

**SUBJECT: SPEED LIMIT PROPOSALS – AMENDMENT ORDER NO. 13**

**MEETING: INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY**

**DATE: 29<sup>th</sup> November 2023**

**DIVISION/WARDS AFFECTED: CAERWENT, WYESHAM, PORTSKEWETT, MARDY, LLANELLY**

## **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 40mph speed limit in:
    - 1.2.1.1 Church Road and Dewstow Road, Caldicot;
    - 1.2.1.2 Leechpool Lane and Leechpool Holdings, Portskewett;
    - 1.2.1.3 A4077 Crickhowell Road and Church Road, Gilwern
  - 1.2.2 The extension of the existing 30mph speed limit in:
    - 1.2.2.1 A466, Monmouth
    - 1.2.2.2 Llantilio School Road, Llantilio Pertholey
- 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 40mph speed limit in:
    - 2.1.1.1 Church Road and Dewstow Road, Caldicot;
    - 2.1.1.2 Leechpool Lane and Leechpool Holdings, Portskewett;
    - 2.1.1.3 A4077 Crickhowell Road and Church Road, Gilwern
  - 2.1.2 The extension of the existing 30mph speed limit in:
    - 2.1.2.1 A466, Monmouth
    - 2.1.2.2 Llantilio School Road, Llantilio Pertholey

### **3. KEY ISSUES**

- 3.1 Monmouthshire County Council has received various requests and concerns from stakeholders and Community Representatives in relation to the above named localities to review the current existing various speed limits.
- 3.2 A review of the existing speed limits at each location listed above has been undertaken by officers in accordance with current setting local speed limits guidance and regulations and the proposals incorporated within this proposed Amendment Order Number 13 are intended to align the speed limits at each location to current guidance on setting appropriate statutory speed limits.
- 3.3 The reduced speed limits are being proposed in the interests of increasing the level of highway safety and to support residents and other highway users by properly aligning speed limits with their respective environments. A summary of the key issues for each location can be found below and these form the reasons for making the Order.

#### **3.3.1 Church Road and Dewstow Road, Caldicot**

Following representations received by the local community and respective elected representatives, a review of the speed limit at this location has taken place at the location connecting the 20mph speed limits in Caerwent and Caldicot. Following the collection of traffic data it was revealed that there is an inconsistent relationship between mean speed and 85th percentile speed. This indicates that drivers are having difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required. As this is a Lower Tier Rural Route with a predominantly local access function combined with a high incidences of bends in the road, 40mph was identified as being the most appropriate speed limit at this location.

#### **3.3.2 Leechpool Lane and Leechpool Holdings, Portskewett**

Following representations received by the local community and respective elected representatives, a review of the speed limit at this location has taken place at the location leading into the 20mph speed limits in Portskewett. Following the collection of traffic data it was revealed that there is an inconsistent relationship between mean speed and 85th percentile speed. This indicates that drivers are having difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required. As this is a Lower Tier Rural Route with a predominantly local access function combined with a high incidences of bends in the road, 40mph was identified as being the most appropriate speed limit at this location.

#### **3.3.3 A4077 Crickhowell Road and Church Road, Gilwern**

Following representations received from the local community MCC propose to introduce a 40mph speed limit on A4077 Crickhowell Road and Church Road, Gilwern, allowing for a more gradual reduction in speed leading into the recently introduced 20mph speed limit in the Gilwern community.

#### **3.3.4 A466, Monmouth**

Following representations received from the local community and locally elected representative, MCC proposes to introduce an extension to the 30mph speed limit on the A466 leading into Monmouth so it encompasses the entrance to Monmouth Showground, allowing for a safer highway environment for all when entering and exiting from the showground entrance junction.

### 3.3.5 Llantilio School Road, Llantilio Pertholey

Following representations received from the local community and local elected representative, MCC proposes to introduce an extension to the 30mph speed limit leading into the community-wide 20mph speed limit in Abergavenny on Llantilio School Road so it encompasses St Teilo’s Church and other nearby residences.

- 3.4 Ultimately, the proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.
- 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 interests of groups such as those with limited mobility, additional learning needs, dementia, and visual impairment.
- 4.4 The proposals 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"> <li>• Less demand on officer time and resource/budget</li> </ul>	<ul style="list-style-type: none"> <li>• Frequency and severity of Road Traffic Collisions remain unchanged.</li> <li>• Speed limits not in line with Welsh Government guidance.</li> <li>• Inconsistent speed limits on highways of similar characteristics throughout Monmouthshire.</li> <li>• Speed limits being unsuitably high for the characteristics of the specific highway.</li> </ul>	The benefits of adopting the proposals outweigh the resource implications.
Adopt the proposals	<ul style="list-style-type: none"> <li>• A safer highway environment for all users.</li> </ul>	<ul style="list-style-type: none"> <li>• Additional cost.</li> <li>• Additional signage in rural areas.</li> </ul>	This is the preferred option.

	<ul style="list-style-type: none"> <li>• Lessening of the frequency and severity of Road Traffic Collisions.</li> <li>• Speed limits in line with Welsh Government guidance.</li> <li>• Consistent speed limits on highways of a specific characteristic throughout Monmouthshire.</li> </ul>		
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**6. CONCLUSION AND REASONS:**

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

6.1.1 The introduction of a 40mph speed limit in:

6.1.1.1 Church Road and Dewstow Road, Caldicot;

6.1.1.2 Leechpool Lane and Leechpool Holdings, Portskewett;

6.1.1.3 A4077 Crickhowell Road and Church Road, Gilwern

6.1.2 The extension of the existing 30mph speed limit in:

6.1.2.1 A466, Monmouth

6.1.2.2 Llantilio School Road, Llantilio Pertholey

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 from the Council's Road Safety and Traffic Management budget. If necessary due to budget constraints, implementation may be delayed until the new financial year.

