

Public Document Pack



Neuadd y Sir
Y Rhadyr
Brynbuga
NP15 1GA

County Hall
Rhadyr
Usk
NP15 1GA

Tuesday, 15 December 2015

Dear Councillor

INDIVIDUAL CABINET MEMBER DECISIONS

Notice is hereby given that the following decisions made by a member of the cabinet will be made on Wednesday, 23 December 2015.

1. **DISABLED PARKING RAGLAN** 1 - 14

Division/Wards Affected: Raglan
Cabinet Member: County Councillor S B Jones

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.

Report Author: Paul Keeble Traffic & Network Manager

Contact Details:
E-mail: paulkeeble@monmouthshire.gov.uk
Telephone: 01633 644733

2. **SPEED LIMITS CHEPSTOW ROAD RAGLAN** 15 - 28

Division/Wards Affected: Raglan
Cabinet Member: County Councillor S B Jones

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.

Report Author: Paul Keeble Traffic & Network Manager

Contact Details:
E-mail: paulkeeble@monmouthshire.gov.uk
Telephone: 01633 644733

3. **2. Restructuring and Flexible Retirement Proposals - final version - Dec '15** 29 - 32

Division/Wards Affected:
Cabinet Member: County Councillor Bryan Jones

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

Report Author:

Roger Hoggins, Head of Operations

Paul Matthews, Chief Executive Officer

Contact Details:

rogerhoggins@monmouthshire.gov.uk

paulmatthews@monmouthshire.gov.uk

4. **2a. restructure report - November '15 - final -appendix 1** 33 - 34

Division/Wards Affected:

Existing and Proposed Staffing Structure

5. **LOCAL GOVERNMENT (WALES) ACT 1994 THE LOCAL AUTHORITIES (PRECEPTS) (WALES) REGULATIONS 1995** 35 - 38

Division/Wards Affected: All Wards

Cabinet Member: County Councillor P. Murphy

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.

Report Author: Jonathan S Davies – Finance Manager, Central Finance

Contact Details:

Tel: (01633) 644114

E-mail: jonathansdavies@monmouthshire.gov.uk

6. **PROHIBITION OF WAITING AND PROHIBITION OF LOADING/UNLOADING, WONASTOW ROAD, WONASTOW ROAD INDUSTRIAL ESTATE (WEST), LINK ROAD, MONMOUTH** 39 - 58

Division/Wards Affected: Overmonnow

Cabinet Member: County Councillor S B Jones

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.

Report Author: Paul Keeble Traffic & Network Manager

Contact details:

E-mail: paulkeeble@monmouthshire.gov.uk

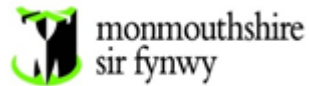
Telephone: 01633 644733

Yours sincerely,

**Paul Matthews
Chief Executive**

CABINET PORTFOLIOS

County Councillor	Area of Responsibility	Partnership and External Working	Ward
P.A. Fox (Leader)	<p>Organisational Development Whole Council Performance, Whole Council Strategy Development, Corporate Services, Democracy.</p> <p>Environment, Public Services & Housing Development Control, Building Control, Housing Service, Trading Standards, Public Protection, Environment & Countryside.</p>	<p>WLGA Council WLGA Coordinating Board Local Service Board</p> <p>SEWTA SEWSPG</p>	Portskewett
R.J.W. Greenland (Deputy Leader)	<p>Innovation, Enterprise & Leisure Innovation Agenda, Economic Development, Tourism, Social Enterprise, Leisure, Libraries & Culture, Information Technology, Information Systems.</p>	<p>WLGA Council Capital Region Tourism</p>	Devauden
P.A.D. Hobson (Deputy Leader)	<p>Community Development Community Planning/Total Place, Equalities, Area Working, Citizen Engagement, Public Relations, Sustainability, Parks & Open Spaces, Community Safety.</p>	<p>Community Safety Partnership Equalities and Diversity Group</p>	Larkfield
E.J. Hackett Pain	<p>Schools and Learning School Improvement, Pre-School Learning, Additional Learning Needs, Children's Disabilities, Families First, Youth Service, Adult Education.</p>	<p>Joint Education Group (EAS) WJEC</p>	Wyesham
G. Burrows	<p>Social Care, Safeguarding & Health Adult Social Services including Integrated services, Learning disabilities, Mental Health. Children's Services including Safeguarding, Looked after Children, Youth Offending. Health and Wellbeing.</p>	<p>Gwent Frailty Board Older Persons Strategy Partnership Group</p>	Mitchel Troy
P. Murphy	<p>Resources Accountancy, Internal Audit, Estates & Property Services, Procurement, Human Resources & Training, Health & Safety.</p>	<p>Prosiect Gwrydd Wales Purchasing Consortium</p>	Caerwent
S.B. Jones	<p>County Operations Highways, Transport, Traffic & Network Management, Waste & Recycling, Engineering, Landscapes, Flood Risk.</p>	<p>SEWTA Prosiect Gwrydd</p>	Goytre Fawr



Sustainable and Resilient Communities

Outcomes we are working towards

Nobody Is Left Behind

- Older people are able to live their good life
- People have access to appropriate and affordable housing
- People have good access and mobility

People Are Confident, Capable and Involved

- People's lives are not affected by alcohol and drug misuse
- Families are supported
- People feel safe

Our County Thrives

- Business and enterprise
- People have access to practical and flexible learning
- People protect and enhance the environment

Our priorities

- Schools
- Protection of vulnerable people
- Supporting Business and Job Creation
- Maintaining locally accessible services

Our Values

- **Openness:** we aspire to be open and honest to develop trusting relationships.
- **Fairness:** we aspire to provide fair choice, opportunities and experiences and become an organisation built on mutual respect.
- **Flexibility:** we aspire to be flexible in our thinking and action to become an effective and efficient organisation.
- **Teamwork:** we aspire to work together to share our successes and failures by building on our strengths and supporting one another to achieve our goals.

Cymunedau Cynaliadwy a Chryf

Canlyniadau y gweithiwn i'w cyflawni

Neb yn cael ei adael ar ôl

- Gall pobl hŷn fyw bywyd da
- Pobl â mynediad i dai addas a fforddiadwy
- Pobl â mynediad a symudedd da

Pobl yn hyderus, galluog ac yn cymryd rhan

- Camddefnyddio alcohol a chyffuriau ddim yn effeithio ar fywydau pobl
- Teuluoedd yn cael eu cefnogi
- Pobl yn teimlo'n ddiogel

Ein sir yn ffynnu

- Busnes a menter
- Pobl â mynediad i ddysgu ymarferol a hyblyg
- Pobl yn diogelu ac yn cyfoethogi'r amgylchedd

Ein blaenoriaethau

- Ysgolion
- Diogelu pobl agored i niwed
- Cefnogi busnes a chreu swyddi
- Cynnal gwasanaethau sy'n hygyrch yn lleol

Ein gwerthoedd

- **Bod yn agored:** anelwn fod yn agored ac onest i ddatblygu perthnasoedd ymddiriedus
- **Tegwch:** anelwn ddarparu dewis teg, cyfleoedd a phrofiadau a dod yn sefydliad a adeiladwyd ar barch un at y llall.
- **Hyblygrwydd:** anelwn fod yn hyblyg yn ein syniadau a'n gweithredoedd i ddod yn sefydliad effeithlon ac effeithiol.
- **Gwaith tîm:** anelwn gydweithio i rannu ein llwyddiannau a'n methiannau drwy adeiladu ar ein cryfderau a chefnogi ein gilydd i gyflawni ein nodau.

