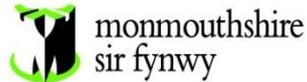


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Neuadd Y Sir
Y Rhadyr
Brynbuga
NP15 1GA

Dydd Mawrth, 14 Mawrth 2023

Annwyl Cyngorydd

PENDERFYNIADIAU AELOD CABINET UNIGOL

Hysbysir drwy hyn y caiff y penderfyniadau dilynol a wnaed gan aelod o'r cabinet eu gwneud **Dydd Mercher, 22ain Mawrth, 2023**.

AGENDA

1. CAIS AM GYMORTH CALEDI AR ARDRETHI ANNOMESTIG

CABINET MEMBER: County Councillor R Garrick

AUTHOR:

Ruth Donovan – Assistant Head of Finance: Revenues, Systems & Exchequer

Meredydd Owen – Shared Revenues Service Manager, Shared Revenues Service.

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2. GWAHANOL ORCHYMYNION RHEOLEIDDIO TRAFFIG - GORCHYMYN DIWYGIO RHIF 8 2023

CABINET MEMBER: County Councillor C Maby

AUTHOR:

Mark Hand, Head of Placemaking, Highways and Flooding

Graham Kinsella, Traffic and Road Safety Manager

Gareth Freeman, Assistant Engineer (Traffic)

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Yr eiddwch yn gywir,

Paul Matthews
Prif Weithredwr

PORTFFOLIOS CABINET

| Cynghorydd Sir | Meysydd o Gyfrifoldeb | Ward |
|-----------------------|--|-------------------------------|
| Mary Ann Brocklesby | <p>Arweinydd 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>Aelod Cabinet ar gyfer Economi Gynaliadwy a Dirprwy Arweinydd 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>Aelod Cabinet ar gyfer Adnoddau 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 |

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| <p>Martyn Groucutt</p> | <p>Aelod Cabinet ar gyfer Addysg 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> | <p>Lansdown</p> |
| <p>Sara Burch</p> | <p>Aelod Cabinet ar gyfer Cymunedau Cynhwysol a Byw 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> | <p>Cantref</p> |
| <p>Tudor Thomas</p> | <p>Aelod Cabinet ar gyfer Gofal Cymdeithasol, Diogelu a Gwasanaethau Iechyd Hygyrch 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> | <p>Parc</p> |
| <p>Catrin Maby</p> | <p>Aelod Cabinet ar gyfer Newid Hinsawdd a'r Amgylchedd Prif Swyddogion – Frances O'Brien, Matthew Gatehouse</p> <p>Datgarboneiddio Cynllunio Trafnidiaeth Creu, bwyta a chaffael bwyd yn lleol gan gynnwys</p> | <p>Drybridge</p> |

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| | <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>Aelod Cabinet ar gyfer Cydraddoldeb ac Ymgysylltu</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 gwranddo 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 ddatrys-wyr 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.



SCHEDULE 12A LOCAL GOVERNMENT ACT 1972 EXEMPTION FROM DISCLOSURE OF DOCUMENTS

Meeting and Date of Meeting: Individual Cabinet Member Decision – 22nd March 2023

Report: Non Domestic Rates application for hardship relief

Author: Ruth Donovan

I have considered grounds for exemption of information contained in the background paper for the report referred to above and make the following recommendation to the Proper Officer:-

Exemptions applying to the report:

Local Government Act, Schedule 12A, Part 4;

14. Information relating to the financial or business affairs of any particular person (including the authority holding that information)

Factors in favour of disclosure:

Openness & transparency in matters concerned with the public

Prejudice which would result if the information were disclosed:

Financial information is referenced in the report and appendices pertaining to the finances of a business.

My view on the public interest test is as follows:

Factors in favour of disclosure are outweighed by those against.

Recommended decision on exemption from disclosure:

Maintain exemption from publication in relation to report

Date: 02/03/23

Signed: R. DONOVAN

Post: Assistant Head of Finance

I accept the recommendation made above



Signed:

Name: Peter Davies

Post: Deputy Chief Executive (S151 Officer)

Date: 3rd March 2023

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|---------------------------------|---|
| SUBJECT: | VARIOUS TRAFFIC REGULATION ORDERS - AMENDMENT ORDER NO. 8 2022 |
| MEETING: | INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY |
| DATE: | 22/03/2022 |
| DIVISION/WARDS AFFECTED: | OSBASTON, TOWN, RAGLAN, MAGOR EAST WITH UNDY, CHEPSTOW CASTLE AND LARKFIELD, GROFIELD, ROGIET, PEN Y FAL, PORTSKEWETT, PARK, MOUNT PLEASANT, ST KINGSMARK, CALDICOT CASTLE, CALDICOT CROSS, MAGOR WEST |

1. PURPOSE:

- 1.1 This report seeks Cabinet Member approval to proceed with several Traffic Regulation Orders throughout Monmouthshire.
- 1.2 The Traffic Orders under consideration relate to the introduction of the following:
 - 1.2.1 Prohibition of Waiting at Any Time on Part of Hereford Road, Monmouth and a Residents Only Permit Parking Scheme for Numbers 30, 32 and 34 Hereford Road;
 - 1.2.2 Prohibition of Right Turn manoeuvre from Monmouth Road onto the A40, Raglan;
 - 1.2.3 Time limited Waiting Bay Restriction (3 hours waiting, no return within 3 hours, 8am to 6pm only, Monday to Sunday) on part of the B4245, Undy;
 - 1.2.4 Residents Only Permit Parking Scheme for Numbers 1 to 7 Exmouth Place, Chepstow;
 - 1.2.5 Prohibition of Loading/Unloading (8 am to 5 pm, Monday to Saturday) on parts of Castle Street and Tudor Street, Abergavenny;
 - 1.2.6 Prohibition of Waiting at Any Time on parts of Station Road and an Unnamed Road, Rogiet in relation to the Severn Tunnel Junction Carpark, Rogiet;
 - 1.2.7 Disabled Persons Only Parking Place at all times outside 45a Victoria Street, Abergavenny;
 - 1.2.8 Disabled Persons Only Parking Place at all times on part of Fosterville Crescent, Abergavenny;
 - 1.2.9 Prohibition of Waiting at Any Time on parts of Crick Road, Treetops and Oaklands Park, Portskewett and to introduce a Prohibition of Waiting at Specified Times/days (8 am to 5 pm, Monday to Friday only) on part of Crick Road, Portskewett;
 - 1.2.10 Residents Only Permit Parking Scheme for Numbers 48, 50, 52, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74 and 76 Ross Road, Abergavenny;
 - 1.2.11 Introduction of a 3 Tonne Weight Limit Restriction on the Old Wye Bridge, Chepstow;
 - 1.2.12 Prohibition of Waiting at Any Time on parts of Hardwick Hill Lane, Chepstow;

- 1.2.13 Prohibition of Waiting at Any Time on parts of St Maur Gardens, Chepstow;
- 1.2.14 Prohibition of Waiting at Any Time on parts of Mill Common, Pennyfarthing Lane, and the Willows, Undy;
- 1.2.15 Prohibition of Waiting at Any Time on parts of Church Road, Caldicot;
- 1.2.16 Prohibition of Driving (Except for Loading) and Disabled Persons Only Parking Places on Magor Square, Magor;
- 1.2.17 Maximum permitted stay of 3 hours parking at the Magor with Undy Community Hub (MUCH) car park, Undy.
- 1.3 The proposed Orders were advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.4 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. It is recommended that all the proposals proceed with the Traffic Orders made as set out below subject to the following:
 - 1.4.1 That an amendment be made to the Crick Road, Treetops and Oaklands Park, Portskewett Prohibition of Waiting/Time Restricted Prohibition of Waiting;
 - 1.4.2 That the Church Road, Caldicot Prohibition of Waiting be excluded from the Order and is not progressed at this time.

2. RECOMMENDATIONS:

- 2.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed Orders identified below:
 - 2.1.1 Prohibition of Waiting at Any Time on Part of Hereford Road, Monmouth, and a Residents Only Permit Parking Scheme for Numbers 30, 32 and 34, Hereford Road;
 - 2.1.2 Prohibition of Right Turn manoeuvre from Monmouth Road onto the A40, Raglan;
 - 2.1.3 Time limited Waiting Bay Restriction (3 hours waiting, no return within 3 hours, 8am to 6pm only, Monday to Sunday) on part of the B4245, Undy;
 - 2.1.4 Residents Only Permit Parking Scheme for Numbers 1 to 7 Exmouth Place, Chepstow;
 - 2.1.5 Prohibition of Loading/Unloading (8 am to 5 pm, Monday to Saturday) on parts of Castle Street and Tudor Street, Abergavenny;
 - 2.1.6 Prohibition of Waiting at Any Time on parts of Station Road and an Unnamed Road, Rogiet in relation to the Severn Tunnel Junction Carpark;
 - 2.1.7 Disabled Persons Only Parking Place at all times outside 45a Victoria Street, Abergavenny;
 - 2.1.8 Disabled Persons Only Parking Place at all times on part of Fosterville Crescent, Abergavenny;

- 2.1.9 Residents Only Permit Parking Scheme for Numbers 48, 50, 52, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74 and 76 Ross Road, Abergavenny;
- 2.1.10 3 Tonne Weight Limit Restriction on the Old Wye Bridge, Chepstow;
- 2.1.11 Prohibition of Waiting at Any Time on parts of Hardwick Hill Lane, Chepstow;
- 2.1.12 Prohibition of Waiting at Any Time on parts of St Maur Gardens, Chepstow;
- 2.1.13 Prohibition of Waiting at Any Time on parts of Mill Common, Pennyfarthing Lane, and the Willows, Undy;
- 2.1.14 Prohibition of Driving (Except for Loading) and Disabled Persons Only Parking Places on Magor Square, Magor;
- 2.1.15 Maximum permitted stay of 3 hours parking in Magor with Undy Car Park, Undy.
- 2.2 Following a review of the representations received during the public consultation associated with this order, it is recommended to proceed and implement the proposed order as amended below:
 - 2.2.1 Prohibition of Waiting at Any Time on parts of Crick Road, Treetops and Oaklands Park, Portskewett, but excluding the proposed the time restricted Prohibition of Waiting in the layby outside the Church Hall on Crick Road.
- 2.3 Following a review of the representations received during the public consultation associated with his order, it is recommended to not proceed with the proposed order identified below.
 - 2.3.1 Prohibition of Waiting at any time on parts of Church Road, Caldicot.

3. KEY ISSUES

- 3.1 Monmouthshire County Council has received various requests and concerns from stakeholders and Community Representatives in relation to the below named localities to introduce various Traffic Regulation Orders in the below named localities. A review of the concerns raised at each location listed below has been undertaken by officers and in accordance with government guidance and regulations. The