

**SUBJECT: SPEED LIMIT PROPOSALS – AMENDMENT ORDER NO. 14**

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

**DATE: 12/06/2024**

**DIVISION/WARDS AFFECTED: Llanelly, Gobion Fawr, Devauden, Crucorney, Llantilio Crossenny, St Arvans, Osbaston, Magor West**

**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 20mph Speed Limit on the A4077, Gilwern
  - 1.2.2 20mph Speed Limit on the B4598, Llancayo
  - 1.2.3 20mph and 30mph Speed Limits on the B4293 and C57-4 (Itton Common Road), Itton Common.
  - 1.2.4 20mph and 30mph Speed Limit on C26-2 (Pit-Wern-Yr-Heolydd Road) and C26-7 (Huntsman Lane), The Pitt, Llanarth
  - 1.2.5 20mph and 30mph Speed Limits on the B4347, Grosmont.
  - 1.2.6 40mph Speed Limit on the B4235, Llangwm.
  - 1.2.7 20mph and 40mph Speed Limits on the R71, Llansoy.
  - 1.2.8 30mph Speed Limits on B4293 and R83 (Devauden Road), Devauden.
  - 1.2.9 20mph Speed limit on C23-2, Maypole and St Maughns.
  - 1.2.10 40mph Speed Limit on the A466, St Arvans to Tintern.
  - 1.2.11 30mph Speed Limit on the A466, Buckholt.
  - 1.2.12 30mph Speed Limit on the B4245, Magor.
- 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 20mph Speed Limit on the A4077, Gilwern
  - 2.1.2 20mph Speed Limit on the B4598, Llancayo
  - 2.1.3 20mph and 30mph Speed Limits on the B4293 and C57-4 (Itton Common Road), Itton Common.
  - 2.1.4 20mph and 30mph Speed Limit on C26-2 (Pit-Wern-Yr-Heolydd Road) and C26-7 (Huntsman Lane), The Pitt, Llanarth

- 2.1.5 20mph and 30mph Speed Limits on the B4347, Grosmont.
- 2.1.6 40mph Speed Limit on the B4235, Llangwm.
- 2.1.7 20mph and 40mph Speed Limits on the R71, Llansoy.
- 2.1.8 30mph Speed Limits on B4293 and R83 (Devauden Road), Devauden.
- 2.1.9 20mph Speed limit on C23-2, Maypole and St Maughns.
- 2.1.10 40mph Speed Limit on the A466, St Arvans to Tintern.
- 2.1.11 30mph Speed Limit on the A466, Buckholt.
- 2.1.12 30mph Speed Limit on the B4245, Magor.

### **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 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 14 are intended to align the speed limits at each location to current guidance on setting 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 **20mph Speed Limit on the A4077, Gilwern**  
Following representations received by the local community and respective elected representatives, a review of the extents of the 20mph speed limit in Gilwern has taken place. It was subsequently identified that the extents of the Gilwern 20mph speed limit on the A4077 should be extended approximately 80m in a north westerly direction to a more appropriate point leading into the residential environment.
  - 3.3.2 **20mph Speed Limit on the B4598, Llancayo**  
Following representations received by the local community and respective elected representatives, a review of the extents of the 20mph speed limit in Llancayo has been undertaken. It was subsequently identified that the extents of the 20mph speed limit in this location should be amended to ensure that the residential section of the B4598 is adequately covered.
  - 3.3.3 **20mph and 30mph Speed Limits on the B4293 and C57-4 (Itton Common Road), Itton Common**  
Following representations received from the local community, a review of the extents of the 20mph and 30mph speed limits in Itton Common has been undertaken. It was subsequently identified that it would be appropriate to amend the extents of the 20mph speed limit to ensure that it covers the entire residential area. The extensions of the 30mph speed limit buffer zones aim to incrementally and more effectively reduce approach speeds leading into the 20mph speed limit.
  - 3.3.4 **20mph and 30mph Speed Limit on C26-2 (Pit-Wern-Yr-Heolydd Road) and C26-7 (Huntsman Lane), The Pitt, Llanarth**

Following representations received from the local community, a review of the current speed limit throughout the residential area of The Pitt, Llanarth has taken place. It was subsequently identified that it would be appropriate to introduce a 20mph speed limit in this area, which aligns with Welsh Government guidance/criteria. This proposal also includes the introduction of a 30mph buffer zone in order to incrementally reduce traveling speeds leading into the 20mph speed limit where there is a lesser degree of residential development.

### **3.3.5 20mph and 30mph Speed Limits on the B4347, Grosmont**

Following representations from the local community, it has been identified as appropriate to amend the extents of the 20mph speed limit in order to fully encompass the residential area of Grosmont and to extend the 30mph buffer speed limit with the aim of more effectively reduce vehicle speeds leading into the 20mph area.

### **3.3.6 40mph Speed Limit on the B4235, Llangwm**

Following receipt of representations from the local elected ward member and community, a review of the extents of the 40mph leading into the 30mph speed limit in Llangwm has been undertaken. It has been identified, in order to incrementally reduce travelling speeds leading into Llangwm, it would be appropriate to introduce a new 40mph buffer speed limit for the southern section of the B4235 and to extend the 40mph buffer speed limit on the northern section of the B4235.

### **3.3.7 20mph and 40mph Speed Limits on the R71, Llansoy**

Following receipt of representations from the local community, it has been identified that it would be appropriate to amend the extents of 20mph and 40mph speed limits on the R71 through Llansoy. This amendment will ensure that the 20mph speed limit adequately covers the residential area, whilst the amendment to the 40mph speed limit buffer zones aim to incrementally reduce traveling speeds leading into the 20mph speed limit.

### **3.3.8 30mph Speed Limits on B4293 and R83 (Devauden Road), Devauden**

Following receipt of representations from the local elected ward member, it has been deemed appropriate to amend the extents of the 30mph speed limit on two approaches to the Devauden 20mph Speed limit. These amendments aim to enhance the effectiveness of the buffer speed limits and incrementally reduce vehicular speeds leading into the 20mph speed limit.

### **3.3.9 20mph Speed limit on C23-2, Maypole and St Maughns**

Following a review of speed limits in residential areas throughout Monmouthshire, it has been identified that the areas of Maypole and St Maughns meet the criteria for a 20mph speed limit in line with Welsh Government guidance. It is therefore considered appropriate to implement a 20mph speed limit that covers the residential section of these areas.

### **3.3.10 40mph Speed Limit on the A466, St Arvans to Tintern**

Following a successful road safety grant bid to Welsh Government to address a recognised road safety/collision history. It has been identified that a reduction in the existing speed limit from 60mph to 40mph is required. This proposal will reduce inappropriate travelling speeds and contribute to making this section of the A466 safer for all highway users.

During the consultation period, there was an error identified in the original plan (2149) included in the consultation for this proposal where the 40mph speed limit

incorrectly encompassed the existing 30mph buffer speed limit leading into St Arvans. The drawing was amended with the extents of the proposed 40mph speed limit being reduced to allow for the existing 30mph buffer speed limit to remain. All affected parties were notified of this change by email and the consultation period was extended by a week to allow for any additional representations to be received regarding this less onerous alteration. Both of these plans (2149 and 2149 REV B) have been included in the appendices for reference.

**3.3.11 30mph Speed Limit on the A466, Buckholt**

In response to representations received from the local elected ward member and residents, it has been deemed appropriate to introduce an extension of the boundaries of the 30mph Speed Limit on the A466, Buckholt. This amendment aims to fully encompass the residential section of the A466 and address a recognised collision history through the area.

**3.3.12 30mph Speed Limit on the B4245, Magor**

In order to align existing speed limits in this area into accordance with Welsh Government Guidance, it has been deemed appropriate to introduce a 30mph speed limit as an exception to the default 20mph limit on a brief section of restricted road along the B4245, which leads into Magor from the west. This 30mph speed limit will ensure that the 20mph default speed limit on the B4245 Magor starts at a point where there is a clear and obvious transition into the residential environment.

- 3.4 These 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 comments received 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 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
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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> <li>• Lessening of the frequency and severity of Road Traffic Collisions.</li> <li>• Speed limits are in line with Welsh Government guidance.</li> <li>• Consistent speed limits on highways of a specific characteristic throughout Monmouthshire.</li> <li>• High collision rates addressed.</li> </ul>	<ul style="list-style-type: none"> <li>• Additional cost.</li> <li>• Additional signage in rural areas which may be undesirable to local residents.</li> </ul>	This is the preferred option.

## 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:

- 4.4.1 20mph Speed Limit on the A4077, Gilwern
- 4.4.2 20mph Speed Limit on the B4598, Llancayo
- 4.4.3 20mph and 30mph Speed Limits on the B4293 and C57-4 (Itton Common Road), Itton Common.
- 4.4.4 20mph and 30mph Speed Limit on C26-2 (Pit-Wern-Yr-Heolydd Road) and C26-7 (Huntsman Lane), The Pitt, Llanarth
- 4.4.5 20mph and 30mph Speed Limits on the B4347, Grosmont.
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- 4.4.7 20mph and 40mph Speed Limits on the R71, Llansoy.
- 4.4.8 30mph Speed Limits on B4293 and R83 (Devauden Road), Devauden.
- 4.4.9 20mph Speed limit on C23-2, Maypole and St Maughns.
- 4.4.10 40mph Speed Limit on the A466, St Arvans to Tintern.
- 4.4.11 30mph Speed Limit on the A466, Buckholt.
- 4.4.12 30mph Speed Limit on the B4245, Magor.