**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 2120, 2121, 2122, 2123 and 2124

Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment

**10. AUTHORS:**

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Graham Kinsella, Traffic and Road Safety Manager

Gareth Freeman, Assistant Engineer (Traffic)

**11. CONTACT DETAILS:**

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## Appendix 1: Summary of All Consultation Responses

<b>Agree/Disagree</b>	<b>Number of Responses</b>
Agree	1
Somewhat Agree	4
Disagree	6

## Appendix 2: Schedule of Consultation Responses

Reference/Details	Representations	Officer's Response
Somewhat Agree (Online Form Response #223)	Believe it is sufficient to reduce to 40 not 30 mph	Following representations received from the local community MCC propose to introduce an extension to the 30mph speed limit on the A466 leading into Monmouth so it encompasses the entrance to Monmouth Showground, allowing for a safer highway environment for motorists entering and exiting from the showground entrance junction. In order to reduce confusion to motorists, it is considered more appropriate to extend the previous 30mph area rather than introducing a short section of 40mph.
Agree (Online Form Response #225)	Hooray for common sense!	Response Noted
Disagree (Online Form Response #226)	<p>Reference 2124, 40mph zones Gilwern. I object to the council progressing the proposed new limit on Crickhowell Road, for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The information online is limited to the map, with no reasons available to view, nor a copy of the proposed order,</li> <li>2. On the map the extent of the 40mph limit cannot be determined as it weeps off the edge.</li> </ol> <p>Given that basic information hasn't been made available on line, I do not consider that a valid consultation has occurred, thus the legality of such an order is moot. I have made the relevant section of the council aware of the issue (by telephone on 13th October) but have not received a response.</p> <p>With respect to the proposed limit on church Road, given the narrowness and bendiness of the road, there is no need for such a limit. The national park should not</p>	<ol style="list-style-type: none"> <li>1. All required legal documents including the Notice of Intention, Statement of Reasons, Draft Order, Schedules and Drawings were available to view online throughout the entirety of the consultation duration here: <a href="https://www.monmouthshire.gov.uk/amendment-order-no-13-2023/">https://www.monmouthshire.gov.uk/amendment-order-no-13-2023/</a></li> <li>2. The 40mph Speed Limit in Drawing 2124 is fully encompassed within the area shown and properly details its extents it its entirety.</li> </ol> <p>The legality of this consultation therefore remains intact.</p> <p>The 40mph speed limit on Church Road, Gilwern will allow for a more gradual reduction in speed leading into the recently introduced 20mph speed limit in the Gilwern community. Ultimately, the proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions. The benefits of introducing a 40mph speed limit at this location are considered to outweigh the perceived negatives associated with additional signage.</p>

	be cluttered with such unnecessary urban visual clutter.	
Somewhat Agree (Online Form Response #227)	<p>The new 40mph limit is welcome, but the new boundary point where the 40mph starts seems to have encouraged people to drive faster on the way from Gilwern to Crickhowell. Drivers seem to consider that the 40mph limit starts when they can see the sign, rather than when they pass it, which means they are frequently driving at 40mph by the time they reach our house, which is still in the 20mph zone. The 40mph zone starts closer to the edge of the village than the old unrestricted national speed limit zone did. Additionally the 40 zone now starts where a footpath emerges from the fields on the opposite side of the road to the pavement, which results in people trying to cross the road just at the boundary point. This, given the hedges in the area, makes crossing the road dangerous for anyone using the footpath. In conclusion the 40mph limit is welcome, but should start further down the road from the village.</p>	<p>The 20mph Terminal Point at this location has recently been installed in error and will be moved to the same location as the original 30mph terminal point as part of the 20mph signage amendments in the next few weeks. This will address many of the concerns raised. Following the recent introduction of a 20mph National Speed Limit on restricted roads throughout Wales, motorists are expected to reduce their travelling speeds to 20mph in these areas, else they are committing a speeding offence. This applies throughout the entirety of the residential area of Gilwern. If motorists continue to travel at speeds in excess of 20mph throughout Gilwern, communities should report this to Gwent Police as the enforcement authority for moving vehicle offences.</p>
Disagree (Online Form Response #228)	<p>The 20/40 sign going out of the village has been placed /moved to directly outside our house. The cars going out of the village are mostly hitting 40-60mph as they accelerate before the sign. Also the signs now go from 40 to 30 to national speed limit in quick succession which is completely ludicrous! Please move the sign to where it should be - i.e where the previous 30 sign was and replace it with 30 going out of the village and 20 coming in rather than 40 /20 as an accident will absolutely happen. Cars have always exceeded the 30 mph speed limit but putting the 40 sign has made things worse/ honestly it's a total nightmare. As 20 mph coming into the village I can't see that's made any difference at all. We have tried waving to slow down the traffic but just get met with verbal abuse, swearing and threats / again it's a total nightmare and I have to reiterate that someone WILL</p>	<p>The 20mph Terminal Point at this location has recently been installed in error and will be moved to the same location as the original 30mph terminal point as part of the 20mph signage amendments in the next few weeks. This will address many of the concerns raised. Following the recent introduction of a 20mph National Speed Limit on restricted roads throughout Wales, motorists are expected to reduce their travelling speeds to 20mph in these areas, else they are committing a speeding offence. This applies throughout the entirety of the residential area of Gilwern. If motorists continue to travel at speeds in excess of 20mph throughout Gilwern, communities should report this to Gwent Police as the enforcement authority for moving vehicle offences.</p>



