



monmouthshire
sir fynwy

INDIVIDUAL CABINET MEMBER DECISIONS DECISION RECORDING LOG

DECISION DETERMINED ON: Wednesday, 23 December 2015

DECISION WILL COME INTO EFFECT ON: Wednesday 6th January 2016
(Subject to "Call-in" by appropriate Select Committee)

DECISION 1

SUBJECT: DISABLED PARKING RAGLAN

DIVISION/WARD AFFECTED: Raglan

PURPOSE:

To consider the proposed Order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1994.

DECISION:

Not to hold an inquiry into the proposal

Approved the proposed Order as consulted and advertised upon to implement the Order.

REASONS:

The High Street is a busy urban mixed use street which is frequently used by non residents to park within during the day and evening times to access the variety of business's along its length. This creates the high level of parking stress from which this busy urban street suffers from and which makes it more difficult for the occupiers of Fairview to park within a reasonable distance of their home. The highway here is relatively narrow over much of its length and vehicles have been observed parking on both sides of the street throughout its length. In order to assist vulnerable highway users i.e blue badge holders it is reasonable to reserve part of the highway for blue badge holder parking use only in this locality.

Whilst the request for a disabled person's only parking bay has come from a resident of the High Street, the bay itself is available legally for all blue badge holders to access and use.

Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 enables the Council to hold a public inquiry into the proposal if there are unresolved objections. The purpose of such an inquiry would be for the proposal to be explained and subjected to examination; and for the public to be given the opportunity to make their views known. Should a public inquiry be held then it would not be possible for it to be implemented for at least six months.

Officers consider that in view of the fact that no objections have been received as set out in the report, that the Council's proposals do not warrant the holding of any inquiry.

RESOURCE IMPLICATIONS:

The costs of the proposed Traffic Regulation Order, road markings and signage are being funded by Monmouthshire County Council and are included in the current road safety and traffic management programme.

SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS

There are no sustainability issues regarding making installing a disabled person's only parking place. This bay will be available legally for all blue badge holders only to use.

CONSULTEES:

Senior Leadership Team
County Councillor B Jones, Cabinet Member for County Operations
County Councillor P Jones

AUTHOR:

Paul Keeble

CONTACT DETAILS

E-mail: paulkeeble@monmouthshire.gov.uk
Tel: Tel: 01633644733

SIGNATURE:

In taking this decision, I declare that I have no personal interest as defined under the County Council's Code of Conduct for Members.

Signed:

Dated:

Cabinet Member for County Operations

DECISION 2

SUBJECT: SPEED LIMITS CHEPSTOW ROAD RAGLAN

DIVISION/WARD AFFECTED: Raglan

PURPOSE:

To consider the proposed Order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1994.

DECISION:

Not to hold an inquiry into the proposal

Approved the proposed Order as consulted and advertised upon to implement the Order.

REASONS:

Previous concerns have been raised regarding the level of road safety for school children and others crossing and using Chepstow Road at school opening and closing times. The council has fully engaged local community representatives previously and finalized a highway safety improvement scheme as part of the planning consent process for the new junior school. An integral part of the highway improvements is to reduce vehicular speeds in the vicinity of Chepstow Road and thereby increasing its suitability and attractiveness for school children to walk and cycle to school. The reduction in the current speed limit and the extension of the current boundary of the 30 mph speed limit are considered to have major road safety benefits and will greatly improve the highway environment for vulnerable highway users in this urban environment.

Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 enables the Council to hold a public inquiry into the proposal if there are unresolved objections. The purpose of such an inquiry would be for the proposal to be explained and subjected to examination; and for the public to be given the opportunity to make their views known. Should a public inquiry be held then it would not be possible for it to be implemented for at least six months.

Officers consider that in view of the fact that no objections have been received as set out in the report, that the Council's proposals do not warrant the holding of any inquiry.

RESOURCE IMPLICATIONS:

The costs of the proposed Traffic Regulation Order, road markings and signage are being funded by Monmouthshire County Council and are included in the current road safety and traffic management programme.

SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS

There are no sustainability issues regarding providing these lower and extended speed limits on Chepstow Road.

CONSULTEES:

Senior Leadership Team
County Councillor B Jones, Cabinet Member for County Operations
County Councillor Mrs. P Jones

AUTHOR:

Paul Keeble

CONTACT DETAILS

E-mail: paulkeeble@monmouthshire.gov.uk
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SIGNATURE:

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Signed:

Dated:

Cabinet Member for County Operations

DECISION 3

SUBJECT: 2. Restructuring and Flexible Retirement Proposals - final version - Dec '15

DIVISION/WARD AFFECTED:

PURPOSE:

To consider alterations to staffing establishments and a request for flexible retirement to reduce costs overall.

DECISION:

That (subject to staff consultation) the changes to the staff establishments as described in appendix 1 be implemented as soon as practicable to provide cost benefits within 2015/16 and reflected in the budget for 2016/17.

That the request for flexible retirement be granted with effect from 1st January 2016 or as soon as practicable thereafter.

REASONS:

The withdrawal of posts and restructuring of duties reduces budget demand and helps to address the financial pressure upon the authority. The loss of the posts is not ideal but officers are satisfied that this is the appropriate action at this time and furthermore the two posts and flexible retirement request places no employees at risk (it is also anticipated that the removal of the senior manager post can be achieved without compulsion).

