

# Public Document Pack



Neuadd Y Sir  
Y Rhadyr  
Brynbuga  
NP15 1GA

Dydd Mawrth, 5 Gorffennaf 2022

Annwyl Cynghorydd

## **PENDERFYNIADIAU AELOD CABINET UNIGOL**

Hysbysir drwy hyn y caiff y penderfyniadau dilynol a wnaed gan aelod o'r cabinet eu gwneud **Dydd Mercher, 13eg Gorffennaf, 2022,**.

### **AGENDA**

1. DARPARIAETH A DIWYGIADAU ARFAETHEDIG I'R GORCHMYNION TRAFFIG MEWN LLEOLIYNG NGHYMUNEDAU TREFYNWY, Y FENNI, MAGWYR A GWNDY, PORTHSGIWED A CHAS FYNWY

**CABINET MEMBER:** County Councillor Catrin Maby

**AUTHOR:** Mark Hand, Head of Placemaking, Highways and Flooding  
Graham Kinsella, Traffic and Road Safety Manager

**CONTACT DETAILS:**

**E-mail:** E-mail: [markhand@monmouthshire.gov.uk](mailto:markhand@monmouthshire.gov.uk)

Yr eiddwch yn gywir,

**Paul Matthews**  
**Prif Weithredwr**

**PORTFFOLIOS CABINET**

<b>Cynghorydd Sir</b>	<b>Meysydd o Gyfrifoldeb</b>	<b>Ward</b>
Mary Ann Brocklesby	<p><b>Arweinydd</b> Prif Swyddog – Paul Matthews, Matthew Gatehouse</p> <p>Stratgaeth a Chyfeiriad yr Awdurdod Cyfan Adolygiad a gwerthusiad o berfformiad yr Awdurdod Cyfan Cabinet Cyfun Prifddinas-Ranbarth Caerdydd Gweithio rhanbarthol Perthynas gyda'r Llywodraeth CLILIC, LGA a'r Bwrdd Gwasanaethau Cyhoeddus</p>	Llanelly
Paul Griffiths	<p><b>Aelod Cabinet ar gyfer Economi Gynaliadwy a Dirprwy Arweinydd</b> Prif Swyddog – Frances O'Brien</p> <p>Dygnwch economaidd a chynaliadwyedd gan ffocysu ar yr economi sylfaenol Cynllun Datblygu Lleol a'r Cynllun Datblygu Strategol Buddsoddi mewn canol trefi a chymdogaethau a Datblygu Stiwardiaeth Rheoli Adeiladau Sgiliau a chyflogaeth gan gynnwys swyddi gwyrdd a phrentisiaethau Cysylltiadau band-eang Safonau masnach, lechyd amgylcheddol, lechyd cyhoeddus, Trwyddedu</p>	Castell Cas-gwent a Larkfield
Rachel Garrick	<p><b>Aelod Cabinet ar gyfer Adnoddau</b> Prif Swyddogion – Peter Davies, Frances O'Brien, Matthew Phillips, Jane Rodgers</p> <p><i>Cyllid</i> <i>Datblygu a chynnig y gyllideb i'r Cyngor</i> <i>Digidol a Thechnoleg Gwybodaeth</i> <i>Adnoddau Dynol, y Gyflogres ac lechyd a Diogelwch</i> <i>Caffael strategol – hyrwyddo lleoliaeth</i> <i>Tir ac Adeiladau</i> <i>Cynnal a chadw a rheoli eiddo</i> <i>Rheoli'r Fflyd</i> <i>Cynllunio Brys</i></p>	Castell Cil-y-coed

Martyn Groucutt	<p><b>Aelod Cabinet ar gyfer Addysg</b> Prif Swyddogion – Will McLean, Ian Saunders</p> <p>Addysg Blynyddoedd Cynnar Addysg statudol ar gyfer pob oedran Anghenion dysgu ychwanegol/cynhwysiant Addysg ôl-16 ac ar gyfer oedolion Safonau a Gwella Ysgolion Dysgu Cymunedol Y Rhaglen Ysgolion ar gyfer y 21ain Ganrif Gwasanaethau Ieuencid</p>	Lansdown
Sara Burch	<p><b>Aelod Cabinet ar gyfer Cymunedau Cynhwysol a Byw</b> Prif Swyddogion – Frances O'Brien, Ian Saunders, Jane Rodgers, Matthew Gatehouse</p> <p>Strategaeth Tai Fforddiadwy Digartrefedd Diogelwch yn y Gymuned Teithio Llesol Canolfannau Hamdden Chwarae a Chwaraeon Gwybodaeth ar gyfer Twristiaid, Amgueddfeydd, Theatrau ac Atyniadau</p>	Cantref
Tudor Thomas	<p><b>Aelod Cabinet ar gyfer Gofal Cymdeithasol, Diogelu a Gwasanaethau Iechyd Hygyrch</b> Prif Swyddog – Jane Rodgers</p> <p>Gwasanaethau Plant Maethu a Mabwysiadu Gwasanaeth Troseddu Ieuencid Gwasanaethau Oedolion Diogelu ar draws yr Awdurdod Cyfan (Plant ac Oedolion) Anableddau Iechyd meddwl a lles Perthynas gyda darparwyr iechyd a mynediad at ddarpariaeth iechyd</p>	Parc
Catrin Maby	<p><b>Aelod Cabinet ar gyfer Newid Hinsawdd a'r Amgylchedd</b> Prif Swyddogion – Frances O'Brien, Matthew Gatehouse</p> <p>Datgarboneiddio Cynllunio Trafnidiaeth Creu, bwyta a chaffael bwyd yn lleol gan gynnwys</p>	Drybridge

	<p>amaeth-goedwigaeth a garddwriaeth leol  Cynllunio ar gyfer y rhwydwaith traffig  Trafnidiaeth gyhoeddus  Priffyrdd gan gynnwys y cefnffyrdd  Palmentydd a lonydd cefn  Lliniaru, rheoli ac adferiad yn dilyn llifogydd,  ansawdd dŵr afonydd  Rheoli Gwastraff  Gofal Stryd, sbwriel a gofodau cyhoeddus  Cefn Gwlad, Bioamrywiaeth a hawliau tramwy  cyhoeddus gan gynnwys parciau a gofodau agored  Cyfleusterau cyhoeddus</p>	
Catherine Fookes	<p><b>Aelod Cabinet ar gyfer Cydraddoldeb ac Ymgysylltu</b></p> <p>Prif Swyddogion – Frances O’Brien, Matt Phillips,  Matthew Gatehouse</p> <p>Anghydraddoldeb cymunedol (iechyd, incwm,  maetheg, anfantais, gwahaniaethu, arwahanrwydd)  Budd-daliadau  Yr iaith Gymraeg  Hyrwyddo democratiaeth ac ymgysylltu dinasyddion  Hybiau cymunedol a’r ganolfan gyswllt  Gwasanaethau cwsmeriaid a phrofiad dinasyddion  Cyfathrebu, cysylltiadau cyhoeddus, marchnata  Gweithio gyda mudiadau gwirfoddol  Cofrestryddion  Gwasanaethau Etholiadol  Adolygu’r Cyfansoddiad  Moeseg a safonau</p>	Tref

# Nodau a Gwerthoedd Cyngor Sir Fynwy

## Ein diben

Adeiladu Cymunedau Cynaliadwy a Chydnerth

### Amcanion y gweithiwn tuag atynt

- Rhoi'r dechrau gorau posibl mewn bywyd i bobl
- Sir lewyrchus a chysylltiedig
- Cynyddu i'r eithaf botensial yr amgylchedd naturiol ac adeiledig
- Llesiant gydol oes
- Cyngor gyda ffocws ar y dyfodol

## Ein Gwerthoedd

**Bod yn agored.** Rydym yn agored ac yn onest. Mae pobl yn cael cyfle i gymryd rhan mewn penderfyniadau sy'n effeithio arnynt, dweud beth sy'n bwysig iddynt a gwneud pethau drostynt eu hunain/eu cymunedau. Os na allwn wneud rhywbeth i helpu, byddwn yn dweud hynny; os bydd yn cymryd peth amser i gael yr ateb, byddwn yn esbonio pam; os na allwn ateb yn syth, byddwn yn ceisio eich cysylltu gyda'r bobl a all helpu - mae adeiladu ymddiriedaeth ac ymgysylltu yn sylfaen allweddol.

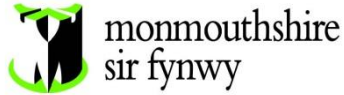
**Tegwch.** Darparwn gyfleoedd teg, i helpu pobl a chymunedau i ffynnu. Os nad yw rhywbeth yn ymddangos yn deg, byddwn yn gwrando ac yn esbonio pam. Byddwn bob amser yn ceisio trin pawb yn deg ac yn gyson. Ni allwn wneud pawb yn hapus bob amser, ond byddwn yn ymrwymo i wrando ac esbonio pam y gwnaethom weithredu fel y gwnaethom.

**Hyblygrwydd.** Byddwn yn parhau i newid a bod yn hyblyg i alluogi cyflwyno'r gwasanaethau mwyaf effeithlon ac effeithiol. Mae hyn yn golygu ymrwymiad gwirioneddol i weithio gyda phawb i groesawu ffyrdd newydd o weithio.