	<p>be killed if an alternative method to slow the traffic is not implemented. Chicanes are I believe the only way to slow the traffic/ please please listen ! 🙏</p>	
<p>Disagree (Online Form Response #229)</p>	<p>We have complained to the council previously (last 2 years) that traffic travelling out of the village towards Crickhowell past our house are travelling at speeds of 60mph in a 30mph zone which is 1 m from our front door. Even now that the zone further up has changed to 20mph the vehicles are still travelling at 60mph because the zone of around 100m from the National speed limit sign has changed from 30mph to 40mph. Therefore drivers seeing this 40mph sign tend to speed up. It's dangerous and downright irresponsible to even consider to change the Zone from 30mph to 40mph. Ideally it needs to be 20mph before someone is killed. Therefore please consider to either leave it at 30mph or better still reduce it to 20mph.</p>	<p>The 20mph Terminal Point at this location has recently been installed in error and will be moved to the same location as the original 30mph terminal point as part of the 20mph signage amendments in the next few weeks. This will address many of the concerns raised. Following the recent introduction of a 20mph National Speed Limit on restricted roads throughout Wales, motorists are expected to reduce their travelling speeds to 20mph in these areas, else they are committing a speeding offence. This applies throughout the entirety of the residential area of Gilwern. If motorists continue to travel at speeds in excess of 20mph throughout Gilwern, communities should report this to Gwent Police as the enforcement authority for moving vehicle offences.</p>
<p>Disagree (Online Form Response #230)</p>	<p>These are county roads, with no increased safety from reducing the speed limit, and due to the nature of the road layout enforcement would be nearly impossible. There is no justification to reduce the speed limits</p>	<p>Following representations received by the local community and respective elected representatives, a review of the speed limit at this location has taken place. Following the collection of traffic data it was revealed that there is an inconsistent relationship between mean speed and 85th percentile speed, this indicated that drivers are having difficulty in deciding the appropriate speed for the road, suggesting that a better match between road design and speed limit is required.</p> <p>As this is a Lower Tier Rural Route with a predominantly local access function combined with a high incidences of bends in the road, 40mph was identified as being the most appropriate speed limit at this location.</p>
<p>Somewhat Agree (Online Form Response #231)</p>	<p>I support a 40mph speed limit on the road between Gilwern and Crickhowell but I believe it starts too early out of Gilwern. I live on this stretch of road and we have always had problems with traffic accelerating past our house. Bringing the 40mph forward into what was previously a 30mph limit has made this problem worse. The 40mph comes into force before the end of</p>	<p>The 20mph Terminal Point at this location has recently been installed in error and will be moved to the same location as the original 30mph terminal point as part of the 20mph signage amendments in the next few weeks. This will address many of the concerns raised. Following the recent introduction of a 20mph National Speed Limit on restricted roads throughout Wales, motorists are expected to reduce their travelling speeds to 20mph in these areas, else they are committing a speeding</p>

	<p>the last house, where there is also a parking lay-by, a farm gate and a crossing point between footpaths. People often cross the road at this point, which makes the speed limit dangerous. I'd ask for the 20mph limit to be extended past this point. It only needs to be moved a little but it will make a big difference to safety. Thank you.</p>	<p>offence. This applies throughout the entirety of the residential area of Gilwern. If motorists continue to travel at speeds in excess of 20mph throughout Gilwern, communities should report this to Gwent Police as the enforcement authority for moving vehicle offences.</p>
<p>Somewhat Agree (Online Form Response #236)</p>	<p>I agree to the reduction from national speed limit to 40 miles per hour on the approach to Gilwern village on the A4077, to have a gradual reduction. However, there is a small stretch in between the current national speed limit and the 20miles per hour, where a recent sign of 40 miles per hour has been put up as you leave the village. This causes traffic to speed up significantly as they approach the sign, which is dangerous as the road is so close to houses and pavement which my infant school children walk on when visiting neighbours. In addition, I live on Hiley Avenue and as you leave the avenue to drive on to the A4077 the junction does not always have clear visibility. As you approach the turning for Hiley Avenue along A4077 heading towards Crickhowell, drivers can see the 40 sign and speed up straight away. This makes this junction even more difficult. My suggestion is that the 20miles per hour section is extended to the current national speed limit point.</p>	<p>The 20mph Terminal Point at this location has recently been installed in error and will be moved to the same location as the original 30mph terminal point as part of the 20mph signage amendments in the next few weeks. This will address many of the concerns raised. Following the recent introduction of a 20mph National Speed Limit on restricted roads throughout Wales, motorists are expected to reduce their travelling speeds to 20mph in these areas, else they are committing a speeding offence. This applies throughout the entirety of the residential area of Gilwern. If motorists continue to travel at speeds in excess of 20mph throughout Gilwern, communities should report this to Gwent Police as the enforcement authority for moving vehicle offences.</p>
<p>Disagree (Online Form Response #237)</p>	<p>The speeding on Crickhowell Road between The Gulf Garage going towards Crickhowell has been dangerous for a long time. Visibility coming out of Hiley Avenue is difficult at the best of times. Now that there is a 20mph limit on the road going through Gilwern, as soon as people see the 40mph sign and that there are no visible speed vans they are accelerating as soon as they see it. This means pulling out of Hilley avenue is becoming quite dangerous because although checking the road is clear as far as you can see, cars are approaching at</p>	<p>The 20mph Terminal Point at this location has recently been installed in error and will be moved to the same location as the original 30mph terminal point as part of the 20mph signage amendments in the next few weeks. This will address many of the concerns raised. Following the recent introduction of a 20mph National Speed Limit on restricted roads throughout Wales, motorists are expected to reduce their travelling speeds to 20mph in these areas, else they are committing a speeding offence. This applies throughout the entirety of the residential area of Gilwern. If motorists continue to travel at speeds in excess of 20mph throughout Gilwern, communities should report</p>

	<p>40 already. There are around 11 children living at this end of the village and trying to cross the road when cars are doing 40 is dangerous. I believe the 40mph sign should be replaced by a 20 to keep traffic through the end of the village slower. Looking at Google maps the speed limit was previously 30 with signs showing elderly crossing and a sign showing slippery Road ahead. To increase the limit to 40 is irresponsible and dangerous. I think the speed limit should be changed to 20mph to keep the speed through the village slow and once past the residential area it should increase to 40mph. The speeding on this stretch is further exacerbated during tourist season when we get a lot of bikes speeding through.</p>	<p>this to Gwent Police as the enforcement authority for moving vehicle offences.</p>
<p>Disagree (Online Form Response #238)</p>	<p>The amount of speeding vehicle's throughout the village, specifically this road, is beyond excessive. The village is densely populated with young children and the risk these speeding vehicles place them under is startlingly concerning.</p>	<p>Following the recent introduction of a 20mph National Speed Limit on restricted roads throughout Wales, motorists are expected to reduce their travelling speeds to 20mph in these areas, else they are committing a speeding offence. This applies throughout the entirety of the residential area of Gilwern. If motorists continue to travel at speeds in excess of 20mph throughout Gilwern, communities should report this to Gwent Police as the enforcement authority for moving vehicle offences.</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 13) 2023**