**SUBJECT: PROPOSED DISABLED PERSON'S
ONLY PARKING PLACE , HIGH STREET ,RAGLAN**

**MEETING: Cabinet Member for County
Operations**

DATE: 5th November 2015

DIVISION/WARDS AFFECTED: Central, Raglan

1. 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.

2. RECOMMENDATIONS:

Not to hold an inquiry into the proposal

To approve the proposed Order as consulted and advertised upon to implement the Order.

3. KEY ISSUES:

Monmouthshire County Council has previously received a request via our social services department for the provision of a disabled person's only parking place from the occupiers of Fairview in the High Street. The applicant is the holder of a disabled persons blue badge.

The application has been fully considered and assessed in accordance with the council's policies and procedures and is supported by officers.

4. 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.

5. 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.

6. SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS

There are no sustainability issues regarding making installing a disabled person's only parking place adjacent to number 25 Monkswell Road. This bay

will be available legally for all blue badge holders only to use.

7. CONSULTEES:

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

8. BACKGROUND PAPERS:

Proposed Order, Schedule of Objections/Comments, Proposed DPPP location plan.

9. AUTHOR:

Paul Keeble Traffic & Network Manager

10. CONTACT DETAILS:

E-mail: Paulkeeble@monmouthshire.gov.uk

Telephone: 01633 644733

Name/Address	Support	Comments
1.Heddlu Gwent Police	Has confirmed its support in writing.	Noted.
Name/Address	Support	Comments
Councillor P.Jones	Has confirmed her support in writing by email.	Noted.
Name/Address	Support	Comments
Raglan Community Council	Has confirmed its support in writing.	Noted.
Name/Address	Objection	Comments



Future Generations Evaluation (includes Equalities and Sustainability Impact


Name of the Officer completing the evaluation Paul Keeble Phone no: E-mail:	Please give a brief description of the aims of the proposal To provide a disabled persons only parking place on the highway.
Name of Service Highways	Date Future Generations Evaluation form completed 5 th November 2015





1. **Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

Well Being Goal	How does the proposal contribute to this goal? (positive and negative)	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral	N/A
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Neutral	N/A
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	Positive	N/A

Well Being Goal	How does the proposal contribute to this goal? (positive and negative)	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	N/A
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	N/A
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Positive	The proposed order will improve the quality of life for blue badge holders.

2. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	How does your proposal demonstrate you have met this principle?	What has been done to better to meet this principle?
 Balancing short term need with long term and planning for the future	N/A	

Sustainable Development Principle	How does your proposal demonstrate you have met this principle?	What has been done to better to meet this principle?
 <p>Collaboration Working together with other partners to deliver objectives</p>	N/A	
 <p>Involvement Involving those with an interest and seeking their views</p>	N/A	
 <p>Prevention Putting resources into preventing problems occurring or getting worse</p>	N/A	
 <p>Integration Positively impacting on people, economy and environment and trying to benefit all three</p>	N/A	

3. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	N/A		N/A
Disability	Provides a parking bay on the highway for disabled persons with blue badges use only.	Positive by improving existing facilities for disabled persons.	N/A
Gender reassignment	N/A		
Marriage or civil partnership	N/A		
Race	N/A		
Religion or Belief	N/A		
Sex	N/A		
Sexual Orientation	N/A		
Welsh Language	N/A		

4. **Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities?** For more information please see the guidance note <http://hub/corporatedocs/Democratic%20Services/Equality%20impact%20assessment%20and%20safeguarding.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	N/A		
Corporate Parenting	N/A		

5. **What evidence and data has informed the development of your proposal?**

Site visits have been undertaken and previous complaints about lack of parking for residents/level of parking stress have been received by the council.
 Statutory consultation has been completed and no objections have been received.

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The proposed order will improve the lives of blue badge holders by providing a designated parking bay on the highway in which only blue badge holders can legally park.

7. Actions. As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible	Progress
Implement order and appropriate works	Following publication of notice of making.	Traffic & Network Team	On-going

8. Monitoring: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this proposal will be evaluated on:	31 st December 2016
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DISABLED PERSONS PARKING PLACE (MONDAY TO SUNDAY, AT ALL TIMES)

Schedule 1

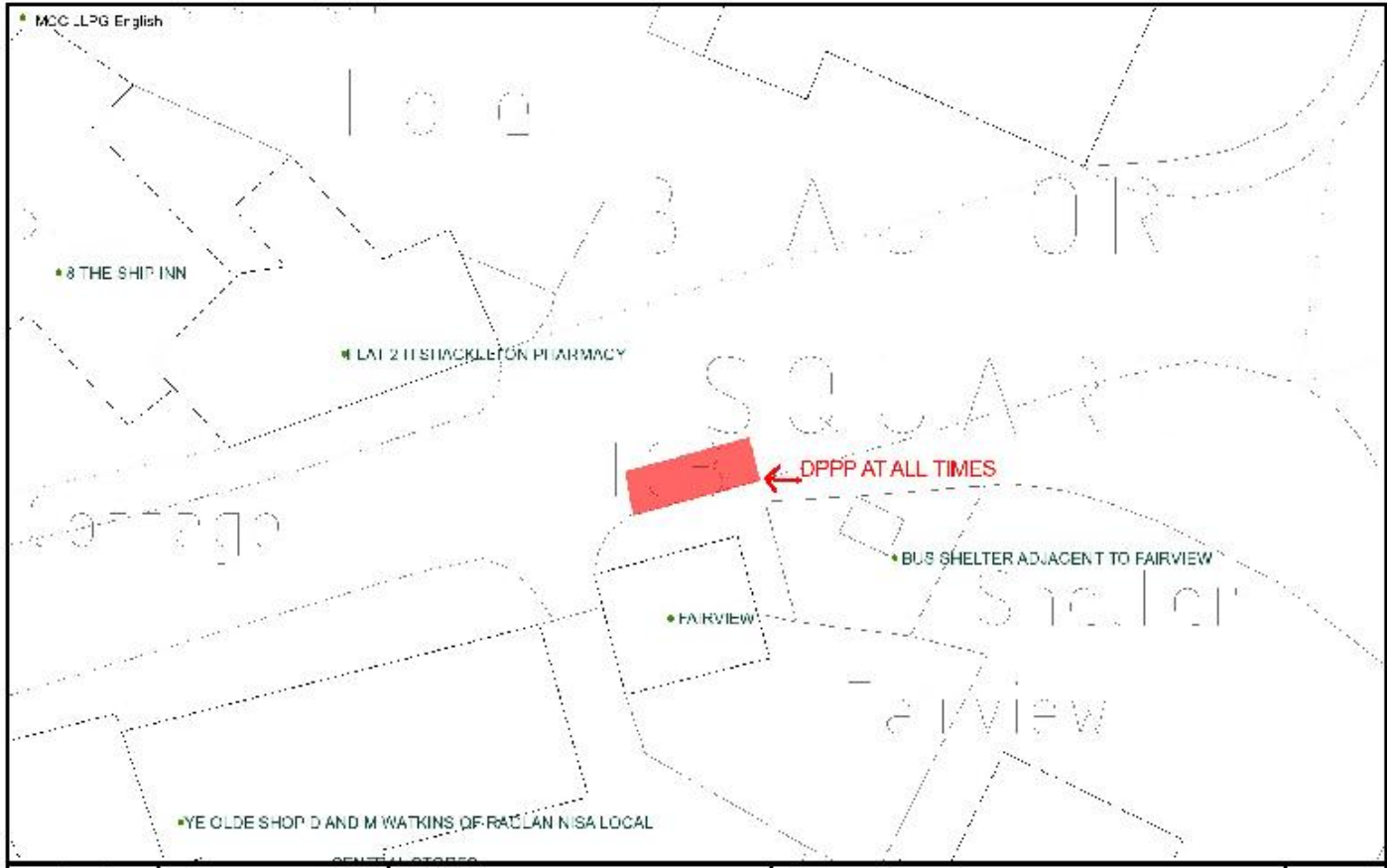
High Street

- (a) From a point 135 metres east of its junction with the eastern kerb line of Usk Road for a distance of 5 metres in a generally easterly direction.**

Statement of Reasons

Monmouthshire County Council received a request from local resident (who holds a blue badge) to provide a disabled persons parking place in the High Street adjacent to their property as they were experiencing severe issues in being able to park by their residence. An assessment has been undertaken (including a site visit) and the council supported this request due to the very high level of parking stress which High Street currently experiences.