- 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 either be funded from Monmouthshire County Council's Road Safety and Traffic Management budget, the Welsh Government 20mph Grant, or from the Welsh Government Road Safety Grant.

## **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; 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2147, 2149 Rev A, 2149 Rev B, 2151

Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment

## **10. AUTHORS:**

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](mailto:garethfreeman@monmouthshire.gov.uk)

## Appendix 1: Summary of All Consultation Responses

<b>Agree/Disagree</b>	<b>Number of Responses</b>
Agree	20
Somewhat Agree	2
Disagree	1

## Appendix 2: Schedule of Consultation Responses

Reference/Details	Representations	Officer's Response
Online Form Response #271 (Agree) (Grosmont)	I agree to the extension of the 20mph throughout the village of Grosmont and to the side streets including those areas already covered by the existing 20mph. For the safety of children and other users of the B4347 and sides streets. There are no pavements and the streets are well used by pedestrians and cyclists including children. I argued at the time that the existing 20mph should be extended and am pleased to see these proposals which better reflect the needs of the village	Your support has been noted.
Online Form Response #272 (Agree) (Grosmont)	I absolutely support this amendment (2135 Grosmont). This definitely better reflects the populated village boundary. Thankyou for listening to our concerns and making this change to make our village safer.	Your support has been noted.
Online Form Response #273 (Agree) (Grosmont)	At implementation I argued the 20mph should extend for the entire 30mph zone in Grosmont. I am therefore delighted with the current proposal. Cyclists regularly use these sections of road - Cupids Hill is particularly popular. These roads also lack pavements but are well used by local children, farm vehicles and HGVs serving local businesses and avoiding the bridges at Llangua.	Your support has been noted.
Online Form Response #274 (Agree) (Grosmont)	Overheight lorries come through this part of Grosmont to bypass the low bridge on the A465, as well as large tractors. There are several houses here but no footpath; gates from the houses come straight out onto the road, and have dangerously limited visibility.	Your support has been noted.
Online Form Response #275 (Agree) (Grosmont)	The proposed extension of 20MPH to Chantries and 30MPH to beyond Lawns Farm entrance will calm traffic which currently tends not to decelerate until well into the built up area where residents and walkers are often on the narrowing road. Drivers will reach the bend at Chantries at the 20MPH point which together form an optimal signal to slow and remain slow, having already been slowed to 30MPH for the preceding straight from Lawns Farm entrance. The rationale is clear	Your support has been noted.



	and should be more effective than the present 20MPH position.	
Online Form Response #276 (Agree) (Grosmont)	This will extend the lower limit beyond houses where young children live	Your support has been noted.
Online Form Response #277 (Agree) (The Pitt, Llanarth)	I keep my horses on the road in question and hack along it on a daily basis, we have had many near misses with cars and other vehicles travelling at excessive speeds on this narrow country lane. It amazes me how many areas are now 20mph that but this tiny country lane with many residential dwellings and elderly pedestrians and horses is 30mph. It is even worse as it is so narrow you can't even get out of the way when you hear someone coming along too fast!	Your comments have been noted.
Online Form Response #278 (Agree) (The Pitt, Llanarth)	I live on the stretch of road being considered for 20mph. At busy times of the day I am forced to place a traffic cone in the road in order that I can leave my property without the front of my car being hit by speeding traffic. I believe there should be further traffic calming measures as well as 20mph! There are numerous residential properties along this stretch of road, there is NO pavement and in order to reach the bus stop it means walking along the entire stretch whilst traffic is speeding past and within touching distance. The volume of traffic on this road is considerable compared to other roads in the area as it's used as a cut through by the large number of hospital workers in the Priory Hospital. I find it hard to believe that just up the road in Great Oak there are 20 MPH signs on country lanes with no properties whatsoever yet this stretch has been left at 30mph!	Your support has been noted. Once the speed limit has been implemented in this location, travelling speeds will be monitored to inform whether or not additional traffic calming is warranted.
Online Form Response #279 (Agree) (Grosmont)	Safety of neighbours' children. Prevent vehicles from speeding into and through village. Prevention of animals being harmed or killed.	Your support has been noted.
Online Form Response #280 (Somewhat Agree) (Grosmont)	Slightly confusing as most of "RED" is already 20mph ??? Ignoring that the "Pink" must be "Red" extending the 20mph to the whole village ie beyond the last house not stopping before the last house. Then extending the 20mph to beyond the Lawns Farm entrance as shown.	Thank you for submitting your query. The "RED" 20mph locations within the existing 20mph area were added to amend a legal errors in the extents of the 20mph in Grosmont. This will ensure the 20mph limit is legally enforceable throughout. The "Pink" locations show the area that

		is already part of the 30mph buffer speed limit and will remain as such.
Online Form Response #281 (Agree) (Grosmont)	Twenty is Plenty	Your support has been noted.
Online Form Response #282 (Agree) (Grosmont)	Narrow roads and houses along side road after current 20 MPH ends	Your support has been noted.
Online Form Response #283 (Disagree) (B4245, Magor)	Referencing only the B4245 part, I assume you are taking the mickey? What the B4245 needs is to be restored to 30mph minimum for its entire length, as per Caldicot by-pass. All the built up areas along it have pavements, on both sides for most of it, with multiple traffic light controlled crossing points.	<p>Thank you for submitting your representations. This proposal will ensure extents of the 20mph speed limit throughout Magor are in-line with current Welsh Government Guidance on setting 20mph speed limits and that the 20mph area fully encompasses the residential section of the B4245.</p> <p>The Welsh Government has recently outlined the next steps for the 20mph speed limit throughout Wales in a recent press release. We are therefore currently collecting feedback on 20mph speed limits in Monmouthshire. If you wish to submit comments relating to this, please do so using the online response form which can be found here:  <a href="https://forms.office.com/e/LKwg9hytja">https://forms.office.com/e/LKwg9hytja</a></p> <p>This survey aims to gather feedback on locations that residents believe should be exempt or kept at 20mph.</p> <p>All valid comments relating to roads that form part of Monmouthshire's Public Adopted Highway System will be logged and reviewed once the updated exceptions guidance has been provided by the Welsh Government. We are expecting to receive this in the summer.</p> <p>Please be aware that we will not log</p>

		any general comments about the 20mph National Policy, as this is a matter for the Welsh Government and Welsh Government Ministers. Additionally, if your comments relate to a Trunk Road, as these are not the responsibility of Local Authorities please instead email TrunkRoads20mph@gov.wales.
Online Form Response #284 (Agree) (The Pitt, Llanarth)	Traffic passed our home is always speeding, need 20mph limit	Your support has been noted.
Online Form Response #285 (Agree) (A466, St Arvans to Tintern)	There are no pavements along this stretch of the A466 and speeding traffic is a danger to pedestrians and cyclists.	Your support has been noted.
Online Form Response #286 (Agree) (A466, St Arvans to Tintern)	Important to have consistent and safe speed limits on this stretch of road so that danger is reduced for all users and it is not used as a racetrack.	Your support has been noted.
Online Form Response #287 (Somewhat Agree) (Llangwm)	Whilst the proposals detailed for 2136 Llangwm are intended to improve the transition to the existing 30mph limit through the village, and so are a good idea in principle, it is unlikely these will have much impact on their own. The average speed through the 30mph section is 40-50mph especially northbound down the hill from Chepstow direction, despite the sharp bends, road narrowing over the bridge next to the Mill House and side road junctions, making pedestrian use of the limited and overgrown narrow footpaths from The Duffryn to the Bridge Inn extremely hazardous. Having seen the success of the illuminated red/green speed indicator signs at controlling speeds in Usk, (far more effective than the speed limit signs alone), it would be beneficial if these could also be installed in both directions within the 30mph section in Llangwm.	Thank you for submitting your concerns. Additional electronic signs are scheduled to be installed through Llangwm this financial year.
Online Form Response #288 (Somewhat Agree) (Maypole and St Maughns)	I support the 20 mph limit but am concerned about extra road signs being erected in a relatively uncluttered location. Any discretion should be exercised with the minimum number of signs and no road markings. New signposts should be used	Your support has been noted. The natural aesthetic of this location will be considered and any additional signs and/or posts will be installed

