

Draft Traffic calming proposal for Devauden area **Monmouthshire**

The below information is a starting point to assist in putting forward the thoughts of the local community to MCC & Highways. On traffic calming measures through Devauden and surrounding areas, to reduce the risk of a major incident occurring due to speeding vehicles.

Rational behind the proposal.

Over the last 10 years we have seen the risk level to residents in the area rise due to several factors.

- Increase in volume of traffic on the roads
- Higher use of roads by cyclist
- Reduction in hedge trimming to the roads
- Reduction in highway maintenance due to MCC available funds

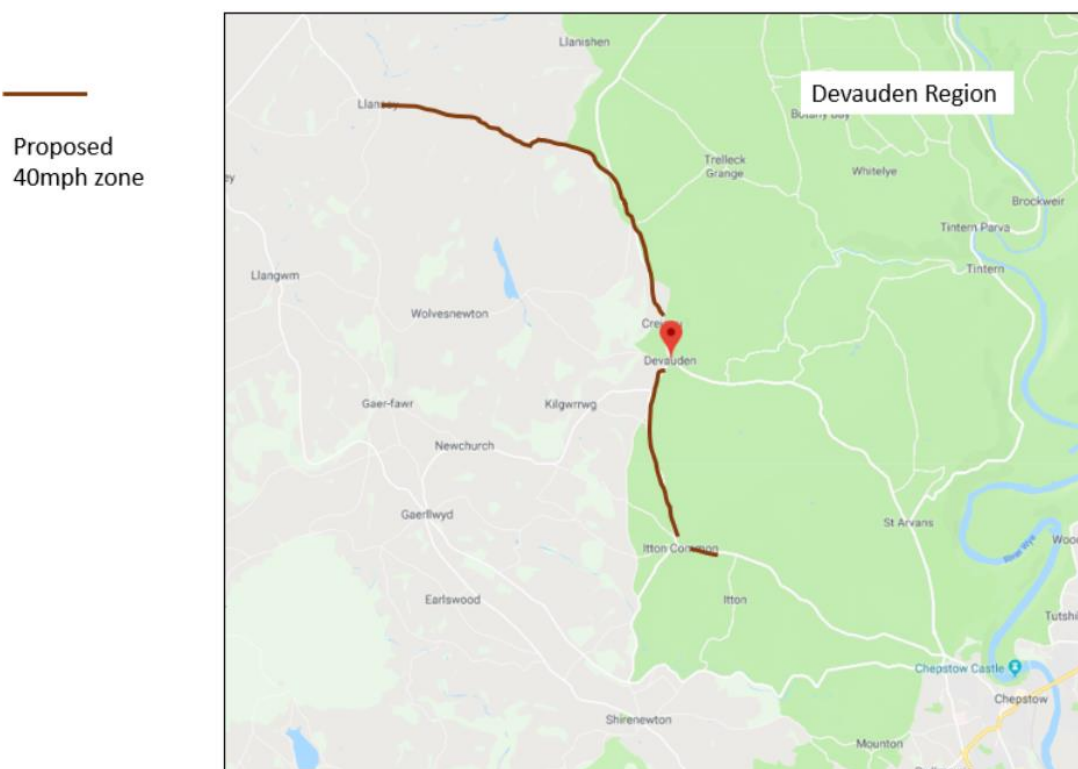
The above has raised the number of minor incidents and non reportable incidents in the region, in the last 6 months we have had cyclists being hit by vehicles, several RTA's throughout the region and also children and dogs being hit by vehicles.



The evidence clearly suggests that with the number of near misses, minor and serious injuries that are being evidenced in the region, unless action is taken to reduce speed of vehicles, a fatality will be the inevitable outcome.

The information below captures the DCC region but has focused on the below areas as these seem to have the highest risk in relation to incidents.

1. Devauden
2. Star Hill to Devauden
3. Itton Road to Devauden



1. Devauden

The logic behind the proposal is to highlight the entry points to the village where the speed limit is reduced to 30mph, and to implement traffic calming by a reduction in highway width to one vehicle to the areas that have the most pedestrian footfall around the village, also reducing this area to 20mph. This area being the highly populated roads within the village.



Proposed 40mph zone

Proposed 30mph zone

Proposed 20mph zone

Proposed school
children crossing point



The below carriageway reduction strategy would be the simplest to implement to the three areas detailed below. We would need confirmation from Highways that we have the vision splay required for these to be installed. As we might have an issue with the entrance to the village from St Arvans in relation to length of vision coming into the village up the hill.



These would be located to give right of way to vehicles coming out of the village. Installed on the side of the road coming into the village to force cars coming into the village to slow down and stop if cars are leaving the village. Reducing car speeds at the point of entry to the high pedestrian are

B2493 from Chepstow



From St Arvans



B2493 From Monmouth





White gates to be installed of different sizes to the 30mph speed limit points entering the village.