The disabled persons parking place will be legally available for all blue badge holders to use and there potentially could also benefit the wider community.



	Monmouthshire County Council Innovation House, Wales 1 Newport Road, Magor NP25 3DG LPRN: 1003359137 www.monmouthshire.gov.uk/maps	© Crown copyright. All rights reserved (100023415) (2013) © Hawfrainf y Goron. Cedwir pob hawl (100023415) (2013).		Details: DPPP BY FAIRVIEW HIGH STREET RAGLAN		
		Scale: 1:250	Paper size: A4	Date: 5-11-2015	Centre x,y : 341258, 207680	

SECTION 1 - ROAD TRAFFIC REGULATION ACT 1984

NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

**MONMOUTHSHIRE COUNTY COUNCIL
CYNGOR SIR FYNWY
(HIGH STREET RAGLAN- DISABLED PERSONS PARKING PLACE)
(AT ALL TIMES)
TRAFFIC REGULATION ORDER 2015
GORCHYMYN RHEOLAETH TRAFFIG 2015**

NOTICE IS HEREBY GIVEN that Monmouthshire County Council, County Hall, The Rhadyr, Usk, NP15 1GA ("the Council") propose to make a Road Traffic Regulation Order as follows:

Effect of the Order: To provide an on street parking place on the High Street Raglan for vehicles displaying a valid disabled persons parking badge.

Further details of the proposed Order comprising a plan, statement of reasons for proposing to make the Order may be examined during normal office hours at County Hall, The Rhadyr, Usk, NP15 1GA and the Councils One Stop Shop at Cross Street, Abergavenny, NP7 5HD and Monmouth One Stop Shop, Priory Street, Monmouth, NP25 3XA. If you wish to telephone to obtain further information about this proposal please telephone 01633 – 644026 alternatively email clairewilliams@monmouthshire.gov.uk.

Any objections in respect of this proposal should be made in writing, stating the grounds on which the objection is being made and should be sent to Head of Legal Services, Monmouthshire County Council, Legal Services, PO Box 106, Caldicot, NP26 9AN not later than the 25th of September 2015. Please quote reference CW/H45/60.0811 on any correspondence.

Date: 17th August 2015

R Tranter

Head of Legal Services/Pennaeth Gwasanaethau Cyfreithiol

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**SUBJECT: (PROPOSED 20 MPH AND 30 MPH
SPEED LIMITS CHEPSTOW ROAD RAGLAN)**

**MEETING: Cabinet Member for County
Operations**
DATE: 4/11/2015
DIVISION/WARDS AFFECTED: Central, Raglan

1. 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.

2. RECOMMENDATIONS:

Not to hold an inquiry into the proposal

To approve the proposed Order as consulted and advertised upon to implement the Order.

3. KEY ISSUES:

Monmouthshire County Council is constructing a new junior school in the village of Raglan. Various highway and road safety improvements are being provided as part of the new school development. The council has an aspiration of providing 20 mph speed limits in the vicinity of all its schools and therefore a 20 mph speed limit is proposed on Chepstow Road in the vicinity of the new school. it is all

necessary to extend the current 30 mph speed limit to a more appropriate location to provide a buffer between the 20 mph speed limit and the current derestricted rural speed limit.

The application has been fully considered and assessed in accordance with the council's policies and procedures and is supported by officers.

4. 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.

5. 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.

6. SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS

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

7. CONSULTEES:

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

8. BACKGROUND PAPERS:

Proposed Order, Schedule of Objections/Comments, Proposed DPPP location plan.

9. AUTHOR:

Paul Keeble Traffic & Network Manager

10. CONTACT DETAILS:

E-mail: Paulkeeble@monmouthshire.gov.uk
Telephone: 01633 644733

Schedule of Objections/Comments

Name/Address	Support	Comments
1.Heddlu Gwent Police	Has confirmed its	Noted.

	support in writing.	
Name/Address	Support	Comments
Councillor P.Jones	Has confirmed her support in writing by email.	Noted.
Name/Address	Support	Comments
Raglan Community Council	Has confirmed its support in writing.	Noted.
Name/Address	Objection	Comments



Future Generations Evaluation (includes Equalities and Sustainability Impact

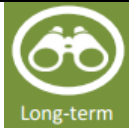
Name of the Officer completing the evaluation Paul Keeble Phone no: E-mail:	Please give a brief description of the aims of the proposal To improve road safety by a reduction in the mandatory speed limit and an extension to the extent of the mandatory speed limit.
Name of Service Highways	Date Future Generations Evaluation form completed 4/11/ 2015





1. **Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

Well Being Goal	How does the proposal contribute to this goal? (positive and negative)	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral	N/A
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Neutral	N/A
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	Positive	N/A

Well Being Goal	How does the proposal contribute to this goal? (positive and negative)	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	N/A
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	N/A
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Positive	The proposed order will improve the quality of life for blue badge holders.

2. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	How does your proposal demonstrate you have met this principle?	What has been done to better to meet this principle?
 Balancing short term need with long term and planning for the future	N/A	

Sustainable Development Principle	How does your proposal demonstrate you have met this principle?	What has been done to better to meet this principle?
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	N/A	
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	N/A	
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	N/A	
 <p>Integration</p> <p>Positively impacting on people, economy and environment and trying to benefit all three</p>	N/A	

3. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	N/A		N/A
Disability	N/A		N/A
Gender reassignment	N/A		
Marriage or civil partnership	N/A		
Race	N/A		
Religion or Belief	N/A		
Sex	N/A		
Sexual Orientation	N/A		
Welsh Language	N/A		

4. **Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities?** For more information please see the guidance note <http://hub/corporatedocs/Democratic%20Services/Equality%20impact%20assessment%20and%20safeguarding.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	N/A		
Corporate Parenting	N/A		

5. **What evidence and data has informed the development of your proposal?**

Several site visits have been undertaken on site during the design and road safety assessment process. Vehicular speed checks have also been undertaken previously along Chepstow Road.

Statutory consultation has been completed and no objections have been received.

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The proposed order will improve the level of road safety for school children using the new school and for other vulnerable road users. The reduction in the speed limits will also provide a more aesthetically pleasing environment and a reduction in road traffic noise and an improvement in air quality within this urbanised environment.