	to fix existing signs e.g. junction warnings or the place name signs "Maypole".	at a minimum whilst ensuring they are legally enforceable.
Online Form Response #289 (Agree) (A466 St Arvans to Tintern)	I support reducing speed limit to 40mph. A466. Because I am unable to visit or walk in this particular as there is no footpath. At present the speed limit is far too fast. Friends living in the area find it is a 'living in fear' situation for them owing to the number of accident and many near misses with cyclists. Please review and reduce the speed for safety reasons.	Your support has been noted.
Online Form Response #290 (Agree) (Either A466 Buckholt or St Arvans to Tintern)	I support the speed limit reduction on A466	Your support has been noted.
Online Form Response #291 (Agree) (The Pitt, Llanarth)	I'm nearly 80 years of age and too worried to walk out of my front gate. How can this stretch of road be 30 MPH when there are other areas of highway that are two cars wide have pavements on both sides and are still 20 mph? On several occasions, I have nearly been hit by traffic whilst trying to put out my recycling etc. Something needs to be done before someone is seriously injured or worse! I believe it needs even more traffic calming measures not just 20mph.	Your support has been noted. Once the speed limit has been implemented in this location, travelling speeds will be monitored to inform whether or not additional traffic calming is warranted.
Online Form Response #292 (Agree) (The Pitt, Llanarth)	I am writing to support the 2134 TRO in The Pitt, Llanarth. My property is within the proposed 30mph zone which is currently National Speed Limit. I have had pets killed by vehicles on the road, and vehicles slowly exiting my driveway have been crashed into by vehicles driving too fast for the lack of visibility. If the TRO is accepted, the road markings should also be repainted as they are no longer visible and do not highlight the risk to drivers coming through the area sufficiently.	Your support has been noted. As part of these works, roadmarkings will be refreshed and additional 30 markings will be installed at the 30mph terminal points.
Written Letter Submission (Agree) (A466 St Arvans to Tintern)	Support A466 40mph. Lived here a very long time. Live between St Arvans and Tintern. Much more traffic and speeding. I am disabled and cannot cross the road for bus stop traffic too fast. Have a lot of accidents along here. Cannot walk down the road no pavement. Noise has got worse plus the pollution we endure. Please help if you can. Thank you for your time.	Your support has been noted. Your concerns regarding crossing points and pavements have been noted and will be considered in any future plans for this location.

## 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 14) 2024**

#### **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 extend the 20mph Speed Limit on the A4077, Gilwern
- To extend the 20mph Speed Limit on the B4598, Llancayo
- To extend the 20mph and 30mph Speed Limits on the B4293 and C57-4 (Itton Common Road), Itton Common.
- To introduce a 20mph and 30mph Speed Limit on C26-2 (Pit-Wern-Yr-Heolydd Road) and C26-7 (Huntsman Lane), The Pitt, Llanarth
- To extend the 20mph and 30mph Speed Limits on the B4347, Grosmont.
- To introduce a 40mph Speed Limit on the B4235, Llangwm.
- To extend the 20mph and 40mph Speed Limits on the R71, Llansoy.
- To extend the 30mph Speed Limits on B4293 and R83 (Devauden Road), Devauden.
- To introduce a 20mph Speed limit on C23-2, Maypole and St Maughns.
- To introduce a 40mph Speed Limit on the A466, St Arvans to Tintern.
- To introduce a 30mph Speed Limit on the A466, Buckholt.
- To introduce a 30mph Speed Limit on the B4245, Magor.

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 8th May 2024** 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: 17th April 2024**

**Carl Touhig  
Head of Neighbourhood Services  
Monmouthshire County Council**



## Appendix 4: STATEMENT OF REASONS

### MONMOUTHSHIRE COUNTY COUNCIL MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019 (AMENDMENT ORDER NO 14) 2024

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

- To extend the 20mph Speed Limit on the A4077, Gilwern
- To extend the 20mph Speed Limit on the B4598, Llancayo
- To extend the 20mph and 30mph Speed Limits on the B4293 and C57-4 (Itton Common Road), Itton Common.
- To introduce a 20mph and 30mph Speed Limit on C26-2 (Pit-Wern-Yr-Heolydd Road) and C26-7 (Huntsman Lane), The Pitt, Llanarth
- To extend the 20mph and 30mph Speed Limits on the B4347, Grosmont.
- To introduce a 40mph Speed Limit on the B4235, Llangwm.
- To extend the 20mph and 40mph Speed Limits on the R71, Llansoy.
- To extend the 30mph Speed Limits on B4293 and R83 (Devauden Road), Devauden.
- To introduce a 20mph Speed limit on C23-2, Maypole and St Maughns.
- To introduce a 40mph Speed Limit on the A466, St Arvans to Tintern.
- To introduce a 30mph Speed Limit on the A466, Buckholt.
- To introduce a 30mph Speed Limit on the B4245, Magor.

#### STATEMENT OF REASONS

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

In response, officers have conducted a thorough review of the existing speed limits at each location, adhering to current local speed limits guidance and regulations. The proposals outlined in Amendment Order Number 14 aim to align the speed limits at each location with current guidance for setting appropriate statutory speed limits, while taking into consideration local environmental and residential factors.

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

Drawing Number	Associated Road Name(s)	Details
2131	A4077, Gilwern	Following representations received from the local community, MCC propose to extend the 20mph speed limit on A4077, Gilwern to properly align the extents of the 20mph Speed Limit to a point where there is a clear and obvious change to a residential environment.
2132	B4598, Llancayo	After receiving representations from the local community, MCC is proposing to modify the boundaries of the 20mph speed limit on the B4598, Llancayo. This adjustment will ensure that the 20mph speed limit adequately covers the residential section of the B4598.
2133	B4293 and C57-4 (Itton Common Road), Itton Common	After receiving representations from the local community, MCC is proposing to modify the boundaries of the 20mph speed limit and 30mph buffer speed limit in the Itton Common area. This adjustment will ensure that the 20mph speed limit adequately covers the residential area,

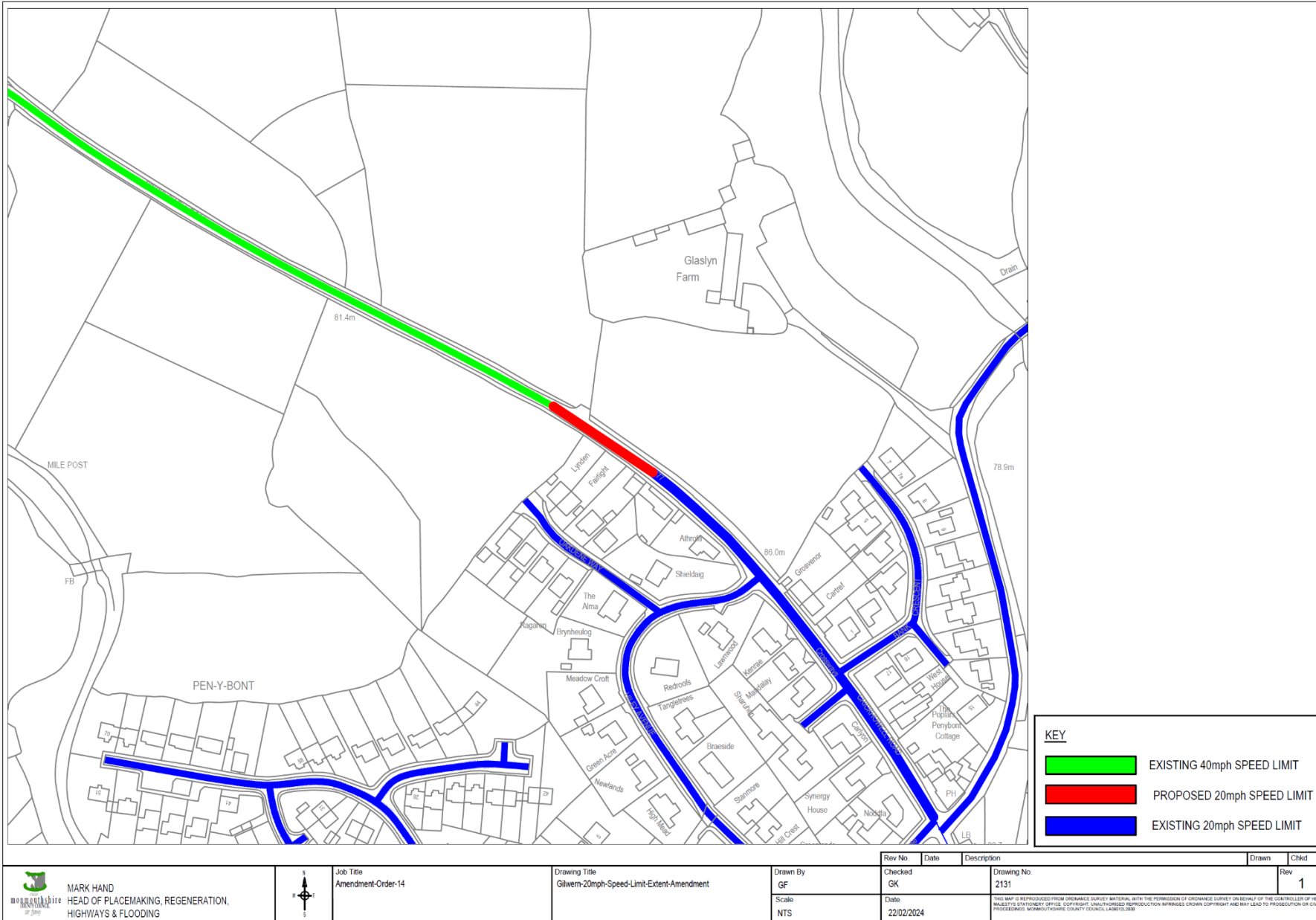
		while the alterations to the 30mph speed limit buffer zones aim to gradually and more effectively reduce traveling speeds leading into the 20mph speed limit.
2134	<b>C26-2 (Pit-Wern-Yr-Heolydd Road) and C26-7 (Huntsman Lane), The Pitt, Llanarth</b>	Following representations received from the local community, MCC proposes to implement a 20mph speed limit throughout the residential area of the Pitt, Llanarth, which aligns with the criteria for a 20mph speed limit according to Welsh Government guidelines. Additionally, a 30mph buffer zone is proposed to gradually decrease traveling speeds leading into the 20mph speed limit area where there is a lesser degree of residential development.
2135	<b>B4347, Grosmont</b>	After receiving representations from the local community, MCC proposes to adjust the boundaries of the 20mph Speed Limit and 30mph Buffer zones to fully cover the residential area of Grosmont. The adjustment of the 30mph buffer zone then aims to more effectively reduce vehicle speeds leading into the 20mph zone.
2136	<b>B4235, Llangwm</b>	After receiving representations from the local elected ward member and community, MCC is proposing to extend the 40mph speed limit buffer zone on the northern section of the B4235, Llangwm. Additionally, a new 40mph buffer speed limit is proposed for the southern section of the B4235, Llangwm. The intention behind this proposal is to gradually and more effectively decrease vehicle speeds leading into the 30mph speed limit throughout Llangwm.
2137	<b>R71, Llansoy</b>	After receiving representations from the local community, MCC is proposing to modify the boundaries of the 20mph speed limit and 40mph buffer speed limit in the Llansoy area. This adjustment will ensure that the 20mph speed limit adequately covers the residential area, while the alterations to the 40mph speed limit buffer zones aim to gradually and more effectively reduce traveling speeds leading into the 20mph speed limit.
2138	<b>B4293 and R83 (Devauden Road), Devauden</b>	Following representations from the local elected ward member, MCC is proposing to revise the boundaries of the 30mph Buffer zones on two approaches to the Devauden 20mph Speed limit. This adjustment aims to enhance the effectiveness of reducing vehicle speeds leading into the 20mph zone.
2147	<b>C23-2, Maypole and St Maughns</b>	MCC proposes to implement a 20mph speed limit throughout the residential areas of Maypole and St Maughns, which aligns with the criteria for a 20mph speed limit according to Welsh Government guidelines.
2149	<b>A466, St Arvans to Tintern</b>	In response to feedback from local community members and informed by collision data concerning the section of A466 between St Arvans and Tintern, MCC is proposing the implementation of a 40mph speed limit. This proposal aims to serve as a remedial measure to the high collision rate and ensure compliance with Welsh Government Guidance on speed limits.
2151	<b>A466, Buckholt</b>	In response to input from the local elected ward member, MCC is proposing to introduce an extension of the boundaries of the 30mph Speed Limit on the A466, Buckholt. This adjustment aims to fully encompass the residential section of the A466 and address a high collision rate in the area.
2153	<b>B4245, Magor</b>	MCC proposes the implementation of a 30mph speed limit as an exception to the default 20mph limit on a brief section of restricted road along the B4245, which leads