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

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

**EFFECT OF THE ORDER:**

- To introduce a 40mph Speed Limit on Church Road and Dewstow Road, Caldicot.
- To introduce a 30mph Speed Limit extension on the A466, Monmouth.
- To introduce a 30mph Speed Limit extension on Llantilio School Road, Llantilio Pertholey.
- To introduce a 40mph Speed Limit on Leechpool Lane and Leechpool Holdings, Portskewett.
- To introduce a 40mph Speed Limit on A4077 Crickhowell Road and Church Road, Gilwern

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](mailto: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 5pm on **Wednesday the 26th October 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: 4th October 2023**

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



## Appendix 4: STATEMENT OF REASONS

### MONMOUTHSHIRE COUNTY COUNCIL MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019 (AMENDMENT ORDER NO 13) 2023

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

- To introduce a 40mph Speed Limit on Church Road and Dewstow Road, Caldicot.
- To introduce a 30mph Speed Limit extension on the A466, Monmouth.
- To introduce a 30mph Speed Limit extension on Llantilio School Road, Llantilio Pertholey.
- To introduce a 40mph Speed Limit on Leechpool Lane and Leechpool Holdings, Portskewett.
- To introduce a 40mph Speed Limit on A4077 Crickhowell Road and Church Road, Gilwern

#### STATEMENT OF REASONS

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

A review of the existing speed limits at each location listed above has been undertaken by officers in accordance with current setting local speed limits guidance and regulations and the proposals incorporated within this proposed Amendment Order Number 13 are intended to align the speed limits at each location to current guidance on setting appropriate statutory speed limits.