7. Actions. As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible	Progress
Implement order and appropriate works	Following publication of notice of making.	Traffic & Network Team	On-going

8. Monitoring: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this proposal will be evaluated on:	31 st December 2016
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SECTION 84 - ROAD TRAFFIC REGULATION ACT 1984

NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

**MONMOUTHSHIRE COUNTY COUNCIL
CYNGOR SIR FYNWY
(20MPH AND 30MPH SPEED LIMIT
CHEPSTOW ROAD & FAYRE OAKS RAGLAN)
TRAFFIC REGULATION ORDER 2015
GORCHYMYN RHEOLAETH TRAFFIG 2015**

NOTICE IS HEREBY GIVEN that Monmouthshire County Council of County Hall, The Rhadyr, Usk, NP15 1GA ("the Council") proposes to make a Road Traffic Regulation Order as follows:

EFFECT OF THE ORDER: Monmouthshire County Council is current constructing and providing a new primary school at Raglan and in order to undertake highway and safety improvements in association with the new school, it is intended to introduce a new 20 mph speed limit with traffic calming features and extending the current 30 mph speed limit in order to create a 30 mph buffer speed limit between the rural derestricted highway and the new 20 mph speed limit.

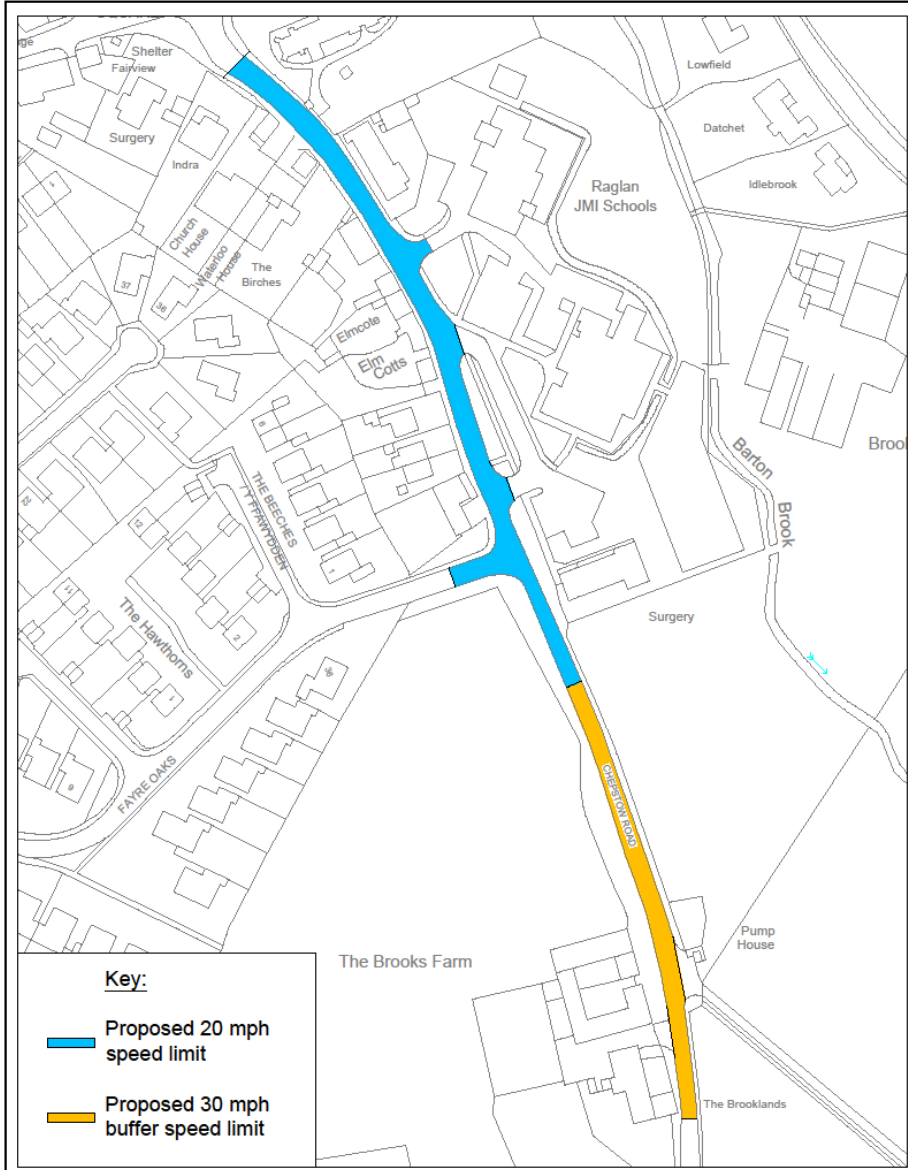
Further details of the proposed Order comprising a plan, statement of reasons and the District of Monmouth (Chepstow Road Raglan) (Restricted Road) Order 1977 which is to be revoked may be examined during normal office hours at County Hall, The Rhadyr, Usk, NP15 1GA or the Abergavenny One Stop Shop, Market Hall, Cross Street, Abergavenny, NP7 5HD and Monmouth One Stop Shop, Priors Street, Monmouth, NP25 3XA. If you wish to telephone to obtain further information about this proposal please telephone 01633 – 644026 or alternatively email clairewilliams@monmouthshire.gov.uk.

Any objections in respect of this proposal should be made in writing, stating the grounds on which the objection is being made and should be sent to the Head of Legal Services, Monmouthshire County Council, PO Box 106, Caldicot, NP26 1AN not later than the 18th of September 2015. Please quote reference H45/60.0819 on any correspondence.

Date: 17th August 2015



R Tranter

Head of Legal Services/Pennaeth Gwasanaethau Cyfreithiol



Key:

- Proposed 20 mph speed limit
- Proposed 30 mph buffer speed limit

 ROGER HODGINS - CHIEF OFFICER REGENERATION AND CULTURE	Job Title PROPOSED 20MPH AND 30MPH SPEED LIMIT	Drawn By CJ	Checked BC	Drawn 
	Drawing Title CHURCH ROAD AND FAYRE OAKS, RAGLAN	Date 14/03/2016	Date 14/03/2016	Rev
	Drawing No. 1888	<small> This plan or specification or any part thereof is submitted for your information only. It is not intended to be used for any other purpose without the written consent of the author. The author accepts no liability for any loss or damage arising from the use of this plan or specification or any part thereof. </small>		

Chepstow Road and Fayre Oaks Raglan Schedule

Schedule 1 Chepstow Road

20 mph speed limit

- (a) From a point 186 metres north of its junction with Fayre Oaks in a generally southerly direction to a point 45 metres south of its junction with Fayre Oaks.

Schedule 2 Fayre Oaks

20 mph speed limit

- (a) From a point 17 metres west of its junction with the western kerb line of Chepstow Road in a generally easterly direction to its junction with the western kerb line of Chepstow Road.

Schedule 3 Chepstow Road

30 mph speed limit

- (a) From a point 45 metres south of its junction with Fayre Oaks in a generally southerly direction to a point 190 metres south of its junction with Fayre Oaks.

Statement of Reasons:

Monmouthshire County Council is current constructing and providing a new primary school at Raglan and in order to undertake highway and safety improvements in association with the new school, it is intended to introduce a new 20 mph speed limit with traffic calming features and extending the current 30 mph speed limit in order to create a 30 mph buffer speed limit between the rural derestricted highway and the new 20 mph speed limit.



REPORT

SUBJECT: Staffing adjustments within Operations Department

MEETING: Individual Cabinet member – Cllr Bryan Jones

DATE: 9th December 2015

DIVISION/WARDS AFFECTED: Not applicable

1. PURPOSE

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

2. RECOMMENDATIONS

2.1 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.

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

3. KEY ISSUES

3.1 Within 2015/16 there is a need to take action to address projected overspends within the department and in planning for the 2016/17 budget and beyond it is clear that the existing staff establishments within the highway section are unsustainable given major budget pressure upon the authority overall and Operations services in particular both in revenue and capital.

3.2 The Council's priorities and the Continuance Agreement direct funding priorities, an outcome of which is to place particular pressure upon several of the budgets provided through the Operations department.