		into Magor from the west. This proposal aims to bring all speed limits in this area into accordance with Welsh Government Guidance and to ensure that the 20mph speed limit on the B4245 Magor starts at a point where there is a clear and obvious transition to a residential environment.
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# Appendix 4: Drawings

## 2131 – 20mph Speed Limit on the A4077, Gilwern




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



Job Title  
 Amendment-Order-14

Drawing Title  
 Gilwern-20mph-Speed-Limit-Extent-Amendment

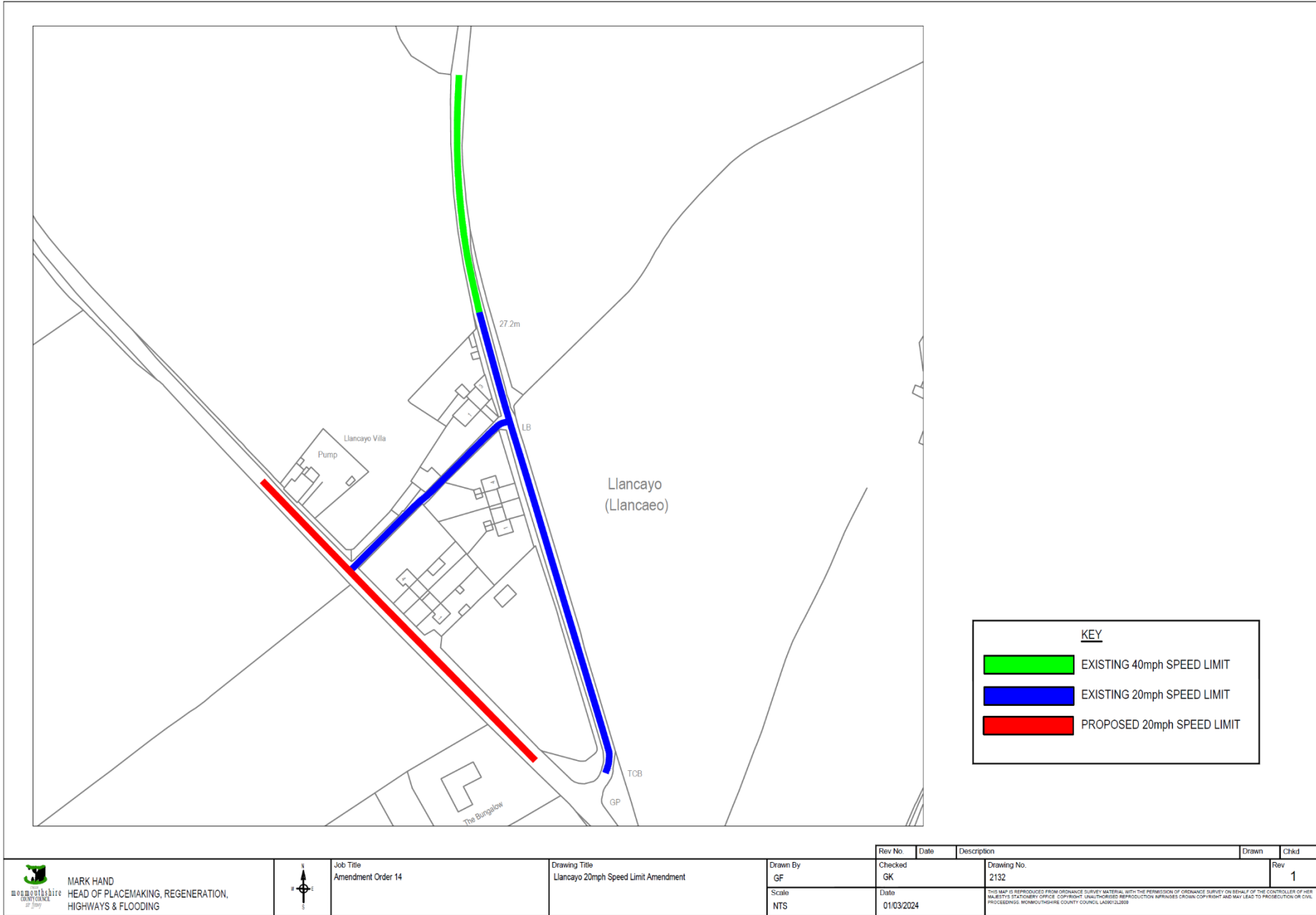
Drawn By  
 GF  
 Scale  
 NTS

Rev No	Date	Description
Checked GK	Date 22/02/2024	

Rev No	Date	Description	Drawn	Chkd
Drawing No. 2131				Rev 1

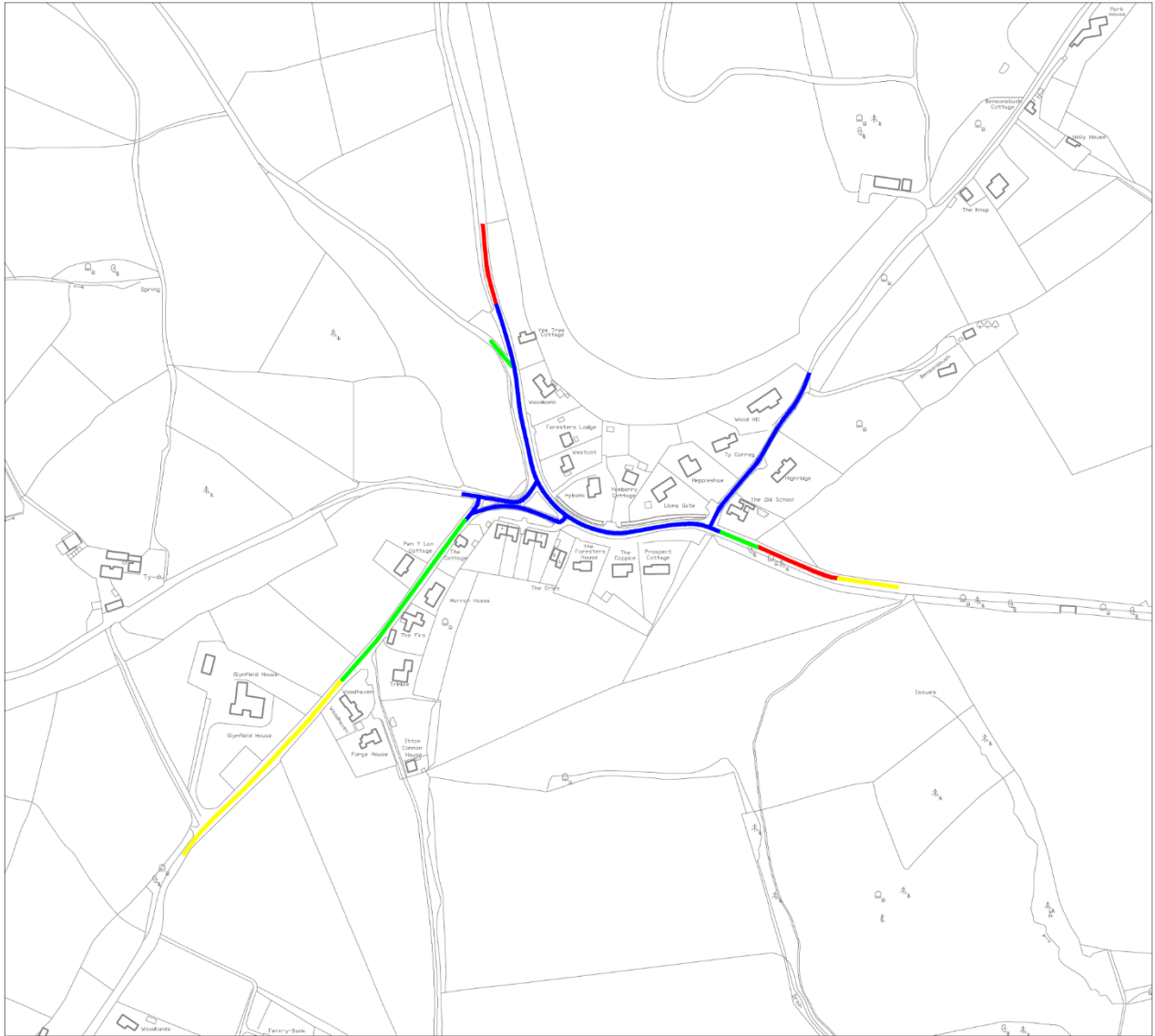
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# 2132 – 20mph Speed Limit on the B4598, Llancayo



<b>MARK HAND</b> HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title Amendment Order 14	Drawing Title Llancayo 20mph Speed Limit Amendment	Drawn By GF	Checked GK	Drawing No. 2132	Drawn 	Chkd 