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

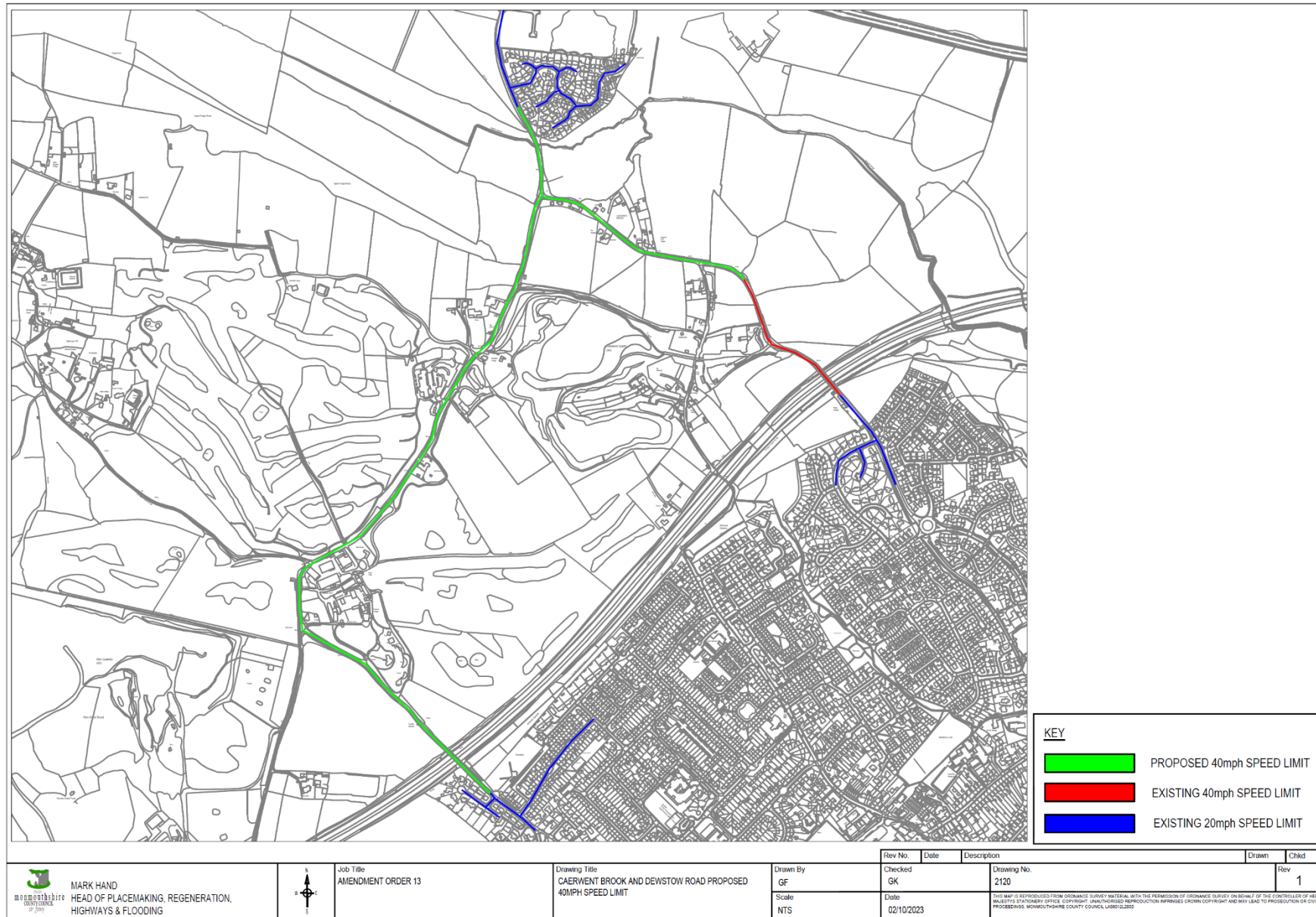


Drawing Number	Associated Road Name(s)	Details
2120	Church Road and Dewstow Road, Caldicot	Following representations received from the local community MCC propose to introduce a 40mph speed limit on Church Road and Dewstow Road, Caldicot. The proposal will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.
2121	A466, Monmouth	Following representations received from the local community MCC propose to introduce an extension to the 30mph Zone on the A466 leading into Monmouth so it encompasses the entrance to Monmouth Showground. The proposal will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.
2122	Leechpool Lane and Leechpool Holdings, Portskewett	Following representations received from the local community MCC propose to introduce a 40mph speed limit on Leechpool Lane and Leechpool Holdings, Portskewett. The proposal will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.
2123	Llantilio School Road, Llantilio Pertholey	Following representations received from the local community MCC propose to introduce an extension to the 30mph speed limit on Llantilio School Road so it encompasses St Teilo's Church and other nearby residences. The proposal will also

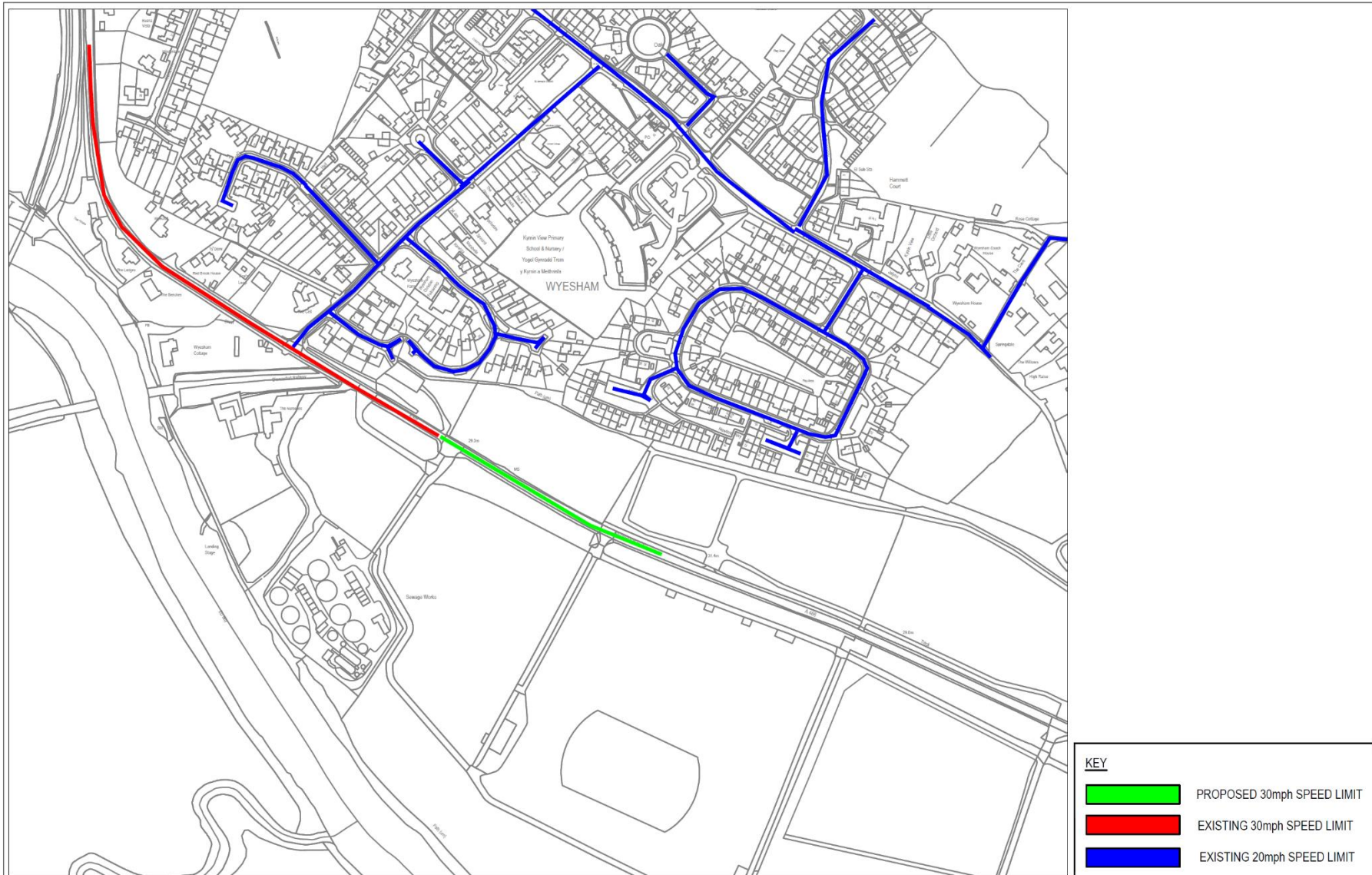
		result in a more gradual reduction in speed leading into the community-wide 20mph speed limit throughout Abergavenny. The proposal will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.
<b>2124</b>	<b>A4077 Crickhowell Road and Church Road, Gilwern</b>	Following representations received from the local community MCC propose to introduce a 40mph speed limit on A4077 Crickhowell Road and Church Road, Gilwern, allowing for a more gradual reduction in speed leading into the recently introduced 20mph speed limit in the Gilwern community. The proposal will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the frequency and severity of road collisions.

