

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

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

EFFECT OF THE ORDER:

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

STATEMENT OF REASONS

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

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

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

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

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

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

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

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

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

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

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

		<p>required for the A466 through Tintern to address non-compliant speed limit arrangements.</p> <p>The route is currently signed as 20mph through sections without compliant street lighting systems, creating legal uncertainty as the speed limit relies on signage rather than statutory provisions. Formal Traffic Regulation Orders are necessary to provide legal certainty and enforcement capability.</p> <p>The 20mph speed limit through Tintern village reflects the residential character, pedestrian activity, and road geometry of this historic settlement.</p> <p>Implementation of formal orders will ensure legal compliance, provide certainty for enforcement purposes, and maintain appropriate speed management that reflects the environmental and safety requirements of this important route through a historic Welsh village.</p>
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