				Scale NTS	Date 01/03/2024		Rev 1	<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 UNAUTHORISED REPRODUCTION APPROVED. CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL LA0012L200</small>

# 2133 - 20mph and 30mph Speed Limits on the B4293 and C57-4 (Itton Common Road), Itton Common

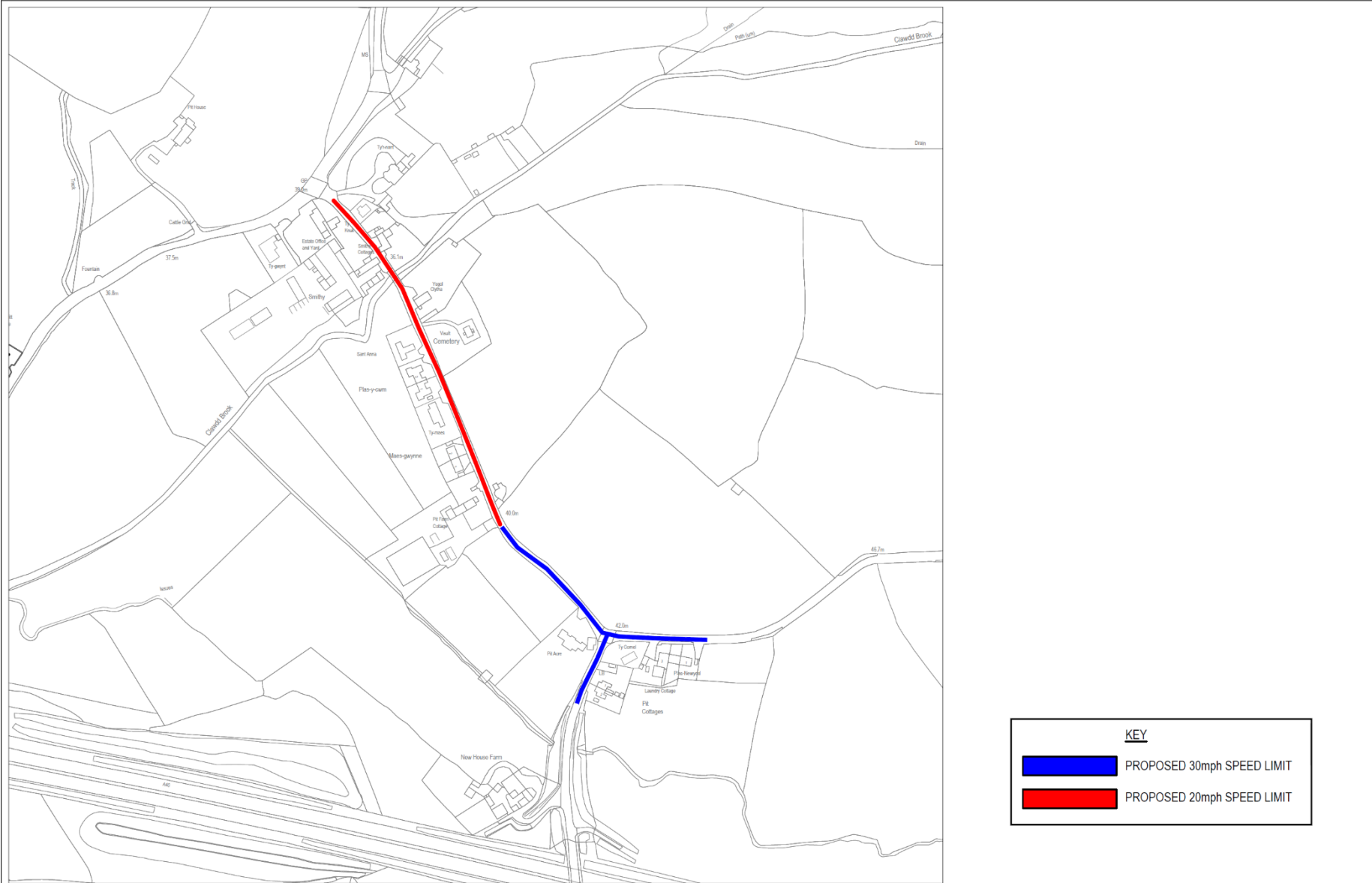


KEY	
<span style="display:inline-block; width:20px; height:10px; background-color:red; border:1px solid black;"></span>	EXISTING 30mph SPEED LIMIT
<span style="display:inline-block; width:20px; height:10px; background-color:blue; border:1px solid black;"></span>	EXISTING 20mph SPEED LIMIT
<span style="display:inline-block;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

		<b>Job Title</b> Amendment Order 14	<b>Drawing Title</b> Itton Common 20mph and 30mph Speed Limit Extent Amendment	<b>Drawn By</b> GF	<b>Rev No.</b> GK	<b>Date</b> 27/04/2022	<b>Description</b> 	<b>Drawing No.</b> 2133	<b>Drawn</b> 	<b>Chkd</b> 
				<b>Scale</b> NTS	<b>Date</b> 27/04/2022	<b>Drawing No.</b> 2133	<b>Rev</b> REV			

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# 2134 - 20mph and 30mph Speed Limit on C26-2 (Pit-Wern-Yr-Heolydd Road) and C26-7 (Huntsman Lane), The Pitt, Llanarth



