

Raglan Safety Study

A40/Monmouth Road / Groesonen Road priority junctions.

Previous cluster site

Previous attempts to ban right turns – cyclist implications



Substandard weaving distances between interchange and junctions.

Methodology

Previous commitment – To undertake Safety Study.

Accident history plus near miss survey – understand quantity.

Potential for quick wins

Policy context; WTS and Roads Review

Roads Review – published Feb 2023 – Future Road building tests

1. Support modal shift & reduce Carbon emissions
2. **To improve Road safety through small scale changes – i.e speed limit should be used as one of the primary tools for improving safety**
3. To adapt the impacts of climate change
4. To provide access and connectivity to jobs , centres of economic activity in a way that supports modal shift.

Current Infrastructure

Dual Carriageway was 70mph . Now 50 since 26th March 2024 via TTRO

Diversionary route for A4042 – important strategic resilience route.

No ped infra – 3 uncontrolled crossings

Main ped crossing at Castel Hotel junction.

National Cycle Network

- Both North and South of junction NCN423
- Considered some time ago but not identified as a priority Monmouthshire CC priority at the time so in longer term WG programme. .
- Would be likely to require a Toucan crossing to ease Cyclist and ped crossings.



Recorded collisions

5 year data (01/07/19 to 30/06/24)

Groesenon Road

	2019	2020	2021	2022	2023	2024
Fatal						
Serious	1			1	1	
Slight						

Monmouth Road

	2019	2020	2021	2022	2023	2024
Fatal						
Serious						
Slight						1

But added to the data we have in IRIS there have been 4 serious collisions at the junction

	2019	2020	2021	2022	2023	2024
Fatal						
Serious	1			1	1	1
Slight						

Accident – 16th May 2024 – not on IRIS – We are awaiting details

- Pre 50 – 3 collisions
- Post 50 – 1 collision

2 on Raglan roundabout – cyclist; Vehicle entering eastbound hit vehicle on circulatory

3 on Raglan Interchange – driver error (mistake pedal); 3 vehicle collision give way - failed to judge speed

1 on Warrage Rd – mcyclist turning right (county – not trunk)

(2 out of 6 failing to judge speed on tr)

Near Miss Survey - 14 day Camera survey



Indicates large vehicles unlikely to be able to make rt manoeuvre in one movement (speed, vis, and or lack of clarity with lane usage/geom arrangements)

Observed; uncontrolled rtl in one/stacking capacity/ped use without appropriate infrastructure/High vehicular speeds/prox of slip roads to R Interchange/U turning trunk using Groesenon.

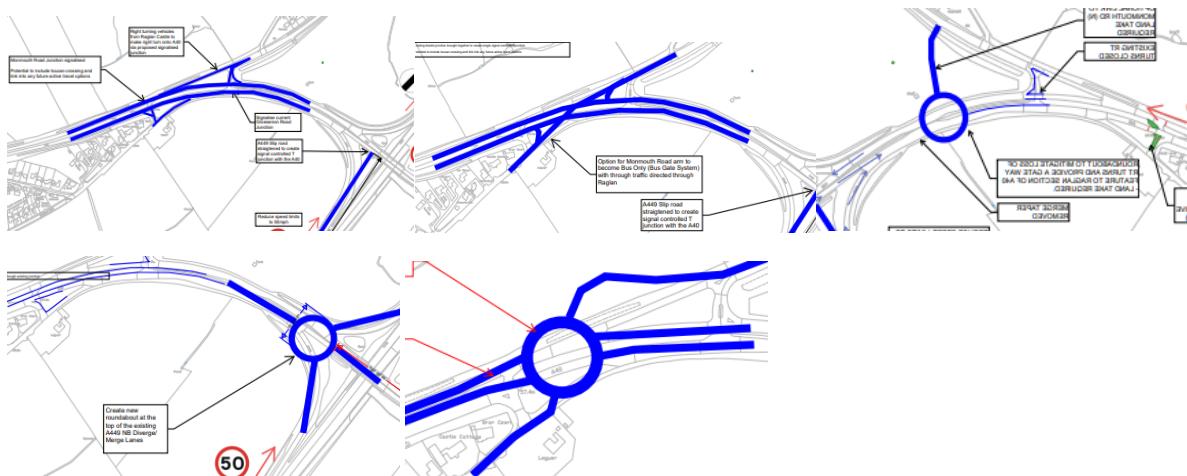
Camera survey findings

- Uncontrolled right turn movements – unable to make turn in one movement
- Stacking capacity for right turn movements
- Pedestrian usage of junction without appropriate infa structure provision
- High vehicle speeds on A40
- Proximity of A449 / A40 slip roads to Raglan interchange
- U turning movements between A40 w/b and A40 e/b carriageway at Groesenon Rd.

Quick Wins

1. Banning right movements out of Monmouth Road – MCC brought forward – issues with maintaining cycle movements NCN423. Could be considered to maintain cycle movements.
2. Banning right turn movements into Groesenon Road – clarity at junction and reduces sudden lane changes associated with slip.
3. Reducing speed limit on A40 – Link to speed data. **50 mean, 59 85th percentile.** Implemented on 26th March 2024

Options



A - Two Staggered Signalised Junctions at Raglan Interchange and realignment and signalisation of the A449 Northbound and A40 southbound slip roads.