**Gwaith Tîm.** Byddwn yn gweithio gyda chi a'n partneriaid i gefnogi ac ysbrydoli pawb i gymryd rhan fel y gallwn gyflawni pethau gwych gyda'n gilydd. Nid ydym yn gweld ein hunain fel 'trefnwyr' neu ddatrysyr problemau, ond gwnawn y gorau o syniadau, asedau ac adnoddau sydd ar gael i wneud yn siŵr ein bod yn gwneud y pethau sy'n cael yr effaith mwyaf cadarnhaol ar ein pobl a lleoedd.

**Caredigrwydd** – Byddwn yn dangos caredigrwydd i bawb yr ydym yn gweithio gyda nhw, gan roi pwysigrwydd perthnasoedd a'r cysylltiadau sydd gennym â'n gilydd wrth wraidd pob rhyngweithio.

This page is intentionally left blank



<b>SUBJECT:</b>	<b>PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC ORDERS AT VARIOUS LOCATIONS WITHIN THE MONMOUTH, ABERGAVENNY, MAGOR WITH UNDY, PORTSKEWETT, AND CHEPSTOW COMMUNITIES IN MONMOUTHSHIRE COUNTY.</b>
<b>MEETING:</b>	<b>INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY</b>
<b>DATE:</b>	<b>13<sup>th</sup> JULY 2022</b>

## 1. PURPOSE:

- 1.1 This report seeks Cabinet Member approval to proceed with a number of Traffic Orders around the County. Many of these are long-standing requests from the communities or their (then) elected representatives that could not proceed until other Traffic Orders affecting those same geographic areas had been completed.
- 1.2 The Traffic Orders now under consideration relate to proposed provision of or amendments to waiting restrictions and a proposed disabled person only parking place. The proposed Orders were advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, and following the May 2022 local elections, the new Ward Members were notified by email of the proposals and invited to discuss any concerns with officers, if applicable. As a result of this, one proposal (prohibition of waiting restrictions on Hereford Road, Monmouth – drawings 1887-1 and 1887-2) is not being pursued at this time, to allow further discussions with Councillor Jane Lucas on behalf of her ward constituents. A second proposal (amendments to vehicle prohibition and prohibition other than for loading/unloading on St Mary Street, Chepstow – drawing 1902) is paused at the request of Councillor Paul Griffiths.
- 1.3 If significant unresolved objections arise from the consultation, a public inquiry can be held to reach a decision. However, in this instance, it is considered that a public inquiry is not required and it is recommended that all of the proposals proceed with the Traffic Orders made, as set out below, with the exception of the proposed prohibition of waiting restrictions on Hereford Road, Monmouth (drawings 1887-1 and 1887-2) and with the exception of the proposed changes to the prohibition of driving and prohibition except for loading/unloading on St Mary Street, Chepstow (drawing 1902).

## 2. RECOMMENDATIONS:

- 2.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed Orders as set out below, with the exception of the proposed prohibition of waiting restrictions on Hereford Road, Monmouth (drawings 1887-1 and 1887-2) and with the exception of the proposed changes to the prohibition of driving and prohibition except for loading/unloading on St Mary Street, Chepstow (drawing 1902).

### **3. KEY ISSUES:**

#### **Sevenside**

- 3.1 King Harold's View, Portskewett – Vehicles are parking on King Harold's View within 10 metres of its junction with Main Road thereby causing visibility and road safety issues for residents and visitors who are exiting King Harold's View into Main Road. Vehicles are also obstructing pedestrian dropped kerb facilities. In the interests of road safety, it is proposed to restrict parking and waiting at all times on parts of King Harold's View at its junction with Main Road.
- 3.2 St. Mary's Place, Portskewett – St. Mary's Place is a cul-de-sac with residential properties. The entrance way into St. Mary's Place off Manor Way is narrow and residents have expressed safety concerns regarding the ability of emergency service vehicles to serve all the properties within St. Mary's Place whilst vehicles are parked within the narrow section upon exiting Manor Way. In order to ensure access for emergency vehicles at all times it is necessary to prohibit parking and waiting at any time on both sides of the narrow accessway.
- 3.3 Withy Walk, Magor – Vehicles are parking on a section of Withy Walk and obstructing the highway at peak times thereby adversely affecting the ability of the school bus service to access Withy Walk and provide a reliable school bus service on weekdays. Vehicles are also parking across vehicular driveways on part of Withy Walk and on Withy Walk within 10 metres of its junction with Redwick Road. It is therefore proposed to introduce a prohibition of waiting at any time at the southern end junction with Redwick Road and in front of the vehicular accesses between St. David's Court.
- 3.4 Millbrook Court, Undy – Millbrook Court is a minor residential cul-de-sac situated off the B4245. Vehicles of non-residents are regularly parking here obstructing the vehicular accesses of the residential properties and obstructing the short access road in Millbrook Court thereby causing access issues for residents and the emergency services. All the residential properties here have an off road parking facility. It is therefore proposed to provide a prohibition of waiting at any time restriction throughout the length of this highway.

#### **Chepstow**

- 3.5 Bulwark Industrial Estate, Bulwark, Chepstow – Vehicles are parking on a section of this access road which is not currently provided with waiting restrictions thereby causing access issues to the various businesses located at Bulwark Industrial Estate. Sections of this access road are currently provided with waiting restrictions and it is proposed to increase the extent of waiting restrictions on this access road in order to ensure the free flow of traffic and safe access and egress from the industrial estate units.
- 3.6 St. Mary Street, Chepstow – Monmouthshire County Council has made an experimental prohibition of driving (except for loading/unloading within specified time periods) Traffic Order on the nearby High Street. Although that change remains a trial, it was proposed to rationalise the prohibition of driving and prohibition except for loading/unloading times on St. Mary Street to match the more logical times currently applicable in High Street. The existing and proposed restrictions are summarised below:



<b>Existing</b>	<b>Proposed</b>
Prohibition of vehicles 7pm to 7am	No change
Prohibition of vehicles except for loading 7am to 10:30am	Prohibition of vehicles except for loading 7am to 10:00am
Prohibition of vehicles 10:30am to 4:30pm	Prohibition of vehicles 10:00am to 4:00pm
Prohibition of vehicles except for loading 4:30pm to 7pm	Prohibition of vehicles except for loading 4:00pm to 7pm

However, until the long term arrangements for High Street are known, Councillor Paul Griffiths has requested that this proposed change be paused. Officers support that request. Consequently, for now, no approval is sought for the proposed changes shown in drawing 1902.

### **Abergavenny**

- 3.7 54 Ross Road, Abergavenny – A resident of this property is a registered blue badge holder and is experiencing severe issues in being able to park near their home due to this section of Ross Road experiencing a very high level of parking stress. Officers from the Council’s Social Services and Highways teams have assessed this application for a disabled person only parking place fronting onto number 54 Ross Road in accordance with the Council’s procedures and it is supported by officers.
- 3.8 Mount Street, Abergavenny – Vehicles are parking and obstructing the use of pedestrian dropped kerb facilities located on Mount Street near its junction with Brecon Road and also obstructing the free flow of traffic from Brecon Road into Mount Street. In order to address these highway safety issues it is considered necessary to extend the existing prohibition of waiting at any time restrictions on Mount Street by its junction with Brecon Road. Abergavenny Town Council welcomes this change but seeks an extension of the double yellow lines onto Brecon Road by approximately 3 metres each side. Brecon Road is a trunk road, so this request has been passed to the Trunk Roads Agency at Welsh Government to consider.
- 3.9 North Street, Abergavenny – Vehicles are experiencing difficulties in accessing North Street from Brecon Road due to the presence of parked vehicles on North Street in the vicinity of Brecon Road. The length of the existing prohibition of waiting at any time restriction on North Street at its junction with Brecon Road is considered insufficient in order to ensure the safe exit of Vehicles from Brecon Road into North Street and to ensure the free flow of traffic on North Street in the vicinity of its junction with Brecon Road. Concerns have been raised by a resident to this proposal, primarily on the basis that parked cars act as a speed reducer, and that extended restrictions will place greater strain on on-street parking spaces for surrounding homes and businesses. These concerns have been considered, but it is considered that the safety improvements outweigh the potential inconvenience described.

### **Monmouth**

- 3.10 Hereford Road/Highfield Road Junction, Monmouth - Vehicles are parking within 10 metres of the junction of Highfield Road and Hereford Road thereby causing visibility and road safety issues for highway users in this area. In order to address this road safety issue, it is necessary to prohibit waiting at any time at this junction.
- 3.11 Agincourt Square, Monmouth - Monmouthshire County Council has recently undertaken a scheme here to amend and improve the public realm and road layout with adjustments to the locations of various parking bays, loading bay and disabled person only parking places.

It is therefore necessary to amend the previous Traffic Order to match the new layout so that restrictions can be enforced.

- 3.12 Hereford Road, Monmouth – The Council proposed to increase to the extent of the existing prohibition of waiting at any time restrictions at various locations on Hereford Road following concerns raised by stakeholders and the former ward member. Councillor Jane Lucas has expressed concerns about the proposals on behalf of her ward constituents, and it is no longer proposed to proceed with the changes as consulted upon via the statutory notice below. Further discussions will take place with Councillor Lucas and it is expected that an amended scheme will be brought forward at a future date. For now, **no approval** is sought for the proposed changes shown in drawings 1887-1 and 1887-2.