3.3 The forecast out turn for Operations services overall prepared at month 6 indicate an overspend of approximately £339,000 and whilst operational matters (weather in particular) will influence the out turn significantly during the winter months it is incumbent upon Operations managers to implement changes to address the projected over spend in 15/16 and that will also affect the budget preparations for 2016/17.

3.4 The head of highways resigned (left MCC employment in July) and the post has been held vacant. Whilst this is an important post in a high profile service, given the budget situation it would seem imprudent and unaffordable to fill the post for the foreseeable future.

- 3.5 The capital budget available for highways maintenance, projects etc. has for the last eight years been around £4m annually. The end of the local government borrowing initiative and the capital budget being prioritized towards 21st century schools means that the capital funding available for highways maintenance/projects is £1.7m in 15/16 and unlikely to increase in the coming years.
- 3.6 Whilst investment demand to maintain the highway infrastructure remains high the available budget is reduced from previous years so the volume of capital work for MCC engineers to manage is reduced. In July an assistant engineer in the projects team left MCC employment. The opportunity is being taken not to fill this vacant post and to reduce the staff establishment. Any peaks in workload will be covered by the remaining staff, support from other local authorities or our framework contractor (Parsons Brinkerhoff).
- 3.7 Further to the above it is proposed to reduce the highways management team by one (existing and revised senior manager structures are shown in appendix 1). This will offer a salary saving of approximately £55,000.
- 3.8 The authority supports flexible retirement where appropriate. The Head of Operations has lodged a request to reduce his working hours which provides around £13,000 saving on salary costs annually (Including employer on costs). There is no cost to the authority for granting the application.

4. REASONS

- 4.1 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).
- 4.2 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.

5. 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).

6. 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 ASSESSMENT:

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

7. CONSULTEES:

SLT

Cabinet members

8. BACKGROUND PAPERS:

9. AUTHORS

Roger Hoggins, Head of Operations

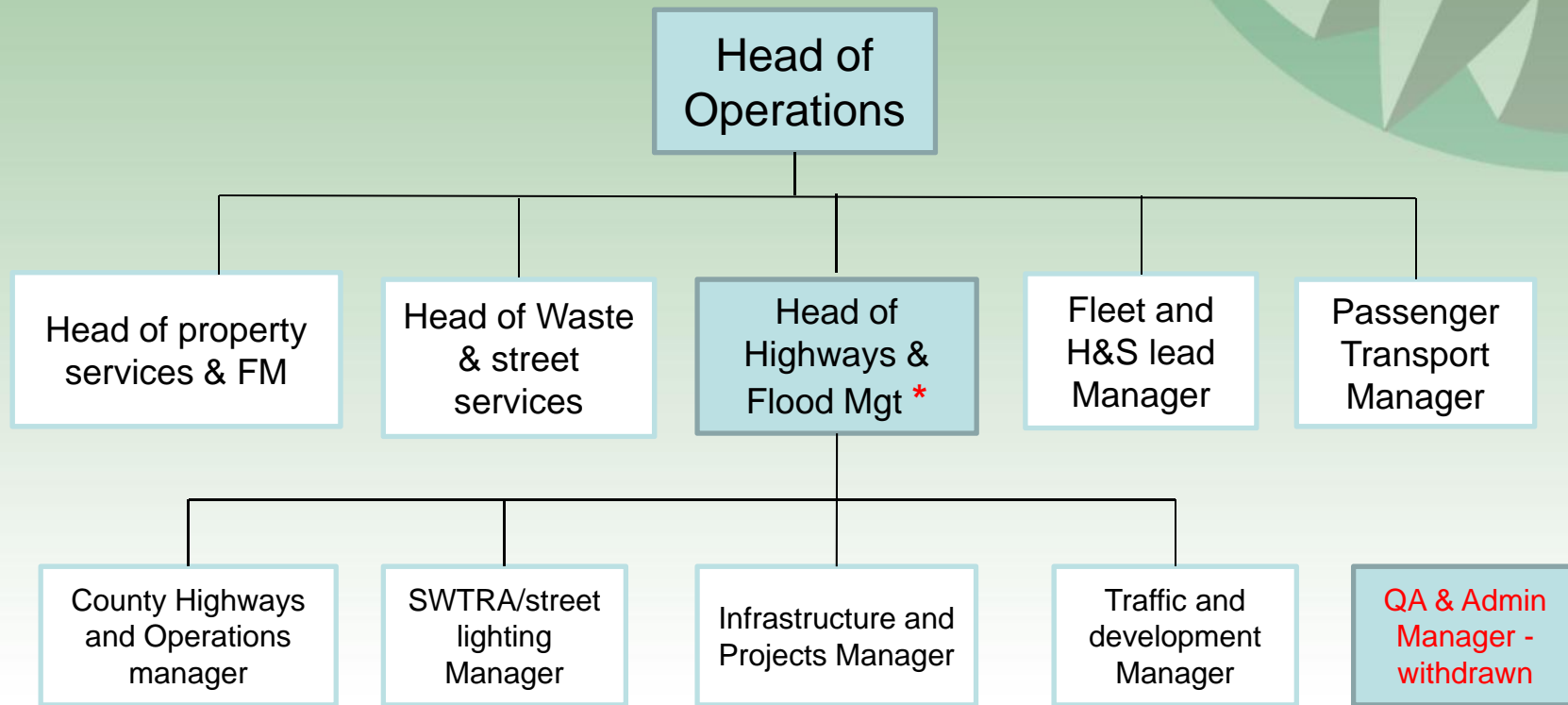
CONTACT DETAILS: rogerhoggins@monmouthshire.gov.uk

Paul Matthews, Chief Executive Officer

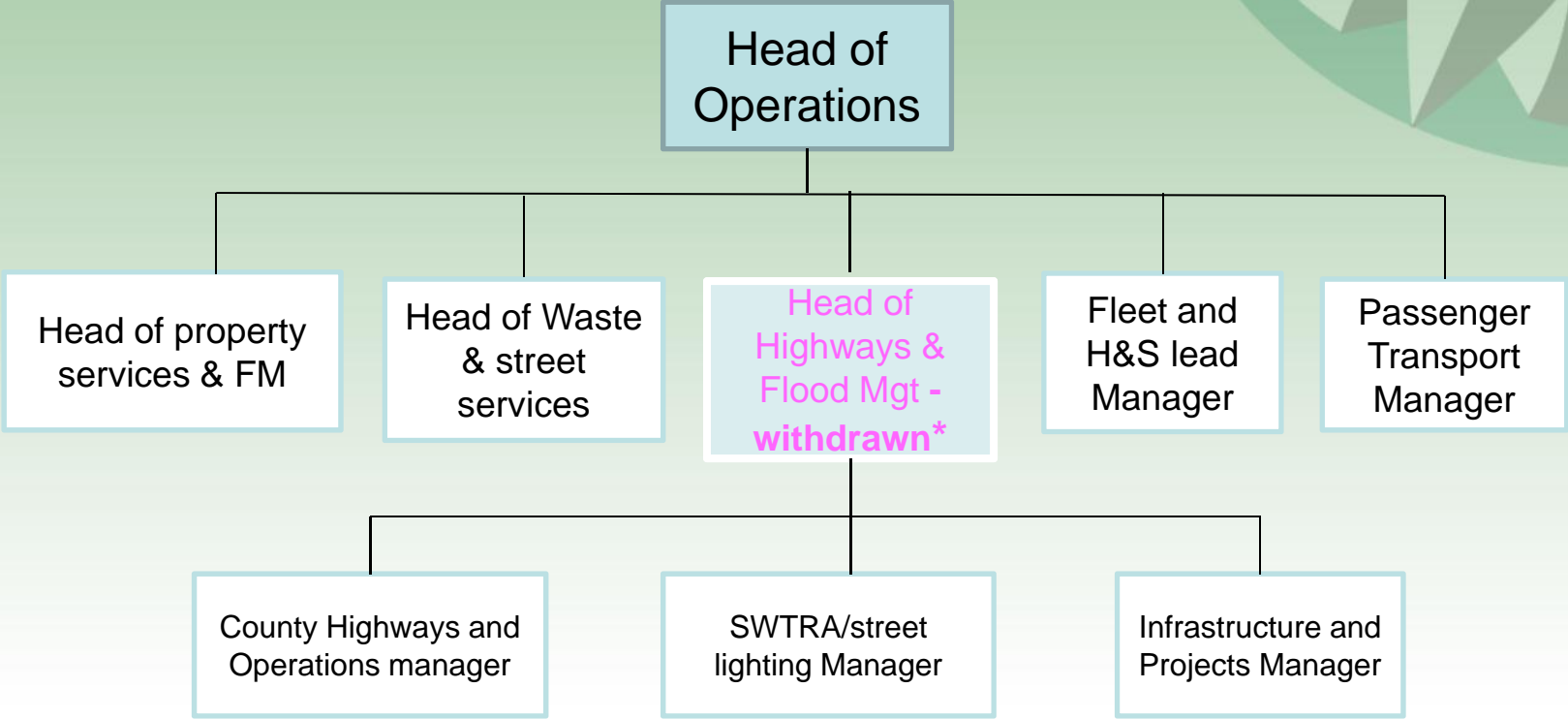
CONTACT DETAILS: paulmatthews@monmouthshire.gov.uk