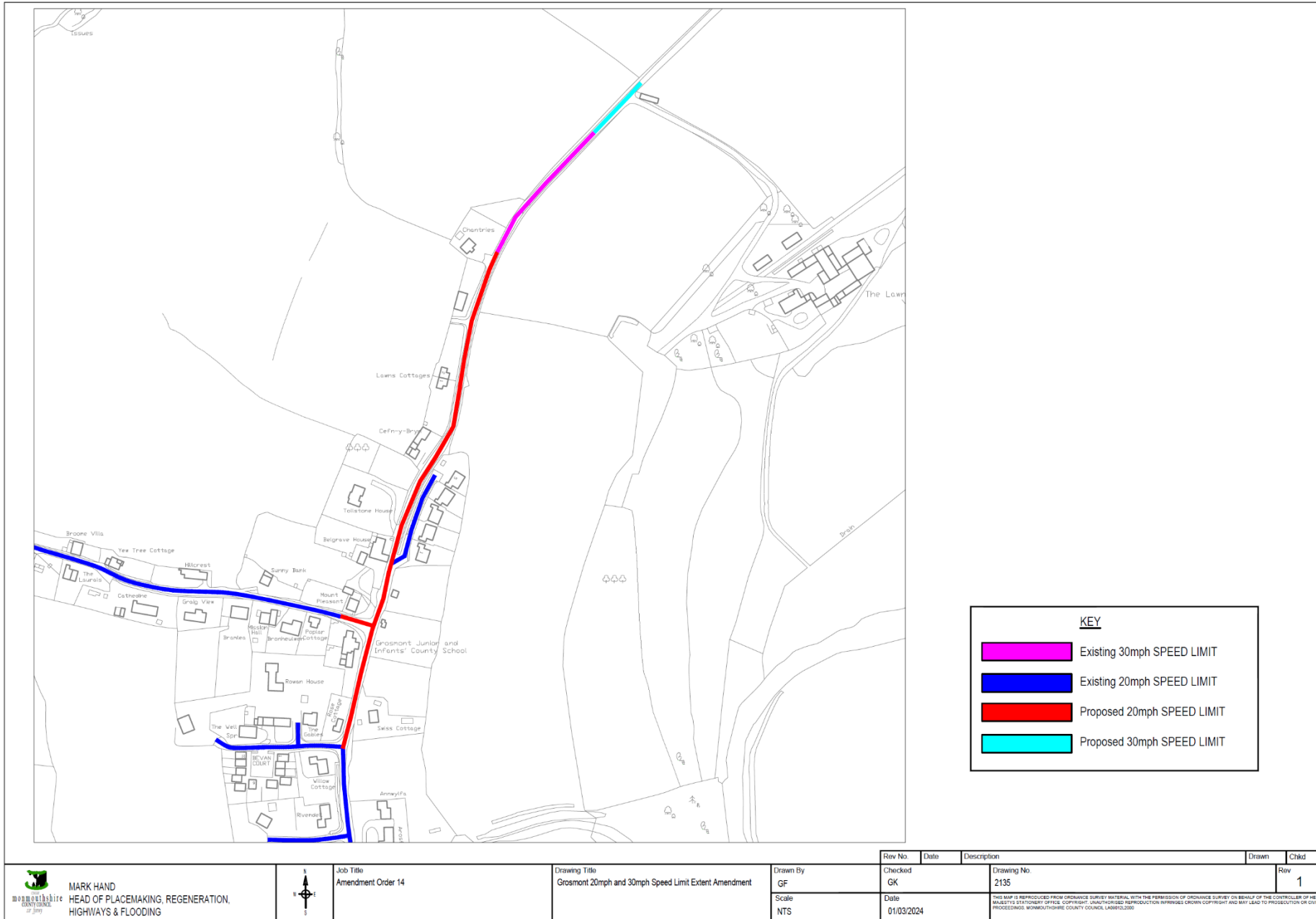
KEY	
<span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span>	PROPOSED 30mph SPEED LIMIT
<span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span>	PROPOSED 20mph SPEED LIMIT


Rev No	Date	Description	Drawn	Chkd

 <b>MARK HAND</b> HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING	 Job Title <b>Amendment Order 14</b>	Drawing Title <b>The Pitt, Llanarth Proposed 20mph and 30mph Speed Limits</b>	Drawn By <b>GF</b>	Checked <b>GK</b>	Drawing No. <b>2134</b>	Rev <b>1</b>
			Scale <b>NTS</b>	Date <b>04/03/2024</b>	<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. UNAUTHORISED REPRODUCTION IN WHOLE OR IN PART IS PROHIBITED AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL, LA0912,2000</small>	

# 2135 20mph and 30mph Speed Limits on the B4347, Grosmont




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



Job Title  
 Amendment Order 14

Drawing Title  
 Grosmont 20mph and 30mph Speed Limit Extent Amendment

Drawn By  
 GF  
 Scale  
 NTS

Rev No.	Date	Description
Checked GK	Date 01/03/2024	



Drawn	Chkd
Drawn No 2135	Rev 1

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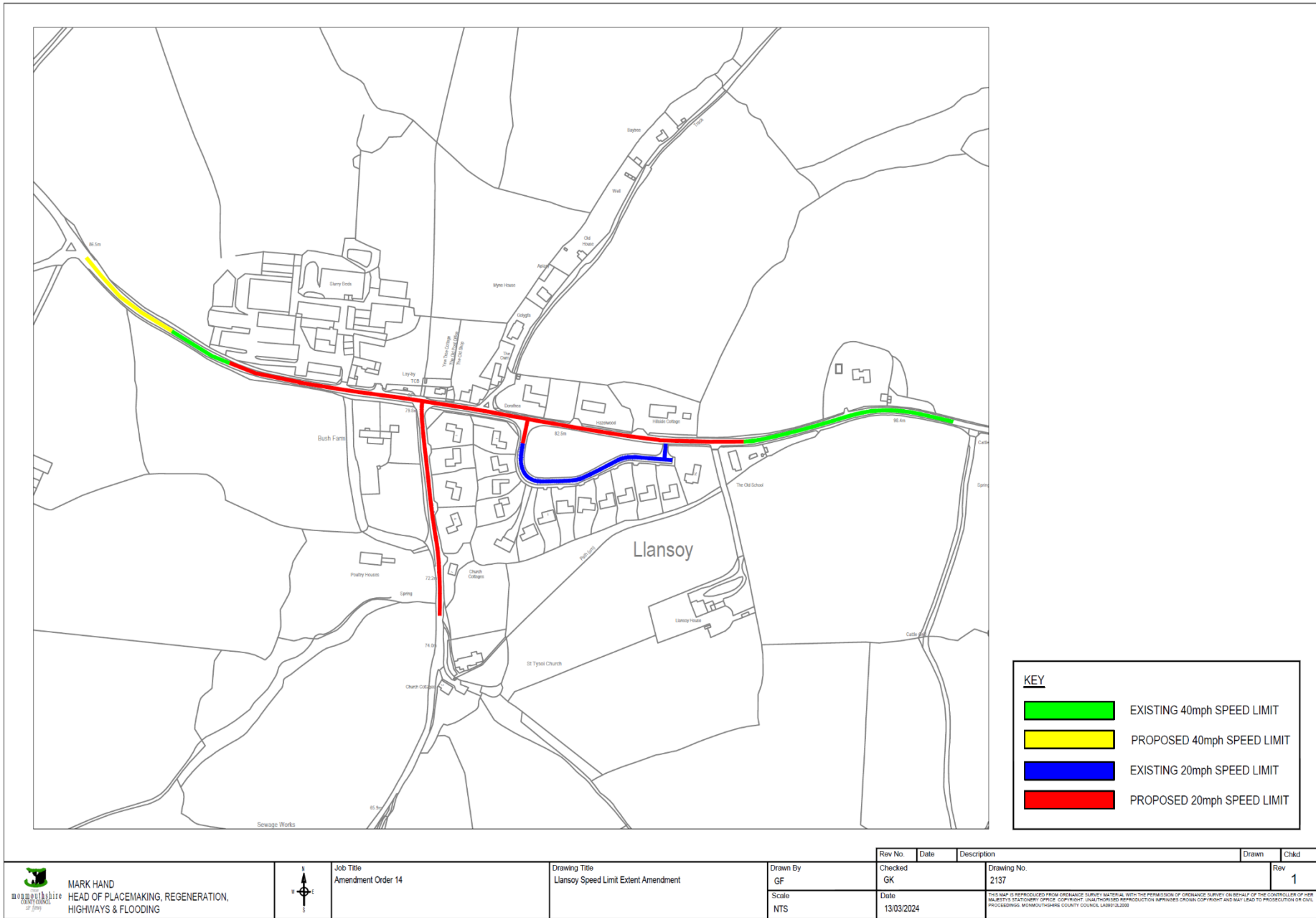
# 2136 - 40mph Speed Limit on the B4235, Llangwm




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

 <b>MARK HAND</b> HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title	Amendment Order 14	Drawing Title	Llangwm Proposed 40mph Speed Limits	Drawn By	GF	Checked	GK	Drawing No.	2136	Rev	1
		Scale	NTS	Date	04/03/2024	<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. UNAUTHORISED REPRODUCTION IN WHOLE OR IN PART AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL LA09012/2000</small>							