If approved this report reorganises the senior management structure within highways. With the reduction in senior managers the various functions will be redistributed amongst the new team. This reorganisation will be taken as an opportunity to review the staffing establishment to best reflect demands upon the various aspects of service delivery incorporated with Highways and Flood Management. Any further changes will be subject to report to the cabinet member and staff consultation.

RESOURCE IMPLICATIONS:

Savings calculated top of scp range with 30% employers on costs

Withdrawal of Head of Highways post - £72,000

Loss of senior manager post	£55,000
Withdrawal of assistant engineer post	£41,000
Flexible retirement	£13,000

ANNUAL SAVING £181,000

(A cost will be incurred by the reduction in senior manager posts but the cost is unknown at this time but will be reported to cabinet at a later date (costs will be in line with HR policies for redundancy and any pension strain should this be an outcome).

SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS

FUTURE GENERATIONS & EQUALITY ASSESSMENT: This report refers solely to staff management matters and makes no recommendation in relation to any changes in policy or service delivery by the authority. As such a Future Generations and Equality Assessment are considered unnecessary.

SAFEGUARDING AND CORPORATE PARENTING IMPLICATIONS

No risks arise in relation to safeguarding as a result of this report.

CONSULTEES:

SLT
Cabinet members

AUTHOR:

Roger Hoggins, Paul Matthews

CONTACT DETAILS

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SIGNATURE:

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Signed:

Dated:

DECISION 5

SUBJECT: LOCAL GOVERNMENT (WALES) ACT 1994 THE LOCAL AUTHORITIES (PRECEPTS) (WALES) REGULATIONS 1995

DIVISION/WARD AFFECTED: All Wards

PURPOSE:

To seek Member approval of the proposals for consultation purposes regarding payments to precepting authorities during the 2016/17 financial year as required by statute.

DECISION:

The following schedule of payments proposed:

- (i) The Police Authority precept is paid from the Council Fund by twelve monthly equal instalments on the third Tuesday in each month.
- (ii) The Community Council precepts are paid by three equal instalments on the last working day in April, August and December in each year.

That a further report be produced on the results of consultation enabling a determination to be made by 31st January in accordance with statute.

REASONS:

To approve the proposals for consultation purposes regarding payments to precepting authorities during the 2016/17 financial year as required by statute.

RESOURCE IMPLICATIONS:

Slight cash flow advantages would be achieved should a decision be made to pay the Police Authority precept on the last working day of each month.

SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS

This report outlines the available options regarding payments to precepting authorities as required by statute and as such does not have any sustainable development or equality implications.

CONSULTEES:

Senior Leadership Team
All Cabinet Members
Head of Finance
Head of Legal Services

AUTHOR:

Jonathan Davies

CONTACT DETAILS

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Tel:

SIGNATURE:

In taking this decision, I declare that I have no personal interest as defined under the County Council's Code of Conduct for Members.

Signed:

Dated:

DECISION 6

SUBJECT: PROHIBITION OF WAITING AND PROHIBITION OF LOADING/UNLOADING, WONASTOW ROAD, WONASTOW ROAD INDUSTRIAL ESTATE (WEST), LINK ROAD, MONMOUTH

DIVISION/WARD AFFECTED: Overmonnow

PURPOSE:

To consider the proposed Order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1994.

DECISION:

Not to hold an inquiry into the proposal

Approved the proposed Order as consulted and advertised upon to implement the Order.

REASONS:

Further to receiving concerns from several stakeholders council officers have attended several meetings with the stakeholders and visited this location on several occasions in order to observe and assess the concerns raised and formulate appropriate solutions to address highway safety concerns.

It was observed the HGV delivery vehicles do wait on or too near the junction of Wonastow Road and Wonastow Road Industrial Estate (West). Hgvs were also noted parking relatively close to the access to Singleton Court potentially restricting forward visibility for vehicles exiting Singleton Court.

Vehicles have also been observed parking on or too near junctions along Wonastow Road (restricting the free flow of traffic and obstructing the view of highway users exiting these side roads onto Wonastow Road) and these are the junctions identified in the proposed Traffic Order restrictions.

The proposed restrictions especially in the vicinity of Wonastow Road (West) only apply at junctions where no vehicle should legitimately be parked or waiting in any situation and also there is also one proposed section of highway whereby no parking or loading/unloading will be permitted during daytime only and this has been specifically engineered in order to not displace any overnight parking by vehicles into nearby residential areas.

The proposed restrictions seek to balance the needs of allowing appropriate parking and delivery areas whilst ensuring junctions and private accesses are protected and not obstructed by inappropriate potentially dangerous vehicle parking.

Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 enables the Council to hold a public inquiry into the proposal if there are unresolved objections. The purpose of such an inquiry would be for the proposal to be explained and subjected to examination; and for the public to be given the opportunity to make their views known. Should a public inquiry be held then it would not be possible for it to be implemented for at least six months.

Officers consider that in view of the fact that no objections have been received as set out in the report, that the Council's proposals do not warrant the holding of any inquiry.

RESOURCE IMPLICATIONS:

The costs of the proposed Traffic Regulation Order, road markings and signage are being funded by Monmouthshire County Council and are included in the current road safety and traffic management programme.

SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS

There are no sustainability and equality implications.

CONSULTEES:

Senior Leadership Team
County Councillor B Jones, Cabinet Member for County Operations
County Councillor S.White

AUTHOR:

Paul Keeble

CONTACT DETAILS

E-mail: paulkeeble@monmouthshire.gov.uk
Tel: Tel: 01633644733

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Dated:

Cabinet Member for County Operations