

Raglan Community Council
Notes of the Public Meeting held on Friday 21 March 2025.
This meeting was convened at the Old School, Chepstow Road, Raglan
at 18:30 pm

This public meeting was convened to discuss the A40 Raglan Bypass Safety Study, published by Welsh Government in June 2024. The Community Council convened this meeting and invited members of Mitchel Troy Community Council to attend. This meeting was to discuss some of the findings in the published A40 Raglan Bypass Safety Study, and to enable Elected Members of the Community Councils to listen to residents' concerns and observations.

Present

There were 34 members of the public in attendance with Senedd Members Peter Fox and Laura Anne Jones, the MP Catherine Fookes, Monmouthshire County Councillors Penny Jones, Richard John and Jayne Mckenna and elected members from Raglan and Mitchel Troy Community Councils.

Cllrs in attendance were: Cllr's Nick Ramsay, (Chair) Lynne Eilertsen, Cllr Penny Jones (as a Community Councillor and Ward Member of Monmouthshire County Council), Cllr Jay Francis Mitchel Troy Community Council.

Cllr Nick Ramsay welcomed all those in attendance and explained that the Community Council had received several apologies. He also explained that this meeting was convened to discuss some of the findings in the published A40 Raglan Bypass Safety Study, to inform residents of the meeting the Community Council convened with officers from Welsh Government in February 2025. It is also hoped that the meeting will enable Elected Members of the Community Councils to listen to residents' concerns and observations, so a more detailed response can be sent to Welsh Government and their agents.

The Chair also introduced members from the Senedd, the local MP along with members of Monmouthshire County Council and the Community Councils. He explained that a short presentation will be given focusing on some of the main points from the published 180-page A40 Raglan Bypass Safety Study.

1. Apologies for absence were received from;

Cllr's Richard Moorby, Martine Dorey, Hazel Leacock, from Raglan Community Council

Cllr Julian Dyer Mitchel Troy Community Council

Cllr Catrin Maby, Cabinet member at Monmouthshire County Council

Ken Skates, and Natasha Asghar, Senedd Members

2. **The Chair invited the Clerk from Raglan Community Council to present the power point.**

The Clerk welcomed everyone and explained that there would be an opportunity to ask question and put points of view forward at the end of the presentation. The power point is as an attachment to these notes.

3. The Chair invited **Catherine Fookes MP** to address the meeting.

The MP informed everyone that she visited the location some weeks ago where councillors from Raglan and Mitchel Troy Community Councils along with the ward County Councillors from Raglan and Mitchel Troy. Mrs Fookes explained that she was aware of the safety issues at these junctions. It was also explained that she would be contacting the Cabinet Member from Welsh Government supporting the concerns of the local councils and the residents of the communities. Mrs Fookes fully understands that there is a problem and concern with the safety of these junctions. One of the issues is what would local residents want to make this junction safe and still be accessible for everyone to use safely.

It was explained that there is some difficulty with these junction as one junction (Frank Sutton) is under the jurisdiction of the Welsh Government and the junction at Monmouth Road is under the jurisdiction of Monmouthshire County Council Highways dept.

Mrs Fookes explained that she and her team will be looking at this and making representations to both Welsh Government and Monmouthshire County Council to introduce the Quick Wins that have been proposed, including the introduction of a 50MPH speed limit on the A40 between the Raglan Roundabout and the interchange.

Mrs Fookes thanked the Chair and Clerk for inviting her to meeting and Mrs Fookes explained she will continue to support the safety improvements at this location.

The Chair explained that during the meeting in February the Welsh Government and SWTRA have made a commitment to fix the speed limit to 50mph along the A40 between the interchange and the Raglan roundabout.

4. The Chair invited **Peter Fox** Senedd Member to address the meeting.

Mr Fox explained that this is a real issue that needs to be resolved, and he commended Raglan Community Council for its continued actions to make these junctions safe. He explained that he has been around the community of Tregare with the ward member from Mitchel Troy, and the response has been that everyone would support the option of a roundabout in this location.