# 2137 - 20mph and 40mph Speed Limits on the R71, Llansoy




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



Job Title  
 Amendment Order 14

Drawing Title  
 Llansoy Speed Limit Extent Amendment

Drawn By  
 GF  
 Scale  
 NTS

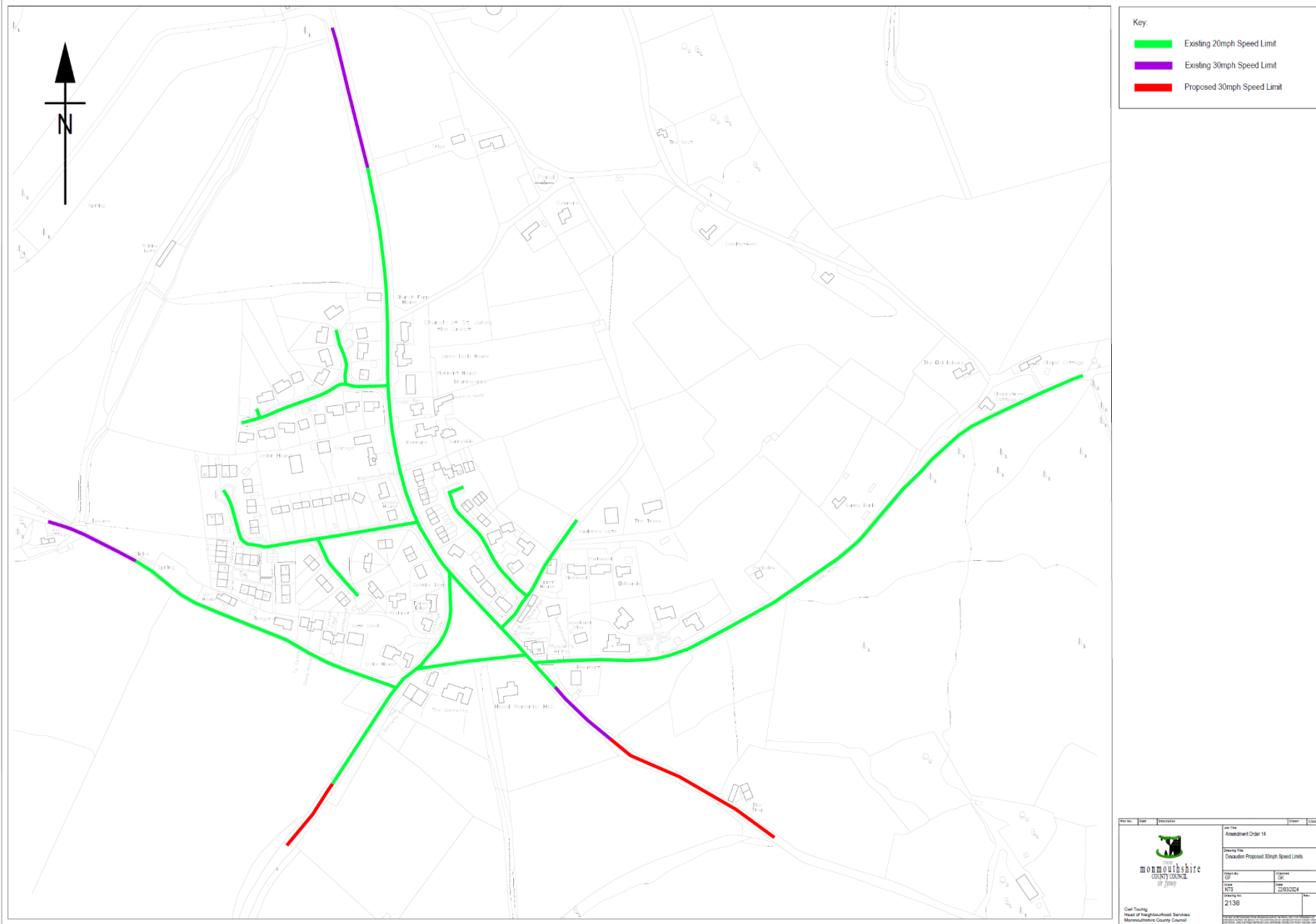
Checked  
 GK  
 Date  
 13/03/2024

Description  
 Drawing No.  
 2137  
 Rev  
 1

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# 2138 - 30mph Speed Limits on B4293 and R83 (Devauden Road), Devauden







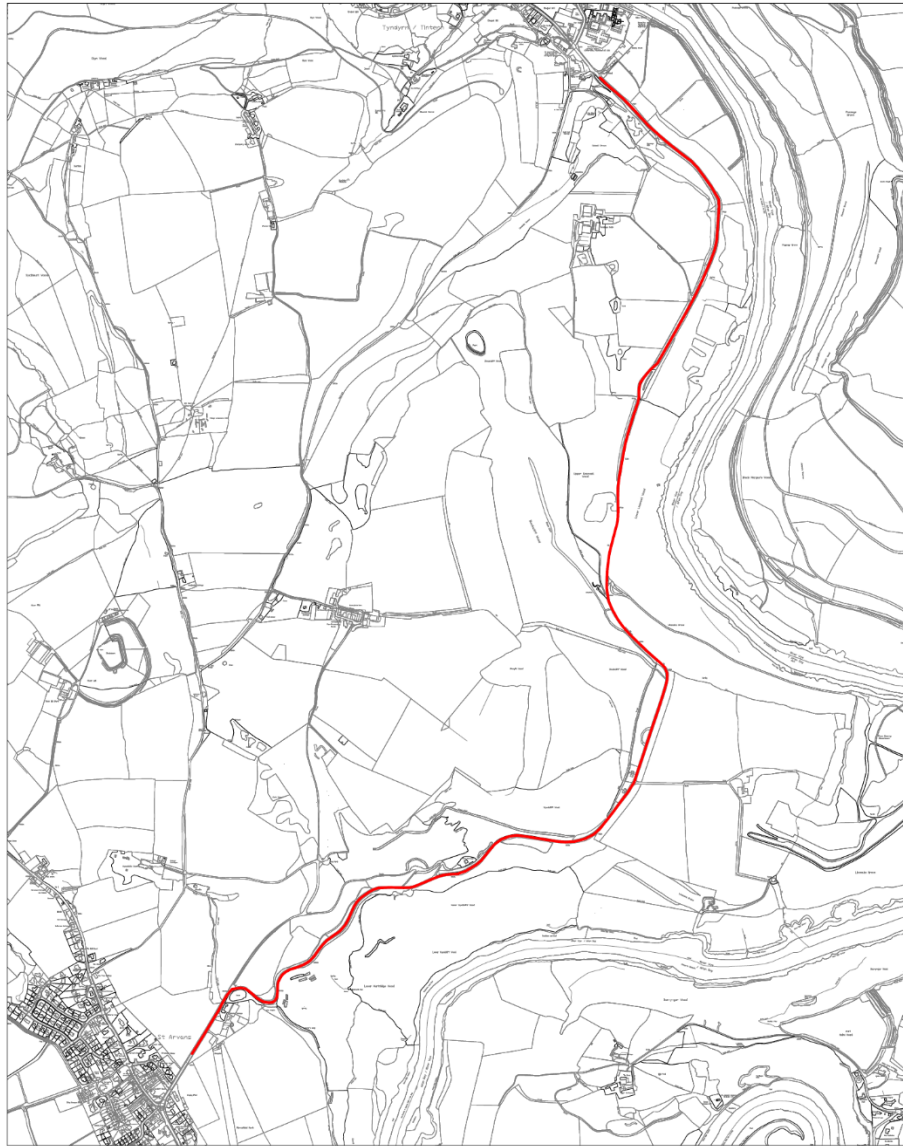
# 2147 - 20mph Speed limit on C23-2, Maypole and St Maughns



<b>KEY</b>	
	PROPOSED 20MPH SPEED LIMIT

 <b>MARK HAND</b> HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title	Drawing Title	Drawn By	Checked	Date	Description	Drawn	Chkd	
		Amendment Order 14	Maypole and St Maughns Proposed 20mph Speed Limit	GF	GK					
				Scale						
				NTS		18/03/2024				
								Drawing No.	Rev	
								2147	1	
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# 2149 and 2149 REV B - 40mph Speed Limit on the A466, St Arvans to Tintern