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Operations department – Existing staff structure



Operations department – Proposed staff structure



Page 34

SUBJECT:	LOCAL GOVERNMENT (WALES) ACT 1994 THE LOCAL AUTHORITIES (PRECEPTS) (WALES) REGULATIONS 1995
MEETING:	Individual Cabinet Member Decision – Councillor P. Murphy
DATE:	23rd December 2015
DIVISION/WARDS AFFECTED:	Countywide

1. 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.

2. RECOMMENDATIONS:

2.1 That the following schedule of payments be 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.

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

3. KEY ISSUES:

- 3.1 The Council as a billing authority is required to determine the schedule of instalments for payment of Precepts from the Council Fund for each year.
- 3.2 The Regulations provide that on or before the 31st December each year a billing authority must inform each precepting authority of its proposals for a schedule of instalments to satisfy all of the precepts. This proposal should be followed by a determination on or before the 31st January, with at least 21 days elapsing between decision on the proposals and the making of a determination.
- 3.3 In each schedule the billing authority must specify the number of instalments, the proportion of each precept which is to be paid in each instalment and the dates in the year on which instalments are to be paid. The payment to the Police Authority must be made on the same day and should not be less than twelve instalments in any one financial year. In the case of Town and Community Councils the agreement can be one of the following:
- i) Payment by three instalments in April, August and December or;
 - ii) Payment by one instalment on the last working day in April.
- 3.4 For the current year Monmouthshire County Council operate the arrangement identified in (i) above for Town and Community Councils and pay the Police Authority precept on the third Tuesday of each month.
- 3.5 In respect of the Police Authority precept, one Greater Gwent Council currently pays on the last working day of each month and four, including Monmouthshire, pay on the third Tuesday. There are slight cash flow advantages of the former arrangement and in deciding its proposals the Cabinet member will wish to consider whether these justify suggesting a change from the present arrangements.

4. REASONS:

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

5. RESOURCE IMPLICATIONS:

- 5.1 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.

6. 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.

7. CONSULTEES:

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

Results of Consultation:

8. BACKGROUND PAPERS:

None

9. AUTHOR: Jonathan S Davies – Finance Manager, Central Finance

10. CONTACT DETAILS:

Tel: (01633) 644114

E-mail: jonathansd Davies@monmouthshire.gov.uk

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

**MEETING: Cabinet Member for County
Operations**
DATE: 27/11/2015
DIVISION/WARDS AFFECTED: Central, Overmonnow

1. 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.

2. RECOMMENDATIONS:

Not to hold an inquiry into the proposal

To approve the proposed Order as consulted and advertised upon to implement the Order.

3. KEY ISSUES:

Monmouthshire County Council has previously received several concerns from the local elected member and from a business owner in Wonastow Industrial Estate (West) regarding road safety concerns and inappropriate parking on and near junctions and private access's. These concerns involved all normal vehicle types at several locations along Wonastow Road, but specifically hgv parking too near junctions and private access's on Wonastow Industrial Estate (West).

4. 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.

5. 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.

6. SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS

There are no sustainability and equality implications.

7. CONSULTEES:

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

8. BACKGROUND PAPERS:

Proposed Order, Schedule of Objections/Comments, Proposed DPPP location plan.

9. AUTHOR:

Paul Keeble Traffic & Network Manager

10. CONTACT DETAILS:

E-mail: Paulkeeble@monmouthshire.gov.uk
Telephone: 01633 644733

Schedule of Objections/Comments

Name/Address	Support	Comments
1.Heddlu Gwent Police	Has confirmed its support in writing.	Noted.
Name/Address	Support	Comments
Councillor S White	Has confirmed her support in writing by email.	Noted.
Mr.Chivers	Letter received with observations and comments (regarding parking by hgvs and concerns about displacement into a nearby residential road) but not objecting to the proposals.	Noted and officers consider the proposed restrictions will not displace overnight hgv parking into nearby residential estate.
Name/Address	Support	Comments
Monmouth Town Council	Has confirmed its support in writing by email.	Noted.

Name/Address	Objection	Comments
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Future Generations Evaluation (includes Equalities and Sustainability Impact


<p>Name of the Officer completing the evaluation Paul Keeble</p> <p>Phone no: E-mail:</p>	<p>Please give a brief description of the aims of the proposal To address concerns regarding inappropriate parking and loading/unloading at or too near highway junctions and a private vehicular entrance.</p>
<p>Name of Service Highways</p>	<p>Date Future Generations Evaluation form completed 27th November 2015</p>





1. **Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

Well Being Goal	How does the proposal contribute to this goal? (positive and negative)	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	Neutral	N/A
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	Neutral	N/A
<p>A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood</p>	Neutral	N/A

Well Being Goal	How does the proposal contribute to this goal? (positive and negative)	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive	Improves the level of road safety, reduces delays increases the free flow of traffic for business's and other highway users.
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	N/A
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	N/A
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Neutral	N/A

2. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	How does your proposal demonstrate you have met this principle?	What has been done to better to meet this principle?
 Balancing short term need with long term and planning for the future	N/A	

Sustainable Development Principle	How does your proposal demonstrate you have met this principle?	What has been done to better to meet this principle?
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	N/A	
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	N/A	
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	N/A	
 <p>Integration</p> <p>Positively impacting on people, economy and environment and trying to benefit all three</p>	N/A	

3. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	N/A		N/A
Disability	N/A		N/A
Gender reassignment	N/A		
Marriage or civil partnership	N/A		
Race	N/A		
Religion or Belief	N/A		
Sex	N/A		
Sexual Orientation	N/A		
Welsh Language	N/A		

4. **Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities?** For more information please see the guidance note <http://hub/corporatedocs/Democratic%20Services/Equality%20impact%20assessment%20and%20safeguarding.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	N/A		
Corporate Parenting	N/A		

5. **What evidence and data has informed the development of your proposal?**

Several site visits have been undertaken to assess highway safety issues on site and formulate an appropriate solution.