# Appendix 4: Drawings

## 2120 – Church Road and Dewstow Road, Caldicot



2121 - A466, Monmouth

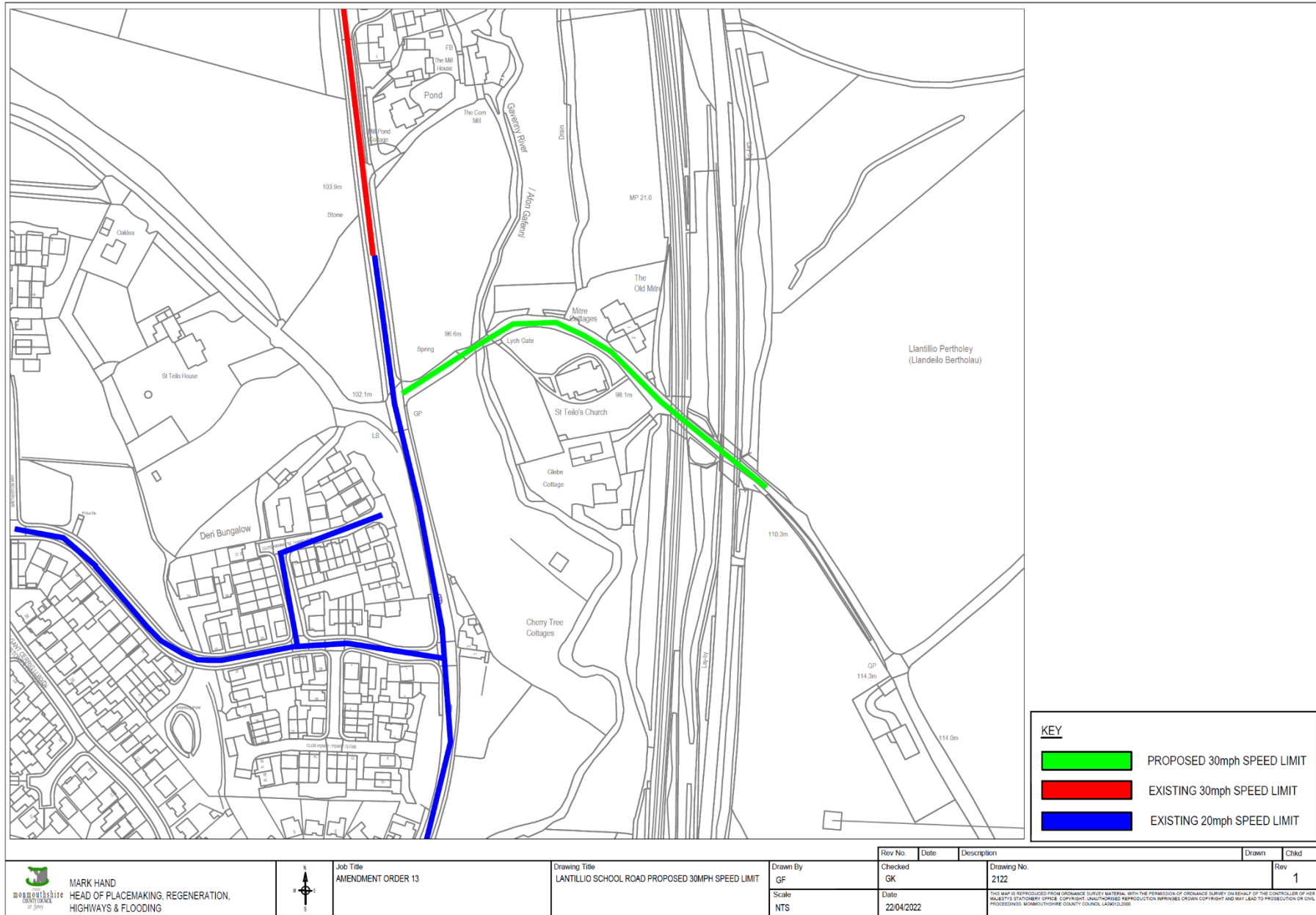


KEY	
<span style="display:inline-block; width:20px; height:10px; background-color:blue; border:1px solid black;"></span>	PROPOSED 30mph SPEED LIMIT
<span style="display:inline-block; width:20px; height:10px; background-color:red; border:1px solid black;"></span>	EXISTING 30mph SPEED LIMIT
<span style="display:inline-block; width:20px; height:10px; background-color:blue; border:1px solid black;"></span>	EXISTING 20mph SPEED LIMIT