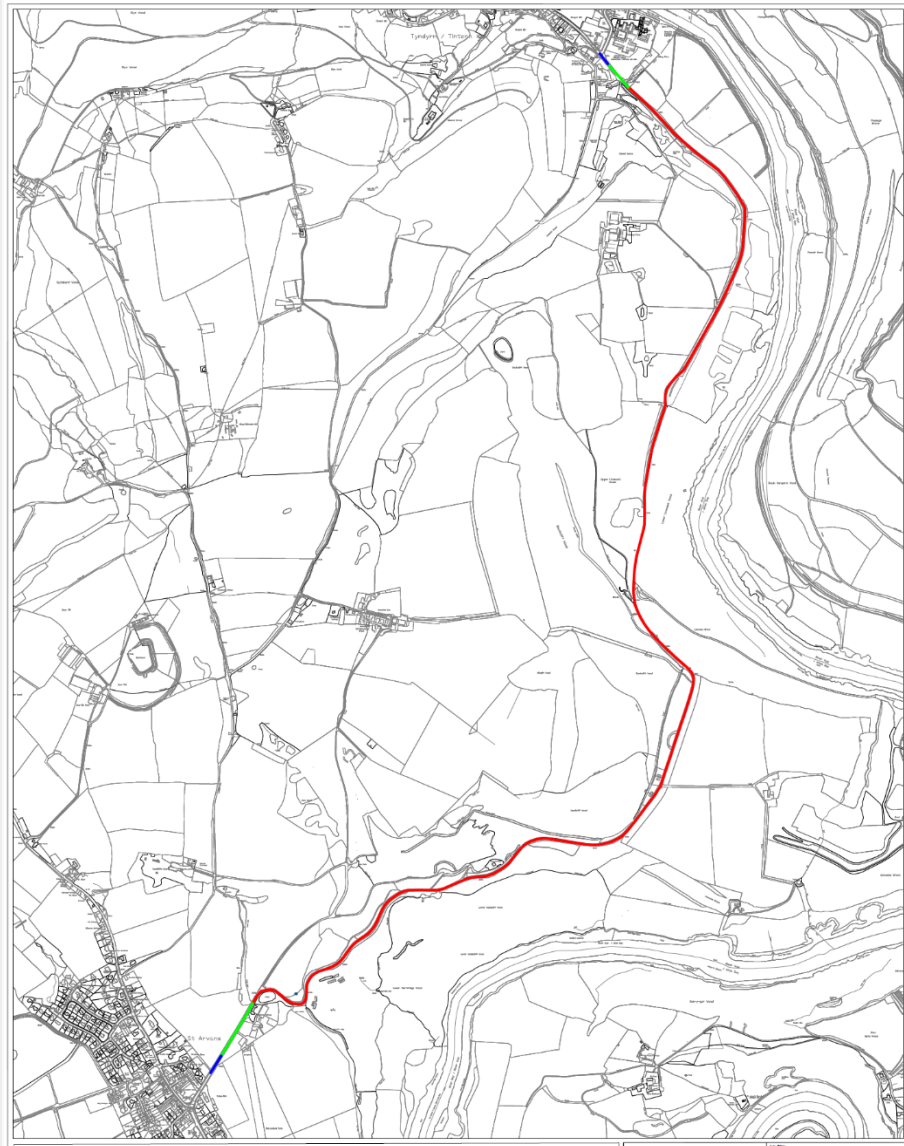


**KEY**  
— Proposed 40mph Speed Limit

  
**monmouthshire**  
 COUNTY COUNCIL  
 18 July 2019

AMENDMENT ORDER 14  
 DRAWING THE  
 A466 PROPOSED 40MPH SPEED LIMIT  
 Date: 21/03/2024  
 Order No: 2149  
 Scale: A

MARK HIND  
 HEAD OF PLANNING, REGENERATION, HOUSING  
 AND FLOODING



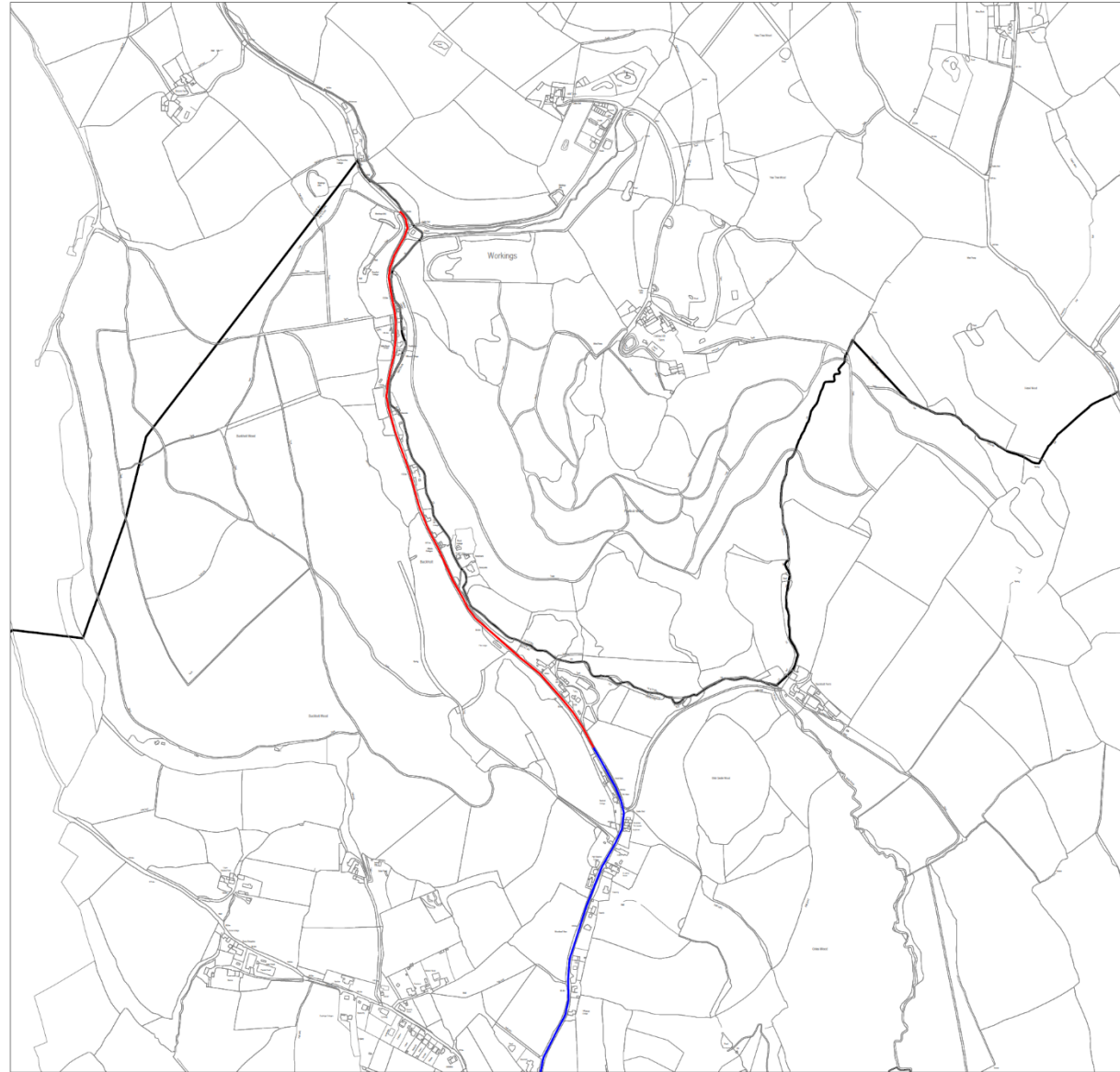
**KEY**  
— Proposed 40mph Speed Limit  
— Existing 30mph Speed Limit  
— Existing 20mph Speed Limit




  
**monmouthshire**  
 COUNTY COUNCIL  
 18 July 2019



AMENDMENT ORDER 14  
 DRAWING THE  
 A466 PROPOSED 40MPH SPEED LIMIT  
 Date: 21/03/2024  
 Order No: 2149  
 Scale: B

Call To Ask  
 Head of Neighbourhood Services

# 2151 - 30mph Speed Limit on the A466, Buckholt



KEY	
	PROPOSED 30MPH SPEED LIMIT
	EXISTING 30MPH SPEED LIMIT
	COUNTY BOUNDARY

 <b>MARK HAND</b> HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title	Drawing Title	Drawn By	Rev No.	Date	Description	Drawn	Chkd	
		Amendment Order 14	Buckholt Proposed 30mph Speed Limit	GF	Checked	GK	Drawing No.			Rev
				Scale	Date	25/03/2024	2151			1
				NTS	<small>THIS MAP IS REPRODUCED FROM ORDINANCE SURVEY MATERIAL, WITH THE PERMISSION OF ORDINANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATUTORY OFFICE. UNAUTHORISED REPRODUCTION OR FURTHER CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MORNINGTHORPE COUNTY COUNCIL, LA0901212005</small>					

# 2153 30mph Speed Limit on the B4245, Magor



KEY	
<span style="display:inline-block; width:20px; height:10px; background-color:red;"></span>	PROPOSED 30MPH SPEED LIMIT
<span style="display:inline-block; width:20px; height:10px; background-color:green;"></span>	EXISTING 30MPH SPEED LIMIT
<span style="display:inline-block; width:20px; height:10px; background-color:blue;"></span>	20MPH SPEED LIMIT BY DEFAULT ON RESTRICTED ROAD



MARK HAND  
HEAD OF PLACEMAKING, REGENERATION,  
HIGHWAYS & FLOODING



Job Title  
Amendment Order 14

Drawing Title  
B4245 Magor Proposed 30mph Speed Limit

Drawn By  
GF  
Scale  
NTS

Rev No. Date Description  
Checked  
GK  
Date  
28/03/2024

Drawing No.  
2153

Drawn Chkd  
Rev  
1

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PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL, LA06121200





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>Gareth Freeman</b>  <b>Phone no:</b> 01633 644012  <b>E-mail:</b> <a href="mailto:garethfreeman@monmouthshire.gov.uk">garethfreeman@monmouthshire.gov.uk</a></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 through the various residential and rural routes identified.</p>
<p><b>Name of Service area</b></p> <p>Traffic</p>	<p><b>16/05/2024</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 do not have access to a personal vehicle	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>	Positive: lower travelling speeds will provide a safer highway environment and may contribute to increased cycling/walking/running activities	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="125 437 282 464">Involvement</p> <p data-bbox="331 217 495 427">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 244">N/A</p>
 <p data-bbox="136 713 275 740">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 505">None identified at this stage</p>
 <p data-bbox="143 1027 282 1054">Integration</p> <p data-bbox="107 1080 210 1107">bodies</p> <p data-bbox="331 791 510 1077">Considering impact on all wellbeing goals together and on other</p>	<p data-bbox="533 793 1317 892">The proposal should have a positive impact on wellbeing, by providing a more welcoming highway environment for all users.</p>	<p data-bbox="1352 793 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.
- Collision 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, Georgina Edwards)

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

<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	June 2024	
2			
3			