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The proposed order will improve the free flow of traffic at junctions and provide increased forward visibility splays for vehicles exiting side roads onto the main highways. Potentially dangerous and inappropriate parking and loading/unloading will be prohibited at all times at the specific junction where this has been deemed necessary.

7. Actions. As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible	Progress
Implement order and appropriate works	Following publication of notice of making.	Traffic & Network Team	On-going

8. Monitoring: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this proposal will be evaluated on:	31 st December 2016
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NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

MONMOUTHSHIRE COUNTY COUNCIL
CYNGOR SIR FYNWY
PROHIBITION OF WAITING AND PROHIBITION OF LOADING/UNLOADING
WONASTOW ROAD, WONASTOW ROAD INDUSTRIAL ESTATE (WEST)
ACCESS ROAD, LINK ROAD, MONMOUTH
TRAFFIC REGULATION ORDER 2015
GORCHYMYN RHEOLAETH TRAFFIG 2015

NOTICE IS HEREBY GIVEN that Monmouthshire County Council, County Hall, The Rhadyr, Usk, NP15 1GA ("the Council") propose to make a Road Traffic Regulation Order as follows:

Effect of the Order: It is proposed in order to prohibit inappropriate parking at junctions and improve the level of highway safety it is proposed to introduce waiting restrictions at several locations on Wonastow Road and The Link Road and on Wonastow Industrial Estate (West) Access Road.

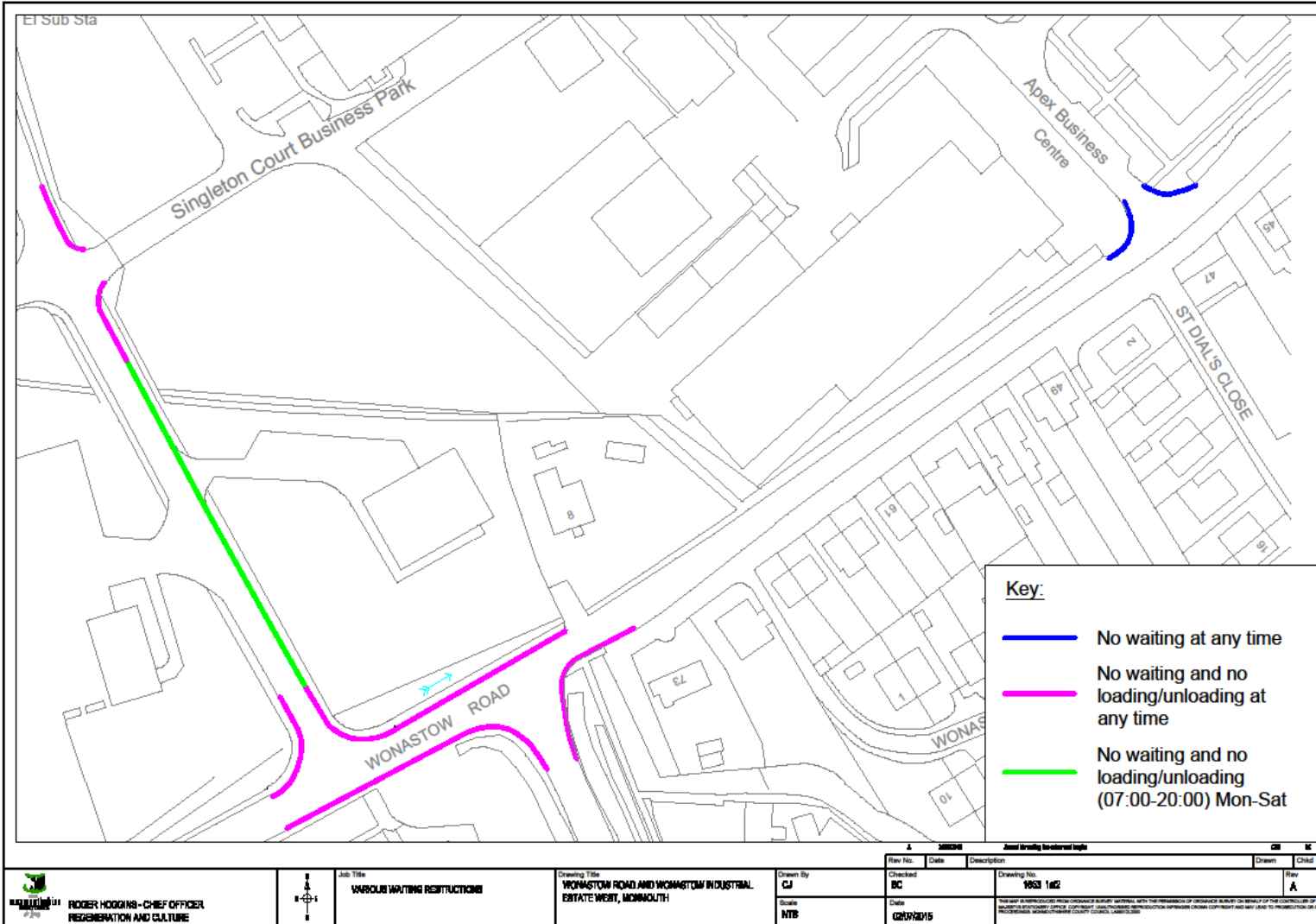
Further details of the proposed Order comprising a plan, statement of reasons for proposing to make the Order may be examined during normal office hours at County Hall, The Rhadyr, Usk, NP15 1GA and the Councils Monmouth One Stop Shop, Priory Street, Monmouth, NP25 3XA. If you wish to telephone to obtain further information about this proposal please telephone 01633 – 644026 alternatively email clairewilliams@monmouthshire.gov.uk.

Any objections in respect of this proposal should be made in writing, stating the grounds on which the objection is being made and should be sent to Head of Legal Services, Monmouthshire County Council, Legal Services, PO Box 106, Caldicot, NP26 9AN not later than the 6th of November 2015. Please quote reference CW/H45/60.0824 on any correspondence.