### **Conclusion**

- 3.13 A summary of consultation responses can be found in Appendix 1 together with Officer responses. There are no issues or comments raised that cannot be overcome or that change the Officer recommendation to proceed with introducing the proposed prohibition of waiting restriction changes and the proposed disabled person only parking places and the proposed loading bays, with the exception of the Hereford Road, Monmouth proposals summarised in paragraph 3.12 above and the St Mary Street, Chepstow proposals summarised in paragraph 3.6.
- 3.14 For the avoidance of doubt, it is not proposed to proceed to implement the proposals on Hereford Road in Monmouth (detailed on drawing numbers 1887-1 and 1887-2) at this time and it is proposed to defer those changes until further engagement and liaison with the local elected member has been undertaken and to include any further proposals in a future Traffic Regulation Order consultation.
- 3.15 Similarly, it is not proposed to proceed with the proposed changes to the vehicle prohibition and loading times on St Mary Street, Chepstow (detailed on drawing 1902) at this time, pending clarity on the long term arrangements for Chepstow High Street.

**4. EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):**

4.1 The proposal aims to support improvements to the safety of highway users and ensure the free flow of traffic along the highway network. The introduction of waiting restrictions, will encourage more appropriate parking practices and support guidance provided in the Highway Code and Traffic Management Act. The disabled person parking bay has a clear benefit to the affected resident and will support their wellbeing and quality of life.

**5. OPTIONS APPRAISAL**

5.1 Table One below therefore provides an options appraisal of the proposal:

<b>Options</b>	<b>Benefits</b>	<b>Risks</b>	<b>Comments/Mitigation</b>
Do Nothing	<ul style="list-style-type: none"> <li>• Less demand on officer time and resource/budget</li> <li>• The increased pressure on on-street parking on North Street, Abergavenny raised by one resident does not occur</li> </ul>	<ul style="list-style-type: none"> <li>• Communities remain at risk from existing inconsiderate/inappropriate parking practices.</li> <li>• The resident in need of a disabled person parking bay continues to be unable to park near their home, affecting their wellbeing and quality of life.</li> </ul>	The benefits outweigh the resource implications.
Adopt the proposals	<ul style="list-style-type: none"> <li>• Ensure the waiting restrictions are introduced as planned.</li> <li>• Monitor parking practices to ascertain levels of compliance.</li> <li>• Collect casualty data to understand the general effect of the restrictions</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	This is the preferred option.

**6. REASONS:**

6.1 The proposed waiting restriction orders are deemed necessary to address instances of obstructive/inappropriate parking, and will ensure the free flow of traffic through the highway network. The proposed orders are deemed necessary to ensure the appropriate use of the highway network. The proposals will also contribute to creating a safer highway environment for all road users.

**7. RESOURCE IMPLICATIONS:**

7.1 The proposals will be funded from the Council’s Road Safety and Traffic Management budget.

**8. CONSULTEES:**

- Cabinet Member for Climate Change
- Communities and Place DMT
- SLT including Monitoring Officer and S151 Finance Officer

- The Traffic Orders were publicised in accordance with the statutory process including notification of County Councillors for the affected wards and the relevant Town/Community Council.

**9. BACKGROUND PAPERS:**

Appendix 1; Schedule of consultation responses

Appendix 2: Notice of Intention

Appendix 3: Statement of Reasons

Appendix 4: Drawing no's 1788,1878,1879,1881,1882, 1887-1 (not approved as part of this decision),1887-2 (not approved as part of this decision),1896,1897,1902 (not approved as part of this decision),1908,1910, M047-CON-12.

Appendix 5: Wellbeing of Future Generations Equalities Impact Assessment

**10. AUTHORS:**

Mark Hand, Head of Placemaking, Highways and Flooding

Graham Kinsella, Traffic and Road Safety Manager

**11. CONTACT DETAILS:**

E-mail: [markhand@monmouthshire.gov.uk](mailto:markhand@monmouthshire.gov.uk)

## Appendix 1: Summary of Consultation Responses

Name/Details	Representations	Officer's Response
<p>Resident (Objection via e-mail)</p>	<p>Objects to the proposed Prohibition of Waiting At Any Time restriction in North Street, Abergavenny as indicated on Drawing Number 1882. I wish to object to the proposed prohibition of waiting in North Street Abergavenny contained in Amendment Order No. 4. This is however not listed in the proposed TRO dropdown box on the Monmouthshire Council website. I would very much like respond to this through the proper channels as:</p> <ol style="list-style-type: none"> <li>1. Parked vehicles near the junction of North Street and Brecon road force road users to control their speed. Removal of the parked vehicles will encourage vehicles to enter North Street from Brecon road at excess speed (already a significant problem) threatening pedestrians (we live at [REDACTED] with small children and this measure would put them at increased risk of accident.)</li> <li>2. There is a place of business (Brynawel care home, 77 Brecon Road (accessed from North St)) that uses the street for parking business and staff vehicles. This business was allowed planning permission to convert their garages on North street into living accommodation pressuring limited on-street parking which will be further exacerbated by the proposed measures.</li> <li>3. Limited parking is restricting the ability of care-workers to access the homes of our elderly and infirm neighbours in a timely way and this would be exacerbated by the proposed measures.</li> <li>4. There is limited parking in North Street and the proposed measures would exacerbate this. I would suggest it would make more sense to make access to North St from Brecon road "one way" (Northbound only from Brecon road to the junction with Orchard street or the whole of North St) to avoid the problem of queuing at the junction allowing road users to use the less pressured, wider and better suited access from the Chapel street junction with Brecon Road and maintain the present parking facilities for the benefit of residents and businesses. These proposals have been put forward previously (within the last two years) and we raised similar objections at this time.</li> </ol>	<p>The consultation documents were made available for members of the public to view by appointment at County Hall and online on the Council's website. A contact email for enquiries/objections regarding the proposed Traffic Regulation Order was included within the Notice of Intention which was erected on site on the first day of the formal consultation period and also inserted in the local press on the first date of the formal consultation period and was subsequently made available on the Council's website.</p> <p>Parked vehicles near the junction with Brecon Road are causing access issues for all users of North Street accessing North Street from the narrow junction with Brecon Road.</p> <p>There is no evidence of an excessive vehicle speeds issue on North Road in its vicinity with the Brecon Road junction. Moreover, a town-wide 20mph zone has recently been implemented.</p> <p>The level of parking for staff and visitors to the care home would have been considered and deemed sufficient by the Council's planning department as part of any previous planning consents granted for the Brynawel care home.</p> <p>A one way system on North Street would likely result in</p>

	<p>We thought they had been shelved. Can you</p>	<p>increased vehicle speeds as opposing traffic flows naturally assist in constraining vehicular speeds and is therefore not agreed.</p> <p>The previous legal consultation which was undertaken was not proceeded with to implementation due to a legalistic issue which was not related to North Street.</p>
<p>Abergavenny Town Council</p>	<p>Mount Street and North Street (Drawing numbers 1881 and 1882).</p> <p>Support the proposals but feel the double yellow lines don't go far enough - recommend considering 3m into the road on each junction to increase safety at these points.</p>	<p>Brecon Road (A40) is a trunk road and is the responsibility of the Welsh Government therefore it is not feasible to include proposals for measures on the trunk road within the Council's proposals and any alterations to the extents of waiting restrictions on Brecon Road would be for the Welsh Government to consider and consult upon if deemed appropriate. The suggestion will be passed to the trunk roads agency for their consideration.</p>
<p>Councillor Jane Lucas</p>	<p>Objects to the proposed prohibition of waiting restrictions on Hereford Road, Monmouth and has received concerns/representations from local stakeholders on Hereford Road to the Councils proposals as detailed on Drawing numbers 1887-1 and 1887-2.</p>	<p>It is agreed at this time to defer any alterations to the extents of the existing prohibition of waiting restrictions and to review the proposals and to undertake further liaison and engagement with the local elected member prior to undertaking a subsequent consultation on possible amendments to the existing extents of prohibition of waiting at any time on Hereford Road. It is agreed not to proceed to implement the proposals as indicated on drawing numbers 1887-1 and 1887-2 as part of this</p>

		Amendment Order Number 4 (2022).
--	--	-------------------------------------

**Appendix 2:**

**SECTION 84 - ROAD TRAFFIC REGULATION ACT 1984**

**NOTICE OF INTENTION TO MAKE A PERMANENT ORDER**

**MONMOUTHSHIRE COUNTY COUNCIL**

**MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND  
PARKING REGULATIONS CONSOLIDATION ORDER 2019**

**(AMENDMENT ORDER NO 4) 2022**

**PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC**

**ORDERS AT VARIOUS LOCATIONS WITHIN MONMOUTH, ABERGAVENNY, MAGOR WITH  
UNDY, PORTSKEWETT, CHEPSTOW COMMUNITIES IN MONMOUTHSHIRE COUNTY  
COUNCIL**

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

**EFFECT OF THE ORDER:** to introduce various prohibition of waiting restrictions and a disabled persons only parking place within the localities identified on the plans, which are available to view at County Hall, Usk or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic>

Further details of the proposed Order, comprising plans and a statement of reasons for proposing to make the Order may be examined via pre-arranged appointment at County Hall, Usk NP15 1GA (appointments can be arranged by e-mailing [traffic@monmouthshire.gov.uk](mailto:traffic@monmouthshire.gov.uk)) or by phoning 01633 644644 or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic> or the via the below QR code

Any objections in respect of this proposal should be made the grounds on which the objection is being made and Traffic Section, Monmouthshire County Council, County 1GA not later than 5 pm on Wednesday the 8<sup>th</sup> of June scanning the QR code below and selecting "How to proposed TRO", where the public consultation response accessed.



in writing, stating should be sent to Hall, Usk NP15 2022 or via comment on a form can be

**Date: 18<sup>th</sup> May 2022**

**Mark Hand,**



**Head of Placemaking, Regeneration, Highways and Flooding,  
Monmouthshire County Council,  
County Hall,  
The Rhadyr,  
Usk,  
Monmouthshire.  
NP15 1GA**

# STATEMENT OF REASONS

## 1. DPPP 54 ROSS ROAD, ABERGAVENNY

The urbanised section of this road is suffering from continuous severe parking stress and a resident at this property is a blue badge holder and is encountering issues with ability to park near this address due to the severe levels of parking stress on this highway. The DPPP will be legally available for all blue badge holders to legally use however it will also assist this resident at this address

## 2. HEREFORD ROAD, MONMOUTH

The Council has received concerns from previous community representatives regarding inappropriate and excessive levels of parking on this A class major route within Monmouth town. The council has also received complaints regarding vehicles parking obstructively across or too close to vehicular exits thereby restricting visibility along Hereford Road for residents exiting their shared or private driveways. The presence of parked vehicles is also causing undue delays to traffic using Hereford Road which is an A class highway of relatively narrow width and traffic has to give way to oncoming traffic due to the presence of parked vehicles along this highway at the locations identified in this proposal.

