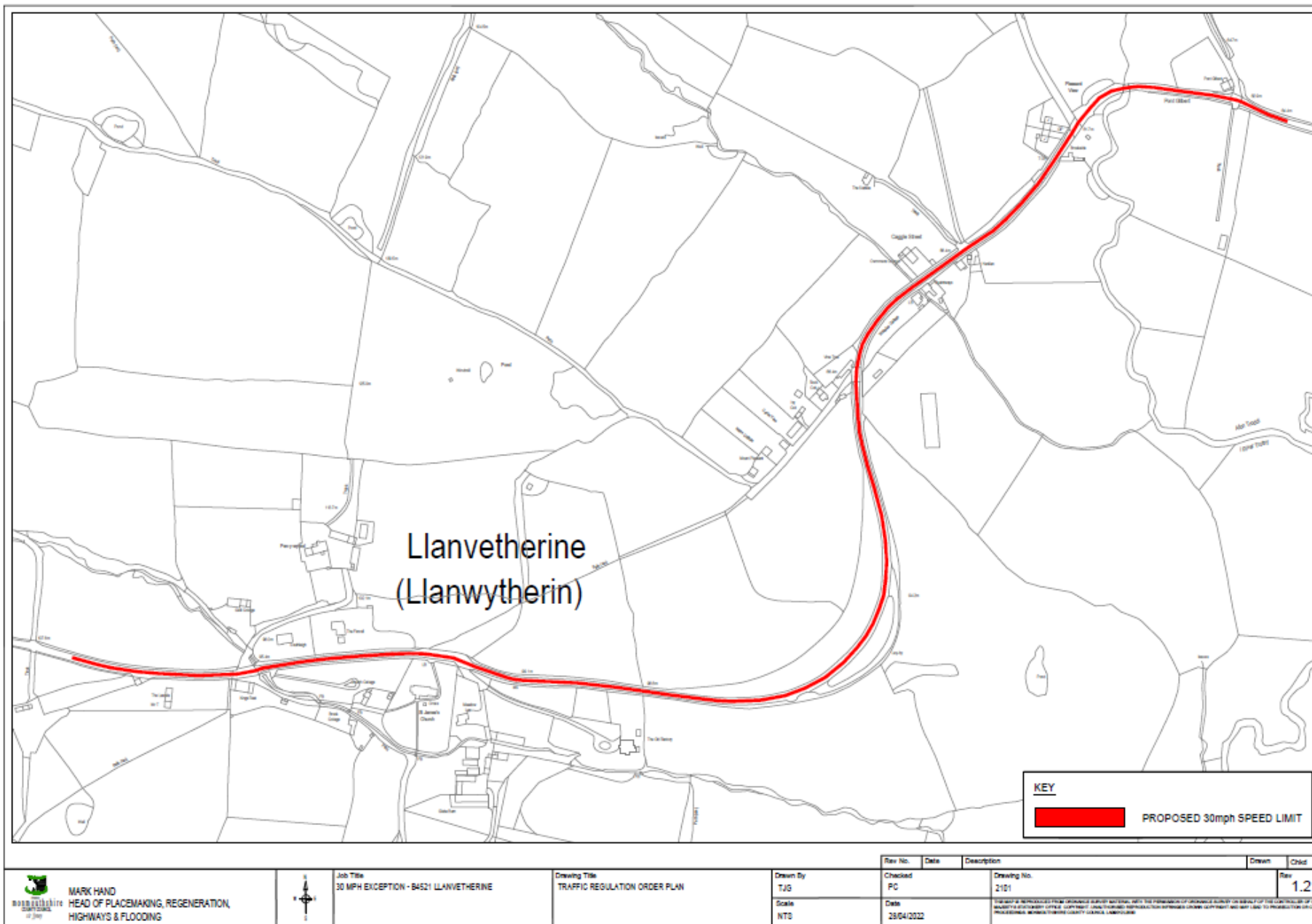
PROPOSED 30mph SPEED LIMIT

 <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		Job Title	Drawing Title	Drawn By	Checked	Drawing No.	Rev REV
		30 MPH EXCEPTION - B4233 TAL-Y-COED	TRAFFIC REGULATION ORDER PLAN	T/JG	PC	2099	
				Scale	Date	<small>THIS DRAWING IS REPRODUCED FROM ORIGINALS AND IS NOT VALID UNLESS THE ORIGINALS OF ORIGIN ARE STORED ON BEHALF OF THE CONTRACTOR OF THIS PROJECT BY THE CONTRACTOR OF THIS PROJECT. ANY REPRODUCTION OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION OF THE CONTRACTOR OF THIS PROJECT IS STRICTLY PROHIBITED. THE CONTRACTOR OF THIS PROJECT ACCEPTS NO LIABILITY FOR ANY LOSS OR DAMAGE TO ANY PERSON OR PROPERTY ARISING FROM THE USE OF THIS DRAWING.</small>	
				NTS	28/04/2022		

2100 30 MPH EXCEPTION - B4347 NEWCASTLE



2101 30 MPH EXCEPTION - B4521 LLANVETHERINE





monmouthshire
sir fynwy

Integrated Impact Assessment Including Equality and Future Generations Evaluation

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

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

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

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

The Socio-economic Duty and Social Justice

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

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Socio-economic Duty and Social Justice	Reduced traffic speeds create safer environments for active travel, which benefits those who cannot afford to run a car.	None	N/A

Policy making and the Welsh language.


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





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

Well, Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>Positive: Welsh Government evidence for the speed limit legislative change shows that the number and severity of road traffic collisions is significantly reduced at 20mph, resulting in significant reductions in service demand and costs to the NHS.</p>	<p>N/A</p>
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g., climate change)</p>	<p>Positive: lower travelling speeds should contribute to enhancing biodiversity by reducing dependency on motorised vehicles and encourage more sustainable modes of transport such as walking, cycling and scooting.</p>	<p>N/A</p>
<p>A Healthier Wales People's physical and mental wellbeing is maximized, and health impacts are understood</p>	<p>Positive: lower travelling speeds will contribute to making the streets safer and more attractive for alternate transport modes such as cycling, walking and scooting which benefits physical and mental wellbeing.</p>	<p>N/A</p>
<p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	<p>Positive: lower travelling speeds will contribute to making the streets safer and encourage community cohesion.</p>	<p>N/A</p>
<p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>Positive: lower travelling speeds should contribute to enhancing general wellbeing and decarbonisation by reducing dependency on motorised vehicles and encourage more</p>	<p>N/A</p>