Date: 28th September 2015

R Tranter

Head of Legal Services/Pennaeth Gwasanaethau Cyfreithiol




**ROGER HODGINS - CHIEF OFFICER
REGENERATION AND CULTURE**

Job Title:
VARIOUS WAITING RESTRICTIONS

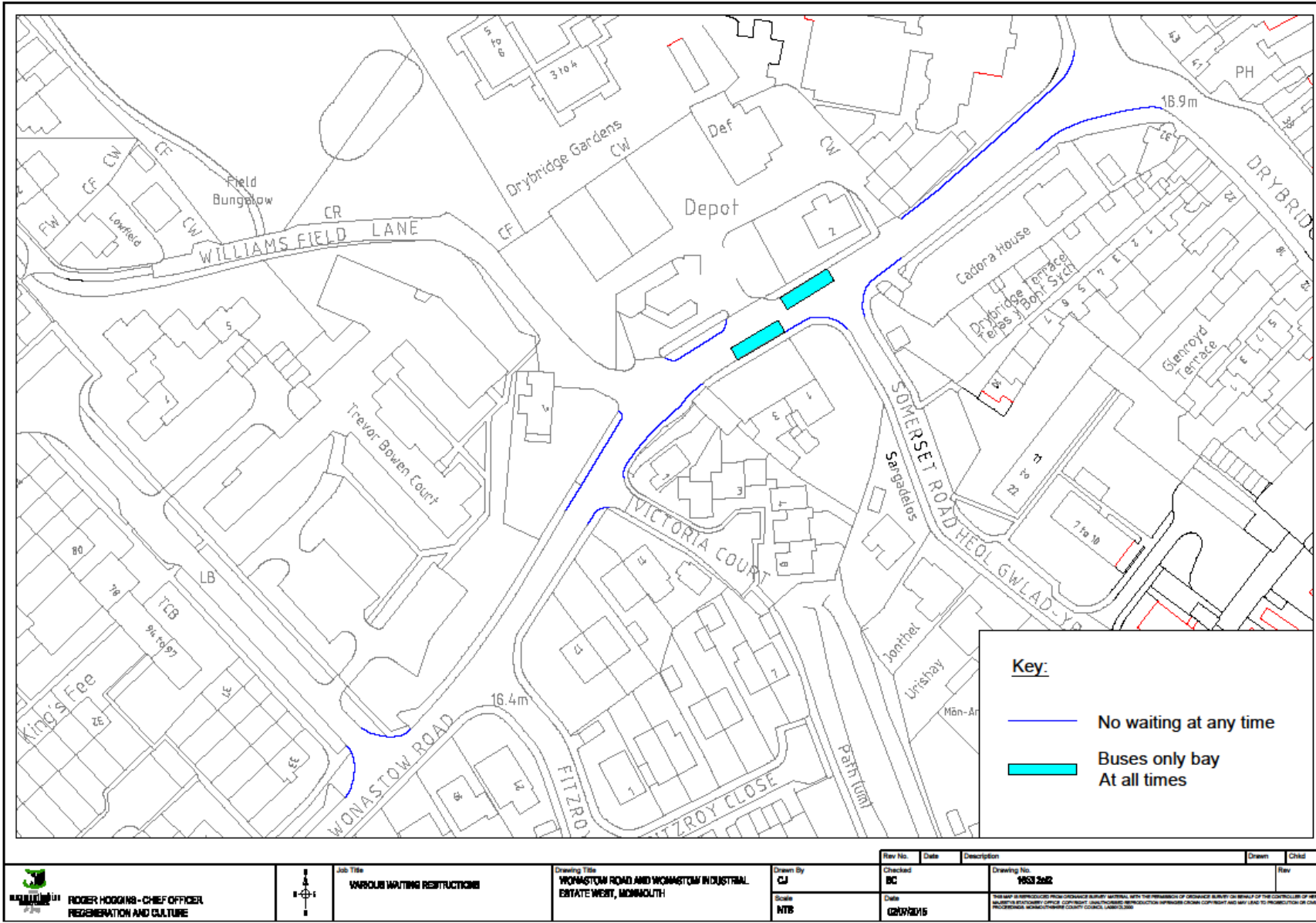
Drawing Title:
WONASTOW ROAD AND WOHARTON INDUSTRIAL
ESTATE WEST, MONMOUTH

Drawn By:
CJ
Scale:
NTS

Rev No.:
Checked
BC
Date:
08/04/15



Description:
Drawing No.
1953 142
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Drawn:
CJ
Check:
A



Key:

- No waiting at any time
- Buses only bay
At all times

 <p>ROGER HODGINS - CHIEF OFFICER REGENERATION AND CULTURE</p>		Job Title	Drawing Title	Drawn By	Rev No.	Date	Description	Drawn	Child
		VARIOUS WAITING RESTRICTIONS	WOMASTOW ROAD AND WOMASTOW INDUSTRIAL ESTATE WEST, MONMOUTH	CJ	BC	NTB	02/10/2015	1603 2x62	
THIS MAP IS A REPRESENTATIVE PRELIMINARY SURVEY MATERIAL. WITH THE PERMISSION OF ORIGINATOR SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S EXCHEQUER OFFICE (CROWN COPYRIGHT). UNLESS OTHERWISE SPECIFIED, THIS DOCUMENT AND ANY LINKS TO IT ARE THE PROPERTY OF ORIGINATOR.									

Wonastow Road , Link Road, Kings Fee and Wonastow Industrial Estate (West) Access Road Traffic Regulation Order

This Order revokes The Monmouthshire County Council (Wonastow Road Monmouth) (Prohibition of Waiting) Order 1997.

Schedule 1

No Waiting and no loading/unloading at any time Monday to Sunday

Wonastow Road Industrial Estate (west) Access Road

- (a) East side from its junction with the northern kerb line of Wonastow Road for a distance of 10 metres in a generally north-westerly direction.
- (b) West side from its junction with Wonastow Road for a distance of 30 metres in a generally north-easterly direction.
- (c) East side from its junction with the southern kerb line of the access road of Singleton Court for a distance of 10 metres in a generally south-easterly direction.
- (d) East side from its junction with the northern kerb line of the access road of Singleton Court for a distance of 10 metres in a generally north-westerly direction.

Wonastow Road

- (a) South side from its junction with the western kerblines of Link Road for a distance of 58 metres in a generally westerly direction.
- (b) South side from its junction with the eastern kerblines of Link Road for a distance of 10 metres in a generally easterly direction.
- (c) North side from its junction with the eastern kerb line of Wonastow Road Industrial Estate (west) access road for a distance of 50 metres in a generally north-easterly direction.

Link Road

- (a) West side from its junction with the southern kerb line of Wonastow Road for a distance of 10 metres in a generally southerly direction.
- (b) East side from its junction with the southern kerb line of Wonastow Road for a distance of 10 metres in a generally southerly direction.

Schedule 2

No Waiting and no loading/unloading 07:00 -20:00 (Monday to Saturday)

Wonastow Road Industrial Estate (west) Access Road

- (a) East side from a point 10 metres south east of its junction with the southern kerb line of the access road of Singleton Court to a point 10 metres north-west of its junction with the northern kerb line of Wonastow Road.

Schedule 3

No Waiting At Any Time Monday to Sunday

Kings Fee (Access road by Apex House Business Park)

- (a) West side from its junction with the northern kerb line of Wonastow Road for a distance of 10 metres in a generally northerly direction.

- (b) East side from its junction with the northern kerb line of Wonastow Road for a distance of 10 metres in a generally northerly direction.

Kings Fee (Access Road by number 33 Kings Fee)

- (a) West side from its junction with the northern kerb line of Wonastow Road for a distance of 10 metres in a generally north-easterly direction.
- (b) East side from its junction with the northern kerb line of Wonastow Road for a distance of 10 metres in a generally easterly direction.

Wonastow Road

- (a) South side from its junction with the western kerb line of Victoria Court for a distance of 10 metres in a generally south-westerly direction.
- (b) South side from its junction with the eastern kerb line of Victoria Court for a distance of 33 metres in a generally north-easterly direction.
- (c) North side from its junction with the western kerb line of Williamsfield Lane for a distance of 28 metres in a generally south-westerly direction.
- (d) North side from its junction with the eastern kerb line of Williamsfield Lane for a distance of 20 metres in a generally north-easterly direction.
- (e) South side from its junction with the western kerb line of Goldwire Lane for a distance of 8 metres in a generally south-westerly direction.

- (f) South side from its junction with the eastern kerb line of Goldwire Lane for a distance of 12 metres in a generally north-easterly direction.
- (g) South side from its junction with the western kerb line of Drybridge Street for a distance of 23 metres in a generally westerly direction.
- (h) North side from its junction with the western kerb line of Rockfield Road for a distance of 71 metres in a generally south-westerly direction.

Statement of Reasons

The council has received concerns from stakeholders regarding concerns of inappropriate (potentially obstructive) vehicle parking too near junctions and at a business park entrance. The majority of the alleged offenders at the western end of Wonastow Road are heavy goods vehicles using business premises nearby.

In order to prohibit inappropriate parking at junctions and improve the level of highway safety it is proposed to introduce waiting restrictions at several locations on Wonastow Road and The Link Road and on Wonastow Industrial Estate (west) access road.