## 3. KING HAROLD'S VIEW, PORTSKEWETT

Local residents have raised road safety concerns with the Council regarding vehicles parking inappropriately and dangerously at the corners of King Harold's View with and Main Road thereby severely restricting the ability of highway users to safely exit from King Harold's View into Main Road. In the interests of road safety it is proposed to restrict parking and waiting at all times on parts of King Harold's View at its junction with Main Road.

## 4. MOUNT STREET, ABERGAVENNY

The previous local elected ward Councillor has raised concerns with the Council regarding vehicles parked at the southern end of Mount Street in the vicinity of its junction with the A40 Brecon Road Roundabout. The length of the proposed prohibition of Waiting at any time will also protect an existing pedestrian dropped kerb crossing facility which is currently unprotected from obstructive parking. Mount Street is a narrow highway and the presence of parked vehicles results in highway users having to drive in an informal give and take manner.

## 5. NORTH STREET, ABERGAVENNY

The previous local elected ward Councillor has raised concerns regarding the level of road safety at the junction of North Street with the A40 Brecon Road due to vehicles having to wait on Brecon Road whilst trying to turn into North Street due to parked vehicles along North Street in the general vicinity of its junction with Brecon Road. North Street is a narrow highway and parked vehicles necessitate highway users to operate an informal give and take system due to parked vehicles.

## **6. HIGHFIELD ROAD/HEREFORD ROAD JUNCTION, MONMOUTH**

The Council has received concerns from the previous local elected Councillor regarding the level of road safety at this due to the inappropriate parking of vehicles at this junction. In order to raise the level of road safety and to prevent illegal parking it is proposed to provide a prohibition of waiting restriction at all times at this junction.

## **7. WITHY WALK, MAGOR**

School bus services are experiencing severe issues regarding their ability to pass through part of Withy Walk due to the presence of parked vehicles between its junction with St. David's Court and its southern junction with Redwick Road. Prohibition of Waiting At Any time is also proposed at its southern end junction with Redwick Road and in front of the vehicular accesses between St. David's Court and its southern junction with Redwick Road.

## **8. ST. MARY'S PLACE, PORTSKEWETT**

St. Mary's Place is a cul de sac with residential properties. The entrance way into St. Mary's Place off Manor Way is narrow and residents have expressed safety concerns regarding the ability of emergency service vehicles to serve all the properties within St. Mary's Place whilst vehicles are parked within the narrow section upon exiting Manor Way. Therefore in order to ensure access for emergency vehicles at all times it is necessary to prohibit parking and waiting at any time on both sides of the narrow accessway.

## **9. AGINCOURT SQUARE, MONMOUTH**

The Council has amended and re-engineered the highway layout (Monmouth Public Realm phase 1 and 2) and in this area and the new highway layout includes various prohibitions of waiting (and loading) and various parking bays for designated highways users including blue badge holders and also designated loading bays as per drawing reference M047-CON-12.

## **10. ST. MARY STREET, CHEPSTOW.**

The Council has received requests from local stakeholders to amend the current start and end times that vehicles are not permitted to enter St. Mary Street and to also to amend the current start and end times that vehicles are not permitted to enter St. Mary Street except for loading. These changes have been requested in order that the timings on St. Mary Street align with the current time period in operation on High Street in which vehicles are not permitted.

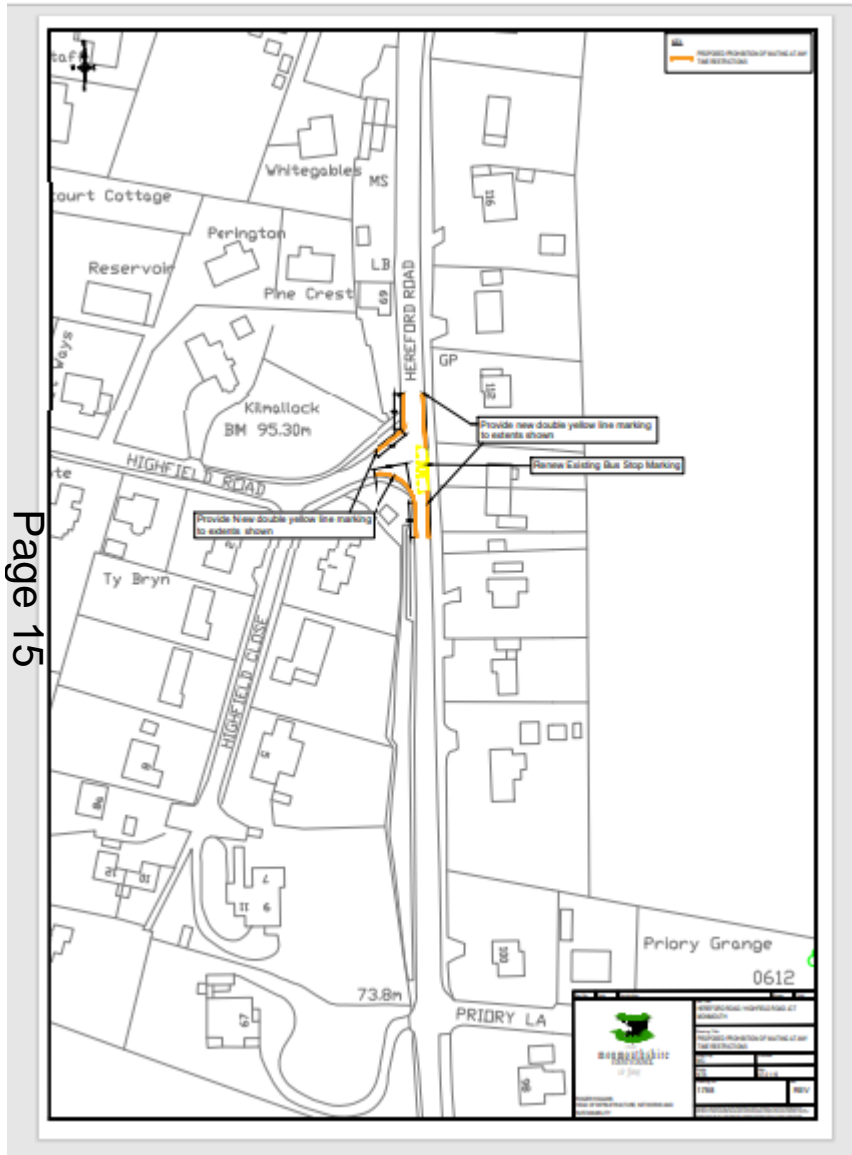
## **11. BULWARK INDUSTRIAL ESTATE ROAD, BULWARK.**

In order to ensure the free flow of vehicles into and out of the Industrial estate it is proposed to provide a Prohibition of Waiting At Any Time on part of the access road to the Industrial estate units. The current level of parking on part of the access road is causing access issues to the Industrial Estate for hgv's and other highway users.

## **12. MILLBROOK COURT, UNDY.**

This minor residential cul de sac is suffering from a high level of parking stress due users of the nearby Community Hub location and the nearby junior school parking in this residential cul de sac road. In order to protect this minor road from inappropriate parking it is proposed to provide a Prohibition of Waiting At Any Time restriction throughout the length of this highway. All the residential properties here have an off road parking facility.