B2493 from Monmouth



From St Arvans

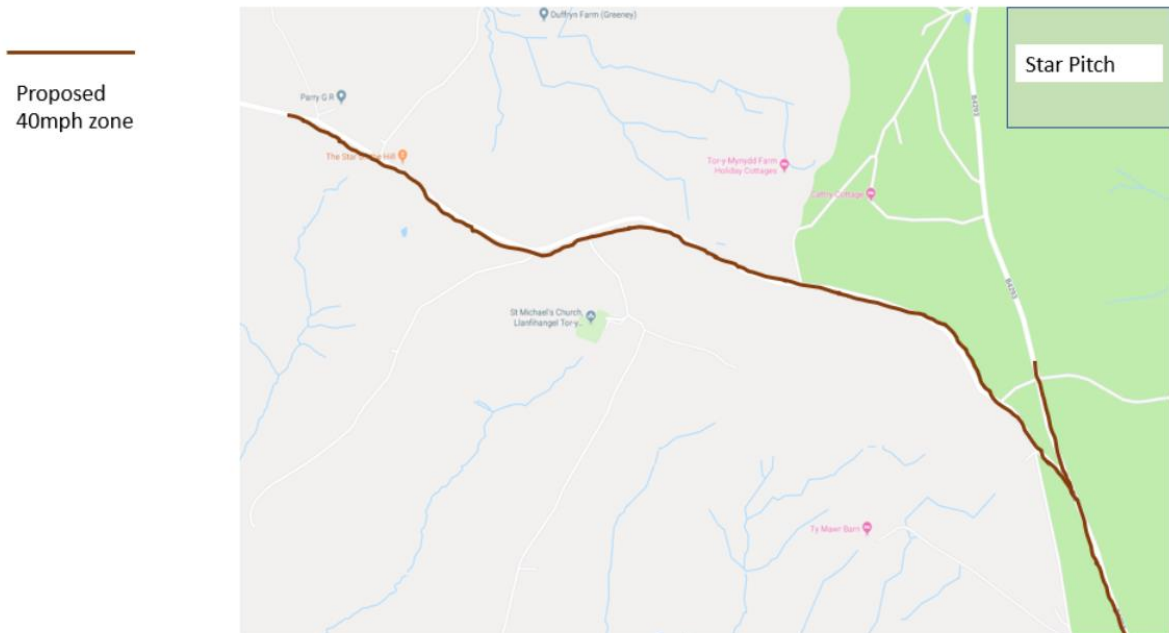


2493 from Itton



There are residents outside of these areas that would like the speed limit reduced further out of the village. The next step might be to mark up a 40mph zone before the 30mph zone on the B4293 from Monmouth and Chepstow?? Also the option of removing the white line from the centre of the road within the 20mph zone could also be considered to reduce the speed of cars?

2. Star Hill



Problem Definition

There are two principal problems:

- The speed of traffic vs. the width of the carriageway, leading to fast-moving vehicles occupying the centre of the road
- Increasing volumes of traffic, especially heavy goods vehicles

Both of these problems exacerbated to some extent by cyclists climbing and descending the hill.

Background and Context

The RXXXX between its intersection with the B4293 and Cross Hands crossroads is a narrow road linking the communities of Llansoy and Llanfihangel-Tor-Y-Mynydd with Devauden and Chepstow in the south, Monmouth in the north (both via the B4293) and Raglan and Abergavenny to the west.

For most of the length of the segment defined above, the road is below the minimum width for white-lining. There are gradients of up to 20% at both ends of the segment. In addition hedges frequently impinge on the width of the carriageway, and there is a

well-developed tree canopy over the first 400m from the junction with the B4293. The road is delimited (60mph) for all of its length except a 500 metre stretch through the village of Llansoy.

These factors frequently combine to produce a flow of fast moving traffic downhill, often forced to occupy the centre of the carriageway. Whereas slow-moving heavy goods vehicles struggling up the steep gradients create an equal and opposite set of challenges.

It's likely that traffic calming measures and the 20 mph speed limits in Raglan are encouraging sat nav routing engines to prioritise Star Pitch (delimited) as the fastest route from Abergavenny to Chepstow and the Severn Bridge. Certainly residents are reporting ever-increasing traffic volumes, especially heavy goods vehicles. This problem is likely to spiral with the dualling of the A465 Heads of the Valleys road..

Recommended Remedies

- Imposition of a default 40mph speed limit for the length of the segment as described above.
- Reduction of speed limit on the RXXXX to 30mph through the village of Llansoy, and through the cluster of dwellings around the Star-On-The-Hill public house.
- Installation of a pinch point/road narrowing at (51.7148295, -2.7773624), approx 50 meters east/uphill of the junction with Church Lane with priority to uphill/eastbound traffic. This would have the effect of calming fast-moving traffic descending from Star Hill. Sight lines to this location are shown below.
- Installation of a flashing 40mph traffic sign on the steepest and fastest pitch of Star Hill - approx 20 metres uphill from the drive to Bryn Heulog (51.7133622, -2.7661565) - influencing traffic travelling downhill.
- 'Oncoming vehicles in the centre of road' signage on the RXXXX near the junction with the B4293, facing downhill/westbound traffic. Identical sign 10 metres uphill of junction with unmarked lane and RXXXX (51.7138105, -2.7695726) facing eastbound/uphill traffic.
- 'Cyclists - beware hidden junctions and driveways' signage at the junction of Star Hill and the B4293. Residents report the difficulty of spotting and avoiding fast-descending cyclists on the downhill stretch from the B4293 to Church Lane.