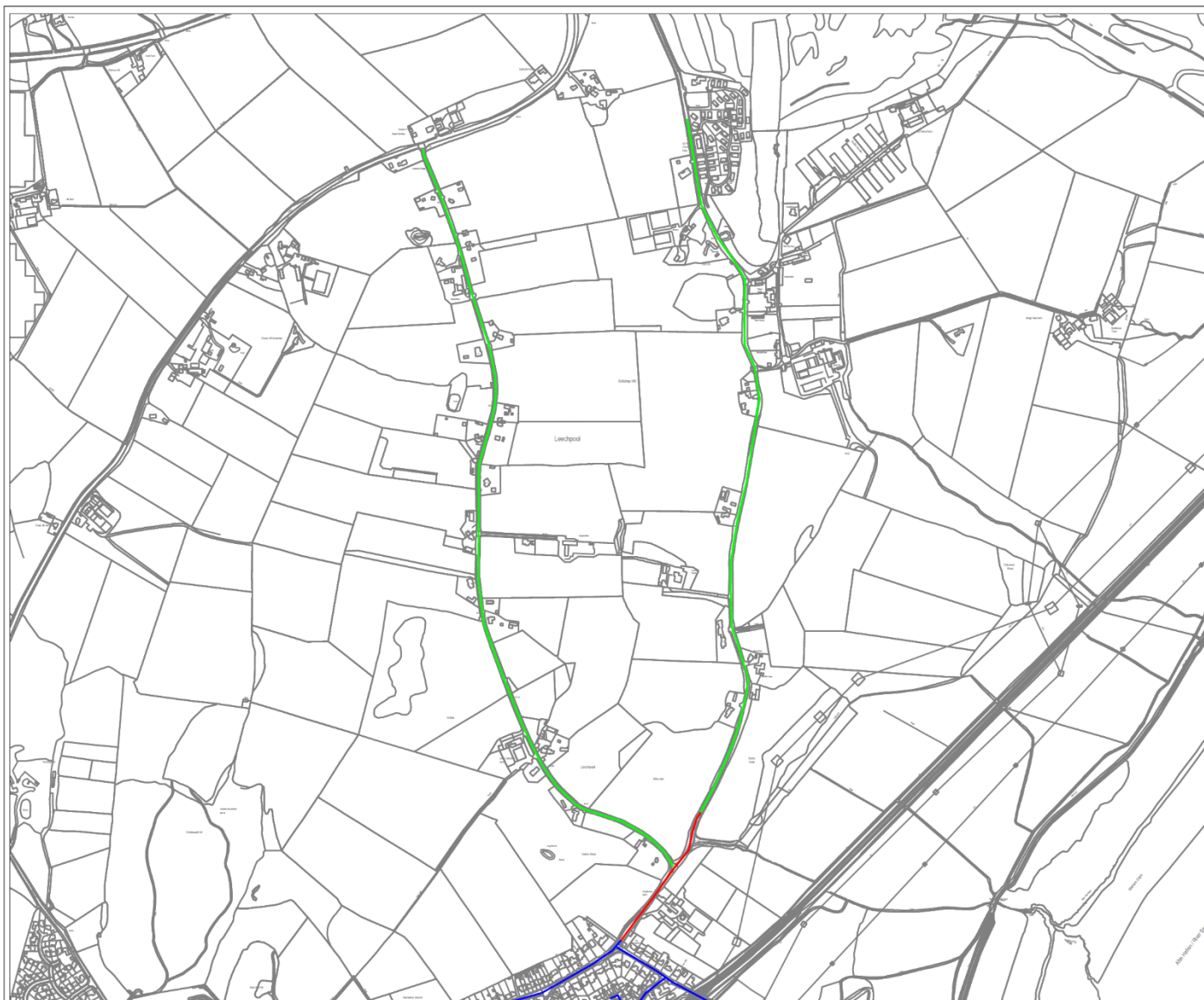
<p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS &amp; FLOODING</p>		Job Title	Drawing Title	Drawn By	Rev No	Date	Description	Drawn	Chkd
		AMENDMENT ORDER 13	A466 MONMOUTH PROPOSED 30MPH SPEED LIMIT EXTENSION	GF	GK	2121	02/10/2023		
				Scale	Date		<small>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. COPYRIGHT: 2008. UNAUTHORISED REPRODUCTION IN WHOLE OR IN PART IS PROHIBITED. MONMOUTHSHIRE COUNTY COUNCIL LADR12/2008</small>		
				NTS					