# Appendix 4: Drawings

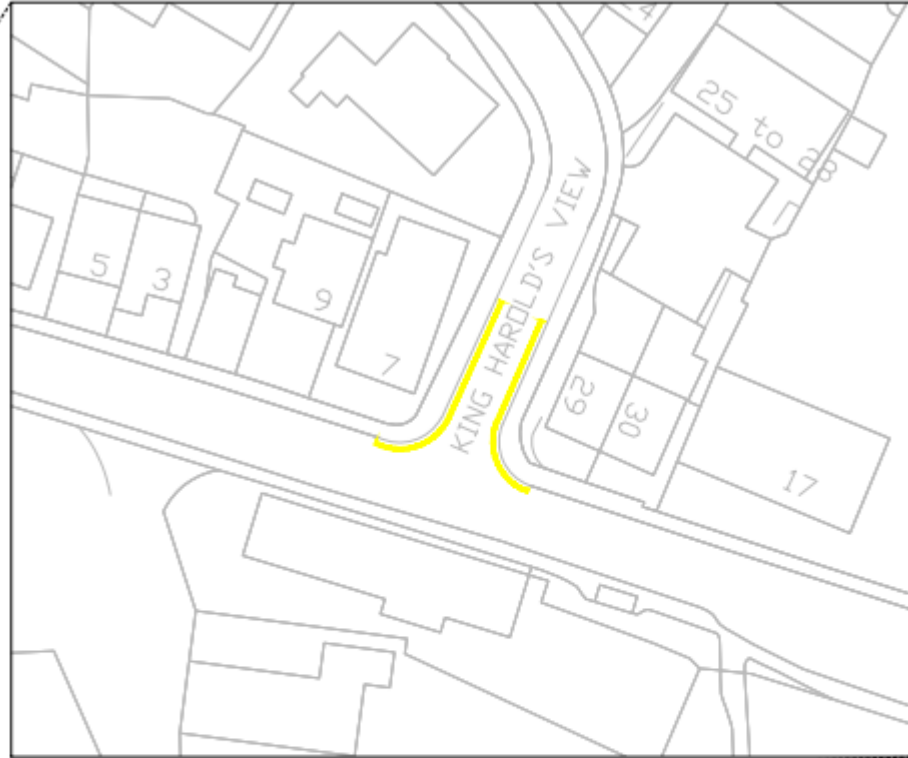


Page 15




PROPOSED DISABLED PERSONS PARKING PLACE AT ALL TIMES

 <b>MARK HIRD</b> HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY		Job Title <b>PROPOSED-DPPP</b> <b>54 ROSS ROAD ABERGAVENNY</b>	Drawing Title <b>PROPOSED-DPPP-54 ROSS ROAD ABERGAVENNY</b>	Drawn By <b>GF</b>	Checked <b>PC</b>	Drawing No. <b>1876</b>	<b>REV</b>
				Date <b>27/11/2022</b>	<small>           This drawing is the property of Mark Hird &amp; Co. Ltd. It is to be used for the project and site only. It is not to be used for any other purpose without the written consent of Mark Hird &amp; Co. Ltd.         </small>		



PROPOSED PROHIBITION  
OF WAITING AT ANY  
TIME

 **MARK HAND**  
HEAD OF INFRASTRUCTURE, NETWORKS AND  
SUSTAINABILITY



Job Title  
**PROPOSED PROHIBITION OF WAITING AT ANY TIME  
KING HAROLD'S VIEW PORTSKEWETT**

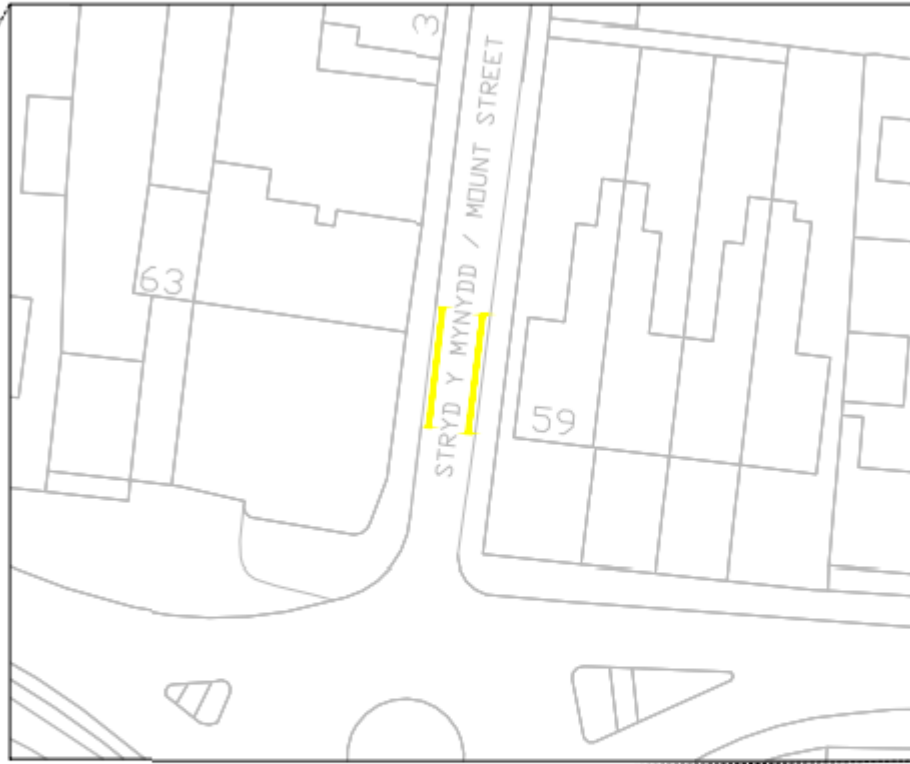
Drawing Title  
**PROPOSED POW-KING-HAROLD'S-VIEW-PORTSKEWETT**

Drawn By  
DF  
Scale  
NTS

Rev No.	Date	Description
1	01/12/2020	Checked PC

Drawn	Check
DF	PC
NTS	REV

Drawing No.  
1879



PROPOSED PROHIBITION  
OF WAITING AT ANY  
TIME

 MARK HAND  
HEAD OF INFRASTRUCTURE, NETWORKS AND  
SUSTAINABILITY



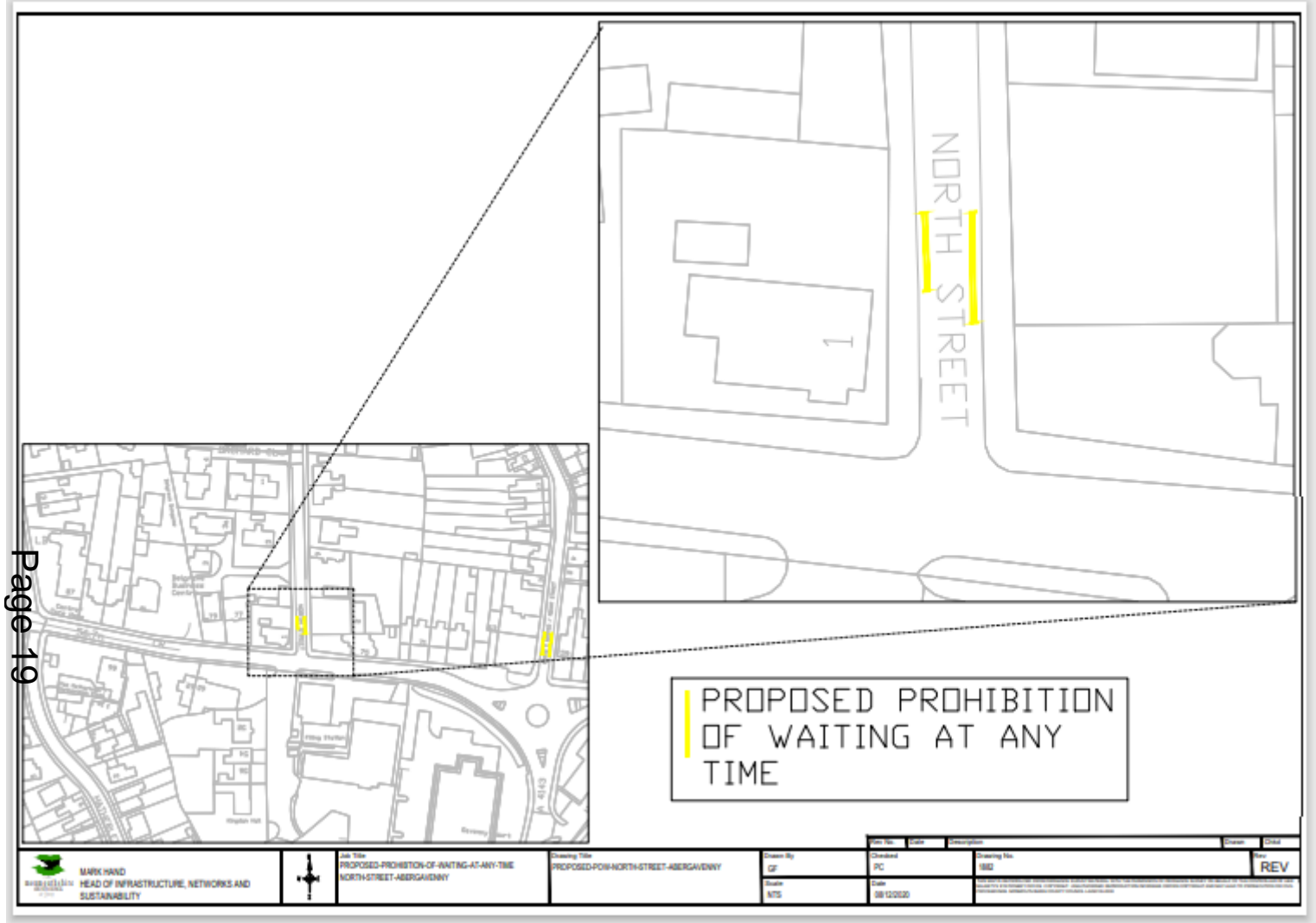
Job Title  
PROPOSED-PROHIBITION-OF-WAITING-AT-ANY-TIME  
MOUNT-STREET-ABERGAVENNY