View and locations



Looking west/downhill: Star Hill nr B4293 junction. *Note narrow width, hedge growth and canopy.*



Uphill/eastwards view from 'Bryn Heulog', Star Hill. The suggested location for a flashing 40 mph sign, facing downhill traffic, is 20 metres uphill from the driveway shown.



Eastward, uphill view from proposed road narrowing, at (51.7148295, -2.7773624), 50 metres east/uphill from Church Lane.

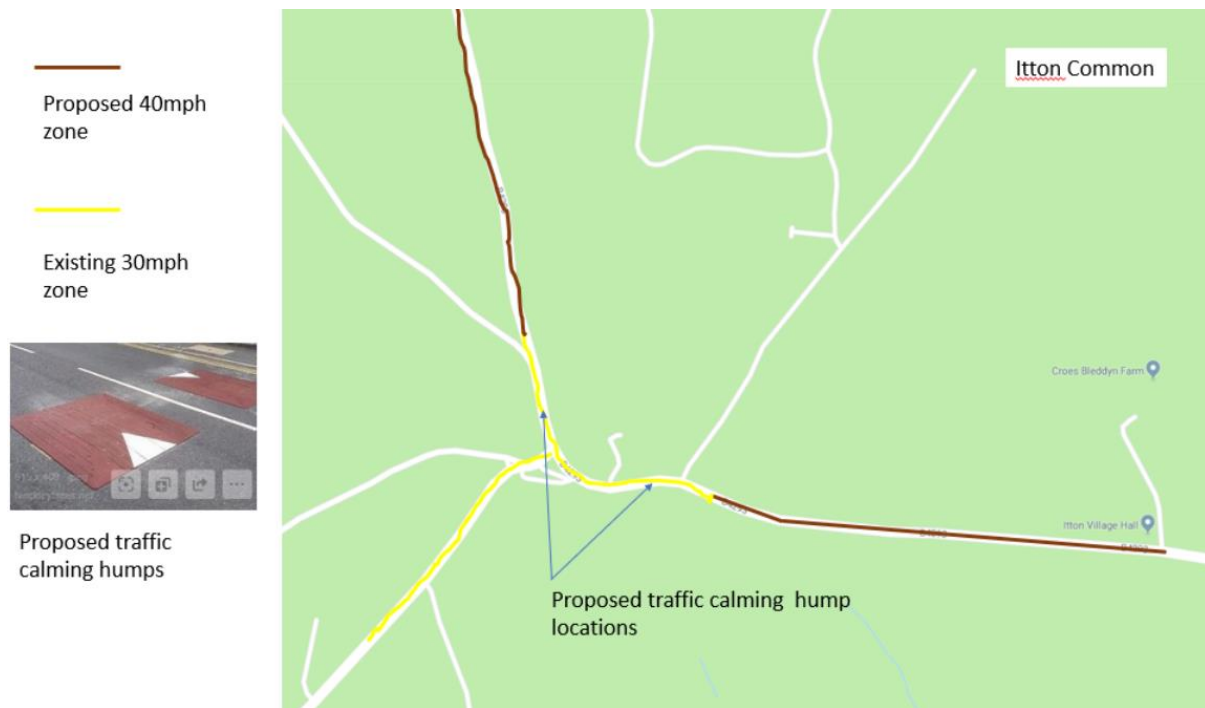


Westward/downhill view from proposed road narrowing, towards Church Lane (seen on left, in distance)



Pinch point location (grey marker) in context

3. Itton Road



The B4293 runs through Itton Common, Croes Bleddyn and Howick. It is part of the main highway between Chepstow and Monmouth.

The volume, size and speed of the traffic using this road are perceived to have increased and are a source of anxiety to those living along and using the road.

There are a number of points along the road where the highway seems to cause problems and there is no real provision for pedestrians, cyclists or horse riders in this AONB.

It is plagued by vehicles (2 and 4 wheeled) using the road for leisure purposes which may be noisy, obstructive and/or dangerous.

At an ad hoc meeting of Itton residents in 2015 it was clear that the main issue was traffic speed through Itton Common. As a result a Speed Watch group was established and there was a notable reduction in the perceived traffic speed at this point. Unfortunately this depended on volunteers who could not continue and police support which was subsequently withdrawn. Nonetheless it demonstrated that driver behaviour could be modified by community involvement.

Itton Village Hall opens directly onto the 60mph highway.

Local discussion over the years has produced a range of opinions which would merit further discussion.

1. Provide a 40 mph sign preparatory to existing 30mph sign.
2. Extend the 30 mph zone to include Village Hall and Croes Bleddyn.

3. Improve sightlines at Croes Bleddyn junction for traffic exiting Itton Court Lane.
4. Improve sightlines for vehicles exiting Sandy Lane, Howick
5. Install pinch points(a la Trelech) at beginning of 30mph zones
6. Address camber issues at the entrance to MCC depot at Howick
7. Establish Itton Common to Village Hall permissive footpath.