# 2122 - Llantilio School Road, Llantilio Pertholey



# 2123 - Leechpool Lane and Leechpool Holdings, Portskewett

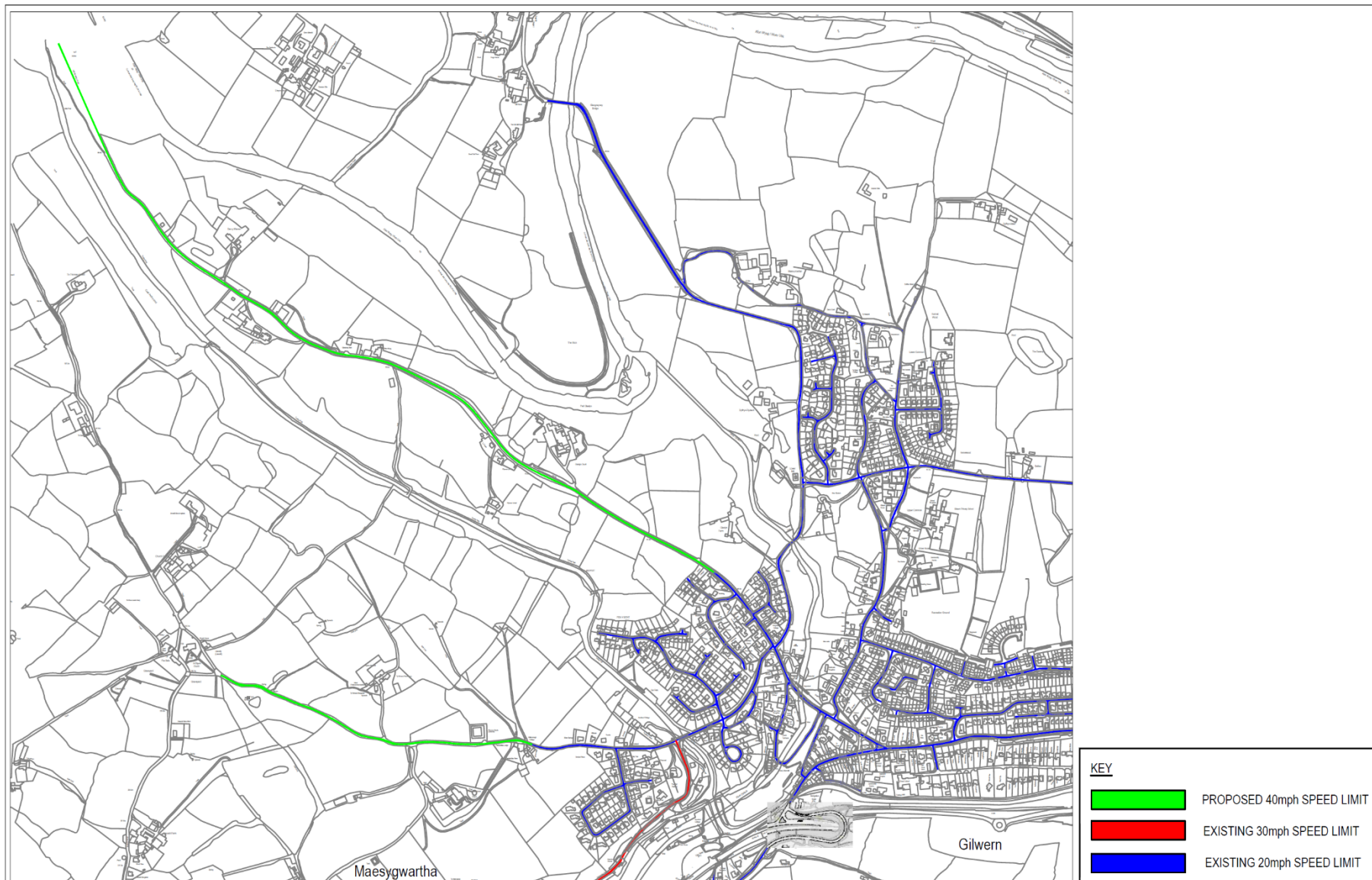


KEY	
	PROPOSED 40mph SPEED LIMIT
	EXISTING 40mph SPEED LIMIT
	EXISTING 20mph SPEED LIMIT



 <b>MARK HAND</b> HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title <b>AMENDMENT ORDER 13</b>	Drawing Title <b>LEECHPOOL HOLDINGS PROPOSED 40MPH SPEED LIMIT</b>	Drawn By <b>GF</b>  Scale <b>NTS</b>	Rev No. <b>02/10/2023</b>	Date <b>22/04/2022</b>	Description 	Drawing No. <b>02/10/2023</b>	Drawn 	Chkd <b>1</b>
					Checked <b>GK</b>	Date 	Description 	Drawing No. 	Drawn 	Chkd 

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2124 - A4077 Crickhowell Road and Church Road, Gilwern



KEY	
<span style="display:inline-block; width:20px; height:10px; background-color:blue; border:1px solid black;"></span>	PROPOSED 40mph SPEED LIMIT
<span style="display:inline-block; width:20px; height:10px; background-color:red; border:1px solid black;"></span>	EXISTING 30mph SPEED LIMIT
<span style="display:inline-block; width:20px; height:10px; background-color:green; border:1px solid black;"></span>	EXISTING 20mph SPEED LIMIT

 <b>MARK HAND</b> HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title AMENDMENT ORDER 13	Drawing Title GILWERN PROPOSED 40MPH SPEED LIMIT	Drawn By GK	Rev No. GK	Date 22/04/2022	Description GILWERN PROPOSED 40MPH SPEED LIMIT	Drawing No. 2124	Drawn 	Chkd 
				Scale NTS	Date 22/04/2022	Description GILWERN PROPOSED 40MPH SPEED LIMIT	Drawing No. 2124	Drawn 	Chkd 	

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monmouthshire  
sir fynwy

## Integrated Impact Assessment

### Including Equality and Future Generations Evaluation

<p><b>Name of the Officer</b> completing the evaluation</p> <p><b>Mark Hand</b>  <b>Phone no: 01633 644773</b>  <b>E-mail: <a href="mailto:markhand@monmouthshire.gov.uk">markhand@monmouthshire.gov.uk</a></b></p>	<p><b>Please give a brief description of the aims of the proposal</b></p> <p>To consider the proposed reduction in speed limits to 20mph or 30mph through the residential and rural routes identified.</p>
<p><b>Name of Service area</b></p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p><b>25/10/2023</b></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 identified at this stage	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 identified at this stage	N/A
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	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 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?
<b>Socio-economic Duty and Social Justice</b>	Reduced traffic speeds create safer environments for active travel, which benefits those who cannot afford to run a car.	None identified at this stage	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><b>Policy Making</b></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 identified at this stage</p>	<p>N/A</p>
<p><b>Operational</b></p> <p>Recruitment &amp; Training of workforce</p>	<p>There are no recruitment implications from this proposal</p>	<p>None identified at this stage</p>	<p>N/A</p>
<p><b>Service delivery</b></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 identified at this stage</p>	<p>N/A</p>



**2. 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!




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



<b>Well, Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation		
<b>A more equal Wales</b> 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?

<b>Sustainable Development Principle</b>	<b>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</b>	<b>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
 <p>Balancing short term need with long term and planning for the future</p> <p><b>Long Term</b></p>	Lower travelling speeds should contribute to enhancing long term general wellbeing and decarbonisation by reducing dependency on motorised vehicles.	N/A
 <p>Working together with other partners to deliver objectives</p> <p><b>Collaboration</b></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.	N/A

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p data-bbox="125 435 282 464">Involvement</p> <p data-bbox="331 217 495 432">Involving those with an interest and seeking their views</p>	<p data-bbox="533 217 1330 347">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 data-bbox="1352 217 1413 245">N/A</p>
 <p data-bbox="136 713 275 742">Prevention</p> <p data-bbox="331 477 506 762">Putting resources into preventing problems occurring or getting worse</p>	<p data-bbox="533 478 1330 609">Properly aligning speed limits with the associated highway environment will reduce that the number and severity of road traffic collisions resulting in significant reductions in service demand and costs to the NHS.</p>	<p data-bbox="1352 478 1720 507">None identified at this stage</p>
 <p data-bbox="143 1026 282 1054">Integration</p> <p data-bbox="107 1082 210 1110">bodies</p> <p data-bbox="331 790 510 1075">Considering impact on all wellbeing goals together and on other</p>	<p data-bbox="533 791 1317 890">The proposal should have a positive impact on wellbeing, by providing a more welcoming highway environment for all users.</p>	<p data-bbox="1352 791 1720 820">None identified at this stage</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?**

	<b>Describe any positive impacts your proposal has</b>	<b>Describe any negative impacts your proposal has</b>	<b>What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?</b>
Social Justice	None identified at this stage	None identified at this stage	N/A
Safeguarding	None identified at this stage	None identified at this stage	N/A
Corporate Parenting	None identified at this stage	None identified at this stage	N/A

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

- Welsh Government's "Setting local speed limits" Guidance.
- 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.

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

<b>What are you going to do</b>	<b>When are you going to do it?</b>	<b>Who is responsible</b>
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.

<b>Version No.</b>	<b>Decision making stage</b>	<b>Date considered</b>	<b>Brief description of any amendments made following consideration</b>
1	ICMD	November 2023	
2			
3			