Drawing Title  
PROPOSED-POW-MOUNT-STREET-ABERGAVENNY

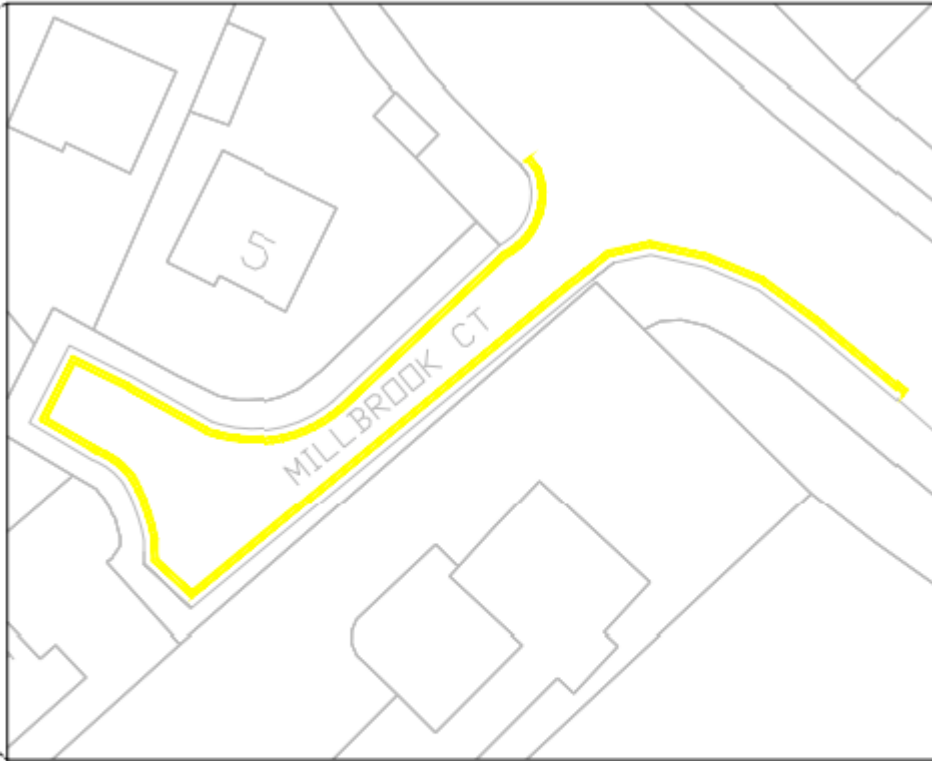
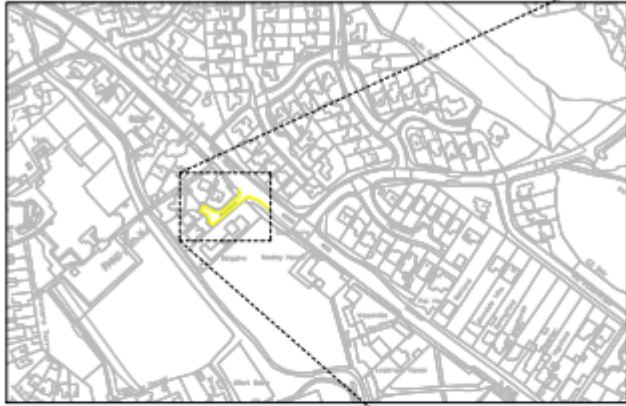
Drawn By  
GF  
Scale  
N/S

Rev No.	Date	Description	Drawn	Check
1	07/12/2020		GF	PC
Drawing No. 181			REV	





NP26 3JN



Proposed Prohibition of Waiting Millbrook Court, Undy

- Provision of 3no. new Double Yellow Lines as per diagram 1018.1 of the TSRGD to be provided as shown in the diagram.
- Exact Locations to be marked out by MCC engineer.
- 2no. existing White access protection markings adjacent to dropped kerbs within court to be blacked over.

**MARK HAND**  
HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY



Job Title  
PROPOSED-POW  
MILLBROOK-COURT-UNDY

Drawing Title  
PROPOSED-POW-MILLBROOK-COURT

Drawn By  
GF

State  
NTS

Checked

Date  
08/12/2021

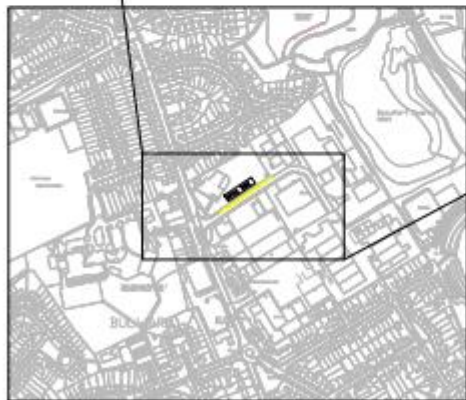
Drawing No.

1070

REV



†  
 PROPOSED  
 PROHIBITION OF  
 WAITING AT ANY  
 TIME



MARK HAVD  
 HEAD OF INFRASTRUCTURE, NETWORKS AND  
 SUSTAINABILITY



Job Title  
 BULWARK INDUSTRIAL ESTATE  
 PROPOSED PROHIBITION OF WAITING

Drawing Title  
 BULWARK INDUSTRIAL ESTATE PROPOSED POW

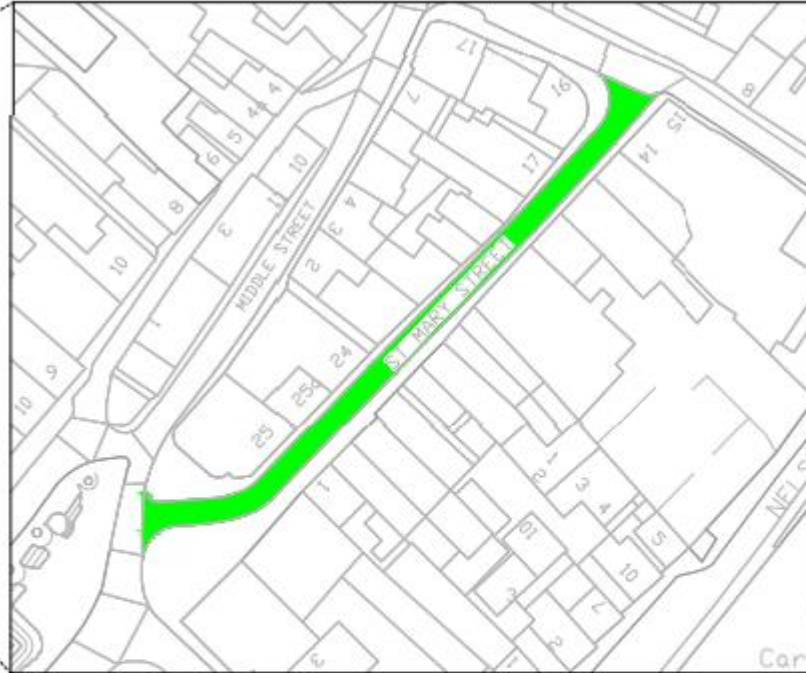
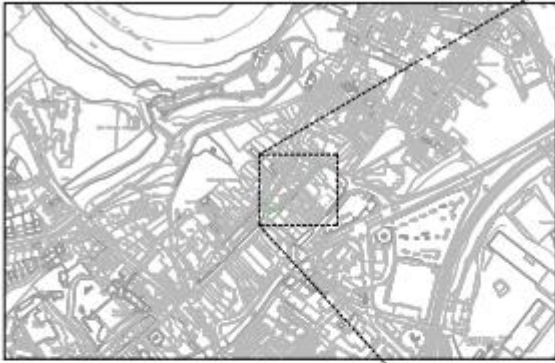
Drawn By  
 GP