B – Merge of the existing Monmouth Road and Groesenon Road Junctions into one signalised junction. Create an all movements signalised junction at Castle Road as well as realignment and signalisation of the A449 Northbound and A40 southbound slip roads.

C – Ban of right turn movements at Raglan Interchange and creation of a roundabout / turning facility between the Raglan Interchange and A449 / A40 slip roads as well as realignment and signalisation of the A449 Northbound and A40 southbound slip roads.

D – Ban of right turn movements at Raglan Interchange and Roundabout at egress from A40 / A449 Slip Roads

E – Roundabout at Raglan Interchange as well as realignment and signalisation of the A449 Northbound and A40 Southbound slip roads.

F – Conversion of dual carriageway into two single carriageways

Katherine Fooks MP – Letter – 18th Nov 24

- Community preference for Option E – proposed Rbt at Raglan interchange with realignment of A449 N/B and A40 S/B slip roads

Lines to take

Listening/Actions – speed limit/report/monitoring/enforcement; Next year, next steps.

- Listening to Community Council's views on safety study and fully appreciate the concerns raised by all.
- We have several programmes for road safety. For example LSS look at accident stats in line with UK standards. i.e. cluster site 4 accidents in 3 yrs within 100m
- We have other sites on the SRN where the safety case for change is higher - we have to target them first only having a finite budget.

- We can't react to all near misses on the network. We must base priorities on pre-determined criteria to allow the sites of greatest need to be taken forward.
- We are moving towards a more proactive way of managing road safety and are trialling several sites this year (IRAP but no need to mention the name – keep generic)
- This junction doesn't currently trigger intervention thresholds at present and therefore no justification for anything more at this time.
- The 50mph implemented 26th March 2024 does appear to have good compliance with mean speeds of 50mph.
- We will continue to monitor traffic speeds going forward.
- Consider the 50mph being made permanent (& possible additional road markings.)
- Discuss enforcement with Go safe – Current speeds mean 50mph so as per posted speed limit. Speeds would need to be in the order of Posted Speed limit + 10% + 2 and then 5mph over that. i.e 12mph over 50mph.
- Discussions further with out Active Travel colleagues - ??

Weltag – May not be applicable but some notes in case its raised

Stage 0 – Case for change. – strategic assessment



Stage 0 case for change – What are the strategic priorities for transport in Wales and in your area and what can you do to address them? Does not include options.

The case for change explains why you need to do anything at all and ensures that all projects are based on a clear rationale, well before people have begun to think about specific transport option. It addresses a problem or opportunity rather than putting forward a particular transport solution.

- Sets out transport objectives . , problems and opportunities etc
- Links to policies such as WTS (Wales Transport Strategy) and National transport delivery Plan (NDTP) , Nature Recovery Action Plan (NRAP)
- Will pick things like Active Travel
- Review existing information from previous polices , programmes

Differences with A477 Fingerpost Junction

- That the junction improvement had been in development for 10 years (originally as a roundabout junction)
- It was national speed limit and jumped straight to improvement without interim/quick win measures such as a speed limit/or monitoring following a fatal incident
- There were other factors such as an increase in HGV movements associated with a Oil Refinery Plant
- Small schemes was the right place for Fingerpost, it wouldn't be the right place for Raglan as this scheme is led by community concerns i.e. Raglan should stay where it is and not move to small schemes.

Raglan Safety Study – Progress Update

Date: 19 November 2025

Purpose

Provide a concise update on progress arising from the Raglan Safety Study and next steps.

Key Achievements

Speed Limit Measures

- Permanent signage design funded; RSA St 1/2. DR stage.
- Speed limit orders. Pushing through at Orders Branch, will be subject to legal checking/resource. Once Order is published there is a 28 day objection period.

Castle Hill Crossing

- Stage 1 investigation complete.
- Stage 2 feasibility options tech note will be funded this financial year.
- Seeking funding for design next financial year if viable.

Junction Restrictions

- Plan for restricting right-turn movements into Groesenon Road to improve safety. This measure has been sketched up.
- MCC sketch drawings for Monmouth Road right-turn restrictions have been issued for inclusion in RSA. This will be undertaken with the Groesenon Road measures RSA.

Community Engagement

- Raglan Community Council supports introduction of a roundabout and retaining 50mph limit.
- Concerns on redirected traffic and pedestrian/cyclist safety noted.

Next Steps

- Continue to monitor in-line with network responsibilities. An additional speed review is in the system will take place next couple of months and is estimated for completion by the end of this financial year – speed data potentially in to SWTRA by end of February.
- Confirm Traffic Order timeline and signage installation (Legal process dependent).
- Complete Stage 2 Castle Hill assessment and seek funding for design next financial year.
- Continue safety audit process for feasibility of junction improvements.
- Agree date for update meeting