He explained that he's been in contact with the current Cabinet Member for Transport (Ken Skates) about the safety of these junctions. He explained that he found it disturbing that SWTRA didn't think there was sufficient incidents at these junctions, and these junctions do not meet the criteria of the collision cluster which in turn prioritises further development of one of the major interventions.

Mr Fox explained that he thought it was appalling that he believed WG needed someone to have a fatal accident before WG would consider endorsing one of the major interventions. (like a roundabout)

He explained that officers from WG would be working with GoSafe Safety Camera Partnership to investigate any enforcement options in this location. He explained that the Cabinet Member for Transport has confirmed that the speed limit will be reduced from 70mph to 50mph that was inferred as one of the Quick Wins in the Safety Study.

Mr Fox said that that WG will continue to pursue an incremental approach to improve road safety at this location, while Welsh Government will monitor the effectiveness of the measures that have been introduced. Mr Fox said it has also been said in the reply from the Cabinet Member for Transport, should the safety record deteriorate to indicate a collision cluster, then further consideration would be made with regard to the higher-level options.

Mr Fox said that he has also submitted a FOI request for information, as there is lag in transferring data between the Police and the relevant Dept at WG. He said it's totally ridiculous that it takes so long for the data to be transferred. He explained that some data is submitted from Gwent Police to WG which isn't for action; its only a submission every four months.

He explained if there was more data available then that could trigger a collision cluster that then may involve further consideration to one of the higher-level options. He explained that Monmouthshire County Council tried to introduce one of the no-right turns at Monmouth Road, but due to an intervention from Sustrans, this could not proceed until this report was published.

He gave some figures that illustrated a number of incidents that have occurred from 2017 to November 2022.

- A40 Abergavenny to Raglan 18 non-injury
- A40 Raglan to Abergavenny 26 non-injury
- A40 Monmouth to Raglan 31 non-injury
- A40 Raglan to Monmouth 32 non-injury

He also explained that Gwent Police reported that only one incident has been reported with injuries at the junctions in question since 2017, was one on the 7 Sept 2019 that was classed as serious.

Mr Fox explained that he and all elected representatives will continue to support the Community Council and the wider community to make these junctions safer.

5. The Chair invited **Laura Anne Jones** Senedd Member to address the meeting.

Ms Laura Jones explained that she had been lobbying the Cabinet Member for Transport Mr Skates and he has agreed to visit the location, and see the concerns of the Community Council and residents of Raglan and the wider community.

The Chair explained that he would think the Cabinet Member for Transport as been blitzed with emails and correspondence over this matter, and he would welcome a meeting with the Cabinet Member for Transport along with Raglan Community Council members.

6. The Chair invited **Richard John** Monmouthshire County Council Member to address the meeting.

Cllr John thanked everyone for attending and he explained that during the meeting with officers from WG, he thought they were a little dismissive about convening a public meeting, as they thought it would get people hopes up about any improvements of the junctions.

He believes with members of Raglan and Mitchel Troy Community Councils and his Ward colleagues that a meeting like this would help the community understand the current situation. He also explained that the elected representatives would be looking for residents help as to which would be the best option to improve the safety at these junctions.

He explained that everyone has been lobbying for the Safety Study and the study was published in June 2024, with a number of Quick Wins proposed; one being the reduction in the speed limit from 70mph to 50mph. He also explained with the proposed reduction in the speed limit, he believed that WG should provide evidence that 50mph is sufficient, for the protection of all road users. He draws attention to the current reduction on the A40 between Raglan and Abergavenny where those speed limits are not adhered to.

He explained that two of the other Quick Wins would be to close the right turn from Monmouth Road and the right turn of the A40 west bound into Groesenon Road from the A40. He explained that the comparison made in one slide with the junction at Little Mill, where traffic needs to use the Mamhilad

roundabout to travel towards Abergavenny. There would be no difference in traffic from Monmouth and Groesenon Roads using the roundabout at Raglan Village.

Cllr John explained that to see some Quick Wins implemented, WG and MCC needs to be lobbied on the grounds of road safety.