Checked  
 NTS

Drawing No.  
 103

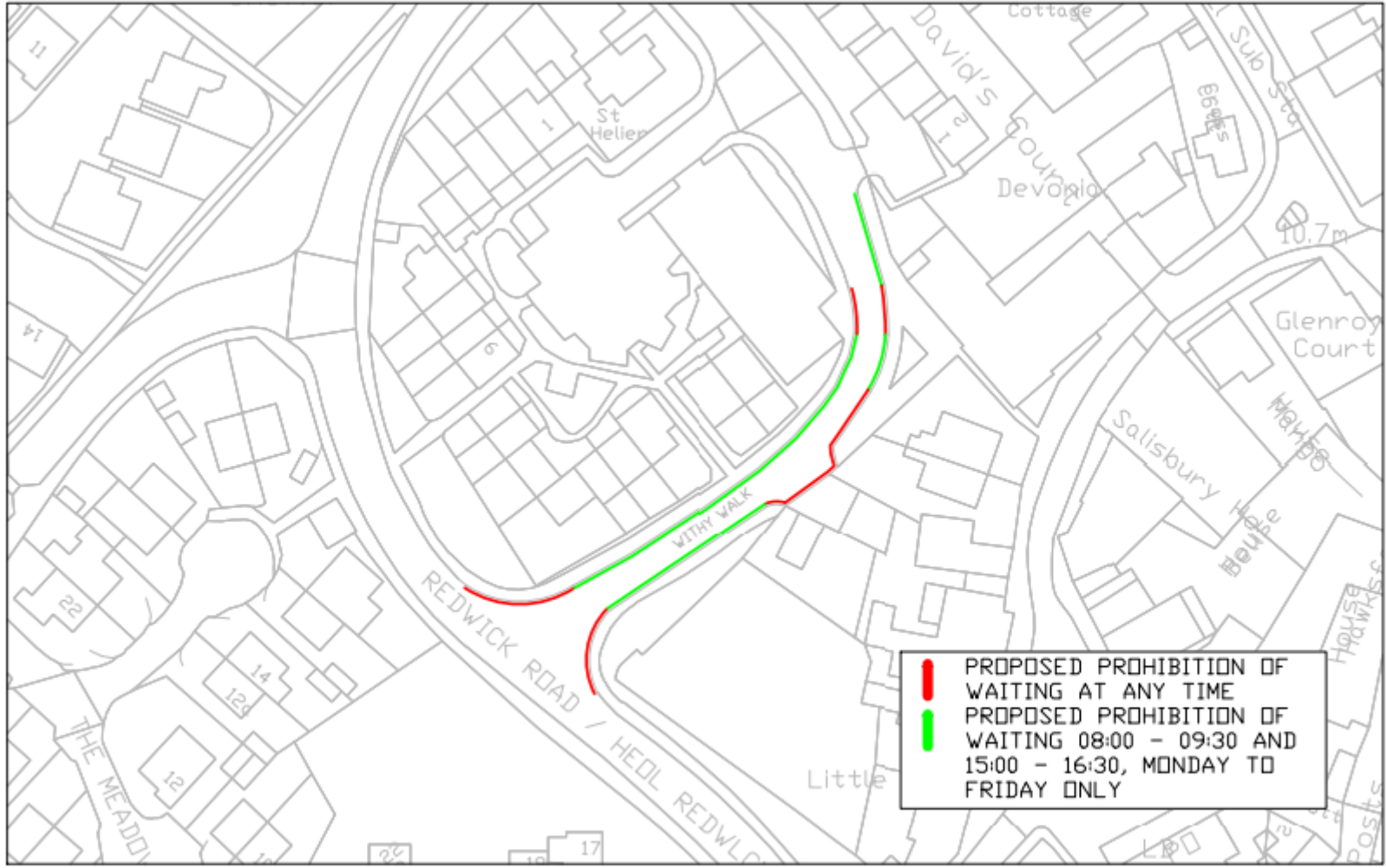
Date  
 06/11/2021

REV





- Existing Prohibition of Vehicles Order proposed operative time amendments:
  - 10:30am to 4:30pm to be amended to 10am to 4pm.
  - The existing prohibition of Vehicles Restriction from 7pm to 7am is to remain unaltered.
- Existing Prohibition of Vehicles Except for Loading Order proposed operative time amendments:
  - 7am to 10:30am to be amended to 7am to 10am
  - 4:30pm to 7pm to be amended to 4pm to 7pm.

MARKAND HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY	Job Title RESTRICTION-AMENDMENTS ST-MARY-STREET-CHEPSTOW	Drawing Title Proposed Amendments to the existing Prohibitions of Vehicles and Prohibition of Vehicles except for Loading operations, St Mary Street, Chepstow	Job No. GF	Checked PC	Drawing No. 1902	Date 20/06/2021	Scale N/A	Author MTS	Date 20/06/2021	Description Proposed Amendments to the existing Prohibitions of Vehicles and Prohibition of Vehicles except for Loading operations, St Mary Street, Chepstow	Scale N/A	Date 20/06/2021	Description Proposed Amendments to the existing Prohibitions of Vehicles and Prohibition of Vehicles except for Loading operations, St Mary Street, Chepstow
			Job No. GF	Checked PC	Drawing No. 1902								



█ PROPOSED PROHIBITION OF WAITING AT ANY TIME  
█ PROPOSED PROHIBITION OF WAITING 08:00 - 09:30 AND 15:00 - 16:30, MONDAY TO FRIDAY ONLY


**MARK HAND**  
 HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY

  
 Job Title  
**WITHY WALK  
 PROPOSED PROHIBITION OF WAITING**

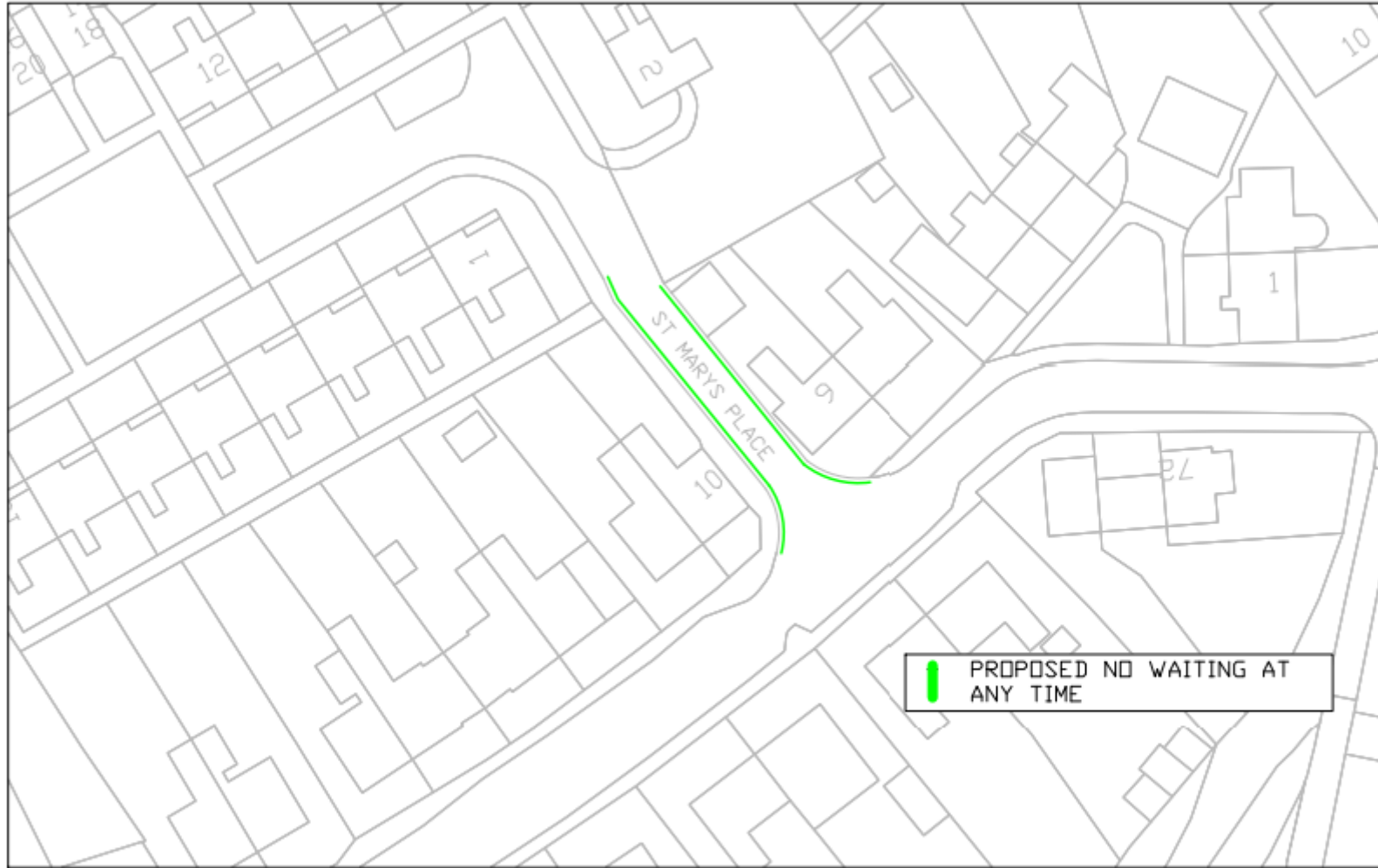
Drawing Title  
**WITHY WALK PROPOSED POW**