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?
	sustainable modes of transport such as walking, cycling and scooting.	
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	By making our towns and villages less car dominated they might become more attractive to visitors and tourists	N/A
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Positive: lower travelling speeds should contribute to encouraging more sustainable modes of transport such as walking, cycling and scooting and thereby less reliance on motorised transport.	N/A

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Balancing short term need with long term and planning for the future</p> <p>Long Term</p>	Welsh Government intend to reduce the national urban speed limit to 20mph in 2023. The 20mph elements of this proposal will support WG's future national roll out of 20mph. The 30mph buffers support those speed limits. The 30mph proposals improve highway safety.	N/A

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>Collaboration with partners in Gwent Police/GoSafe and Welsh Government has taken place in developing this proposal. Ongoing partnership working will be necessary to understand compliance levels. The proposals were subject to early engagement with locally elected representatives to help shape the proposals.</p>	<p>N/A</p>
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>Statutory consultation has been undertaken with all necessary stakeholders including the general public. The proposals were subject to early engagement with locally elected representatives to help shape the proposals.</p>	<p>N/A</p>
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>Welsh Government evidence for the speed limit legislative change shows that the number and severity of road traffic collisions is significantly reduced at 20mph, resulting in significant reductions in service demand and costs to the NHS. Encouraging modal shift will assist with decarbonisation.</p>	<p>None</p>
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The proposal should have a positive impact on wellbeing, safer streets should encourage the use of alternative travel modes such as walking, cycling and scooting and less reliance on motorised vehicles.</p>	<p>None</p>

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

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

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

- Welsh Government's "Setting exceptions to the 20mph default speed limit for restricted roads" guidance.
- Welsh Government's Criteria for default 20mph speed limits.
- Representations received and in discussion with the respective local communities.
- Traffic data.

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

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

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

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

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

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	ICMD	July 2023	
2			
3			