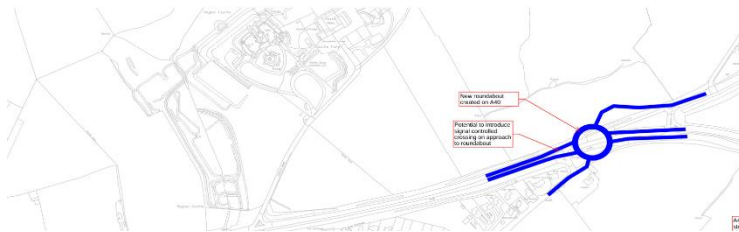
He also pointed out that option F shouldn't be considered as reducing the carriageway into one lane, when a large amount of money has just been spent on the A465 dualling that road.

Option F in the Concept Drawings



He explained that the general thought was that option E was the preferred option but his belief was that WG officers were dismissive of option E as the Quick Wins were the preferred option on the grounds of cost. He believes that the communities are in for a long haul, and everyone needs to be lobbying MCC and WG for the improvements of both junctions, be it Quick Wins or larger infrastructure

Option E in the Concept Drawings



improvements. June 2025 is the timeline in the study therefore pressure needs to be maintained for the Quick Wins to be implemented. He explained that it would appear that option E is the preferred option, but the Community Council and elected

representatives would welcome any other views on another option.

7. The Chair invited **Penny Jones** Monmouthshire County Council Member to address the meeting.

Cllr Jones explained that she has been lobbying on this matter since her term as a Ward member for Raglan and she can recall previous conversations with the current Cabinet Member for Transport Mr Skates. She along with councillors on Raglan Community Council have been lobbying WG over road safety. Cllr Jones said that she and others hope this time the community will see some improvement to road safety in this location due to the current lobbying.

8. The Chair invited **residents** to address the meeting.

One resident explained by closing the right turn on Monmouth Road, sees an increase in traffic in the village as traffic from Chepstow Road, are not going to turn right then to be rediverted to the roundabout when they can go through the village.

It was explained, that would be one of the options. There could also be an issue with Fair Oaks being used as a rat run. Before any closures are considered it would be expected that a consultation would be held to consider the views of interest parties.

A resident said that they had contacted WG and they said that they don't have the money as the money will need to be spent on the M4 relief road. So where is that money from the M4 relief road gone and could that be available, and could someone ask where is the large amount of money going to be spent.

It was explained that there is not sufficient attention being given to the current issues with large agricultural vehicles using the village if the Quick Wins are implemented. It was explained if these vehicles travelling to and from the market are not going to use the A40, they will go through the village to go down Chepstow Road. Raglan Highstreet needs to be considered in any proposals as this would have an impact on the village.

A resident raised the issue over the speed restriction, and if the proposed 50mph is just for the A40, as it should also be for the interchange and the slip roads. The blue line on a number of the options was to consider the A449 slip road straightened to create a signal-controlled T junction with the A40.

It was explained that all options were presented for consideration so there is not just one proposed option.

A question was asked about the cycle route and if the crossing for cyclists is in any of the proposals, and what is going to be implemented for cyclists.

It was explained currently Sustrans are proposing a Quiet-lanes pilot study. The proposals are to increase usage at the interchange junction which everyone is aware is dangerous for all users, all be it cyclists, walkers or motorists. The Community Council have made observations about this proposal on the grounds of safety and pointed out in the study, pedestrian usage of the grass verges will be classed as a near miss incident.

Catherine Fookes MP left the meeting at this point due to a prior engagement

A concern was expressed about yellow signs that have been installed on the access and egress of the junction. These signs are having an impact on the visibility for users of the road, therefore can these sign be repositioned.

In reply it was said this will be addressed and WG and Monmouthshire County Council Highways Dept will be contacted next week.

A question was asked about the number of near miss incidents in the area.

It was explained that there was no data available on this.

One resident explained that there is an issue with traffic being misdirected to use the incorrect side of the A40, where three vehicles travelling in the wrong directions have been observed on the A40. Therefore, it can be said the road isn't fit for purpose.

An observation was made about the completion of the A465 in the next twelve months and the increase in traffic that use the A40 in this location, therefore increasing the possibility of further incidents.

There was some discussion around this, but it was difficult to record what was said.

Cllr Ramsay thanked those in attendance and closed the meeting.

The meeting closed at 19:58