Drawn By  
**GF**  
 Scale  
**NTS**


Checked  
**PC**  
 Date  
**16/04/2021**

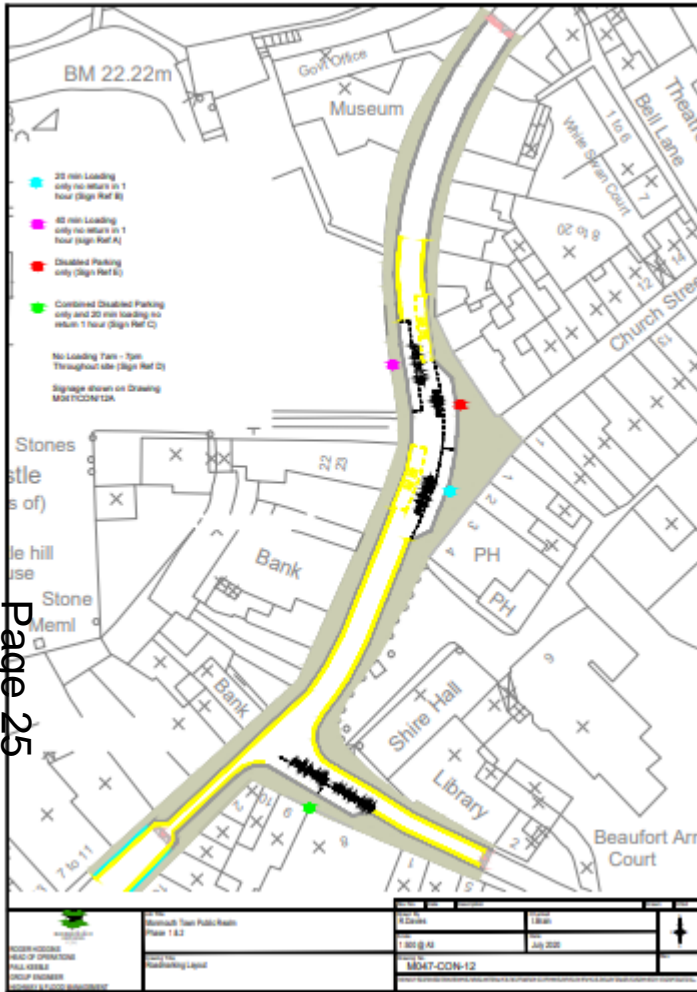
Rev No.	Date	Description	Drawn	Checkd
1				

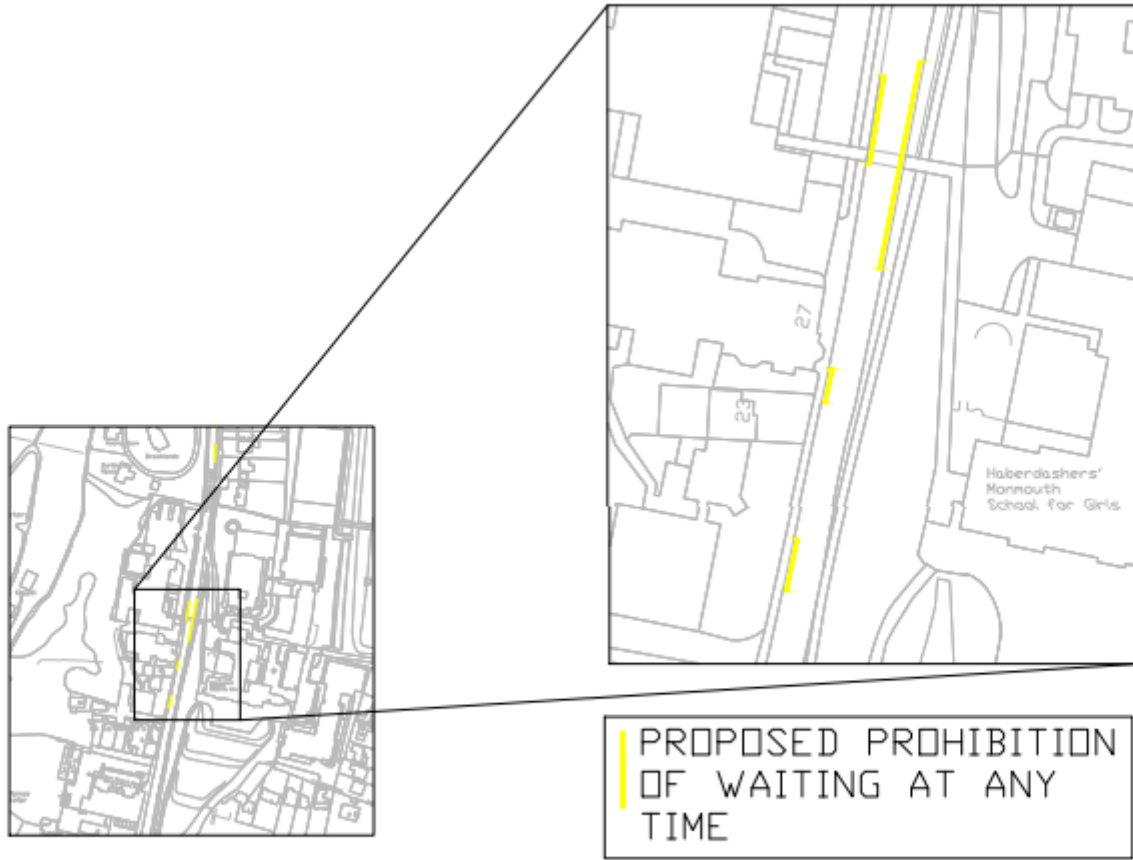
Drawing No.  
**195**  
 Rev  
**REV**



PROPOSED NO WAITING AT ANY TIME

 MARK HAND HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY		Job Title ST-MARY'S-PLACE-PORTKEWITT PROPOSED PROHIBITION-OF-WAITING	Drawing Title ST-MARY'S-PLACE-NO-WAITING	Drawn By OF	Checked PC	Drawing No. 1817	Drawn REV
				Scale NTS	Date 16/04/2021	<small>THIS DRAWING IS THE PROPERTY OF THE CORPORATION OF PORT KEWITT AND SHOULD NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE CORPORATION OF PORT KEWITT.</small>	





		Job Title	Drawing Title	Drawn By	Checked	Drawing No.	Rev
		PROPOSED PROHIBITION OF WAITING AT ANY TIME, HEREFORD ROAD, MONMOUTH	PROPOSED POH HEREFORD ROAD MONMOUTH	LF	PC	482-1	REV
		Date		Date			
		05/01/2021		05/01/2021			





PROPOSED PROHIBITION  
OF WAITING AT ANY  
TIME





monmouthshire  
sir fynwy

## Equality and Future Generations Evaluation

<p><b>Name of the Officer</b> completing the evaluation</p> <p>Paul Keeble Phone no: 01633 644773 E-mail: <a href="mailto:paulkeeble@monmouthshire.gov.uk">paulkeeble@monmouthshire.gov.uk</a></p>	<p><b>Please give a brief description of the aims of the proposal</b></p> <p>To consider the proposed introduction of waiting restrictions on the routes identified.</p>
<p><b>Name of Service area</b></p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p><b>May 2022</b></p>

28 **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	This proposal will address inappropriate parking practices and contribute to improving highway safety for all road users.	None	N/A

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?
Disability	This proposal will address inappropriate parking practices and contribute to improving highway safety for all road users. The proposed disabled person parking blue will benefit the Abergavenny resident (albeit noting that the bay is available to any blue badge holder, not restricted to one household)	None	N/A
Gender reassignment	None	None	N/A
Marriage or civil partnership	None	None	N/A
Pregnancy or maternity	None	None	N/A
Race	None	None	N/A
Religion or Belief	None	None	N/A
Sex	None	None	N/A
Sexual Orientation	None	None	N/A

### **The Socio-economic Duty and Social Justice**

**The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions This duty aligns with our commitment as an authority to Social Justice.**

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
<b>Socio-economic Duty and Social Justice</b>	<p>Many of the issues with parking problems occur in more historic parts of our towns and villages where roads and neighbourhoods were not built with modern car ownership/usage in mind. The safety improvements arising from the proposed changes would most benefit those living in these areas, which often (but not always) are Lower Super Output Areas characterised by less affluence/greater deprivation.</p>	<p>Many of the issues with parking problems occur in more historic parts of our towns and villages where roads and neighbourhoods were not built with modern car ownership/usage in mind. Restrictions in on-street parking will impact those living in homes without off-street parking. These areas are often (but not always) Lower Super Output Areas characterised by less affluence/greater deprivation.</p>	N/A

## Policy making and the Welsh language.




How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
<b>Policy Making</b> Effects on the use of the Welsh language, Promoting Welsh language Treating the Welsh language no less favourably	All new highway signs and carriageway markings will be bi-lingual with Welsh appearing in front of English as per current guidance	N/A	N/A
<b>Operational</b> Recruitment & Training of Workforce	None	None	N/A
<b>Service delivery</b> Use of Welsh language in service delivery Promoting use of the language	None	None	None



**4. 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. There's no need to put something in every box if it is not relevant!

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral	N/A
<b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Neutral	N/A
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	Positive: addressing inappropriate parking practices will contribute to providing a safer highway environment for all users.  Provision of a disabled person parking bay for blue badge holders will improve quality of life and wellbeing for the resident in question.	N/A
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	Positive: addressing inappropriate parking practices will contribute to providing a safer highway environment for all users.	N/A
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	The proposals at Worthy Walk will ensure bus services can be provided, ensuring public transport is an alternative to private car use.	N/A
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People	Neutral	N/A

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
are encouraged to do sport, art and recreation		
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Neutral	N/A

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Page 33</p> <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	N/A	N/A
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	N/A	N/A
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	Statutory consultation has been undertaken with all necessary stakeholders including the general public.	N/A

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>The proposals seek to address road safety concerns and therefore avoid harm to highway users.</p>	<p>None</p>
 <p><b>Integration</b></p> <p>Considering impact on all wellbeing goals together and on other</p>	<p>The proposals consider the impacts on residents, businesses, public transport providers and emergency services.</p>	<p>None</p>



**4. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Social Justice, Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?**

	<b>Describe any positive impacts your proposal has</b>	<b>Describe any negative impacts your proposal has</b>	<b>What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?</b>
Social Justice	N/A	N/A	N/A
Safeguarding	N/A	N/A	N/A
Corporate Parenting	N/A	N/A	N/A

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

Page 35

Officer observations and correspondence from the respective communities and their elected representatives.

**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?**

**Positive impacts:** The proposed waiting restrictions will contribute to providing a safer highway network for all users. It will also ensure the free flow of traffic through the network. The disabled person parking bay will benefit the quality of life and wellbeing for the affected resident.

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

<b>What are you going to do</b>	<b>When are you going to do it?</b>	<b>Who is responsible</b>
Implement the various proposals as consulted upon and advertised except for the proposals as detailed on Drawings numbered 1887-1 and 1887-2 relating to Hereford Road, Monmouth.	Following the making and publication of the traffic regulation orders	Traffic Team (Graham Kinsella, Phaedra Cleary, Gareth Freeman)

**8. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.**

<b>Version No.</b>	<b>Decision making stage</b>	<b>Date considered</b>	<b>Brief description of any amendments made following consideration</b>
1	ICMD decision post-consultation	June 2022	Review of impacts based on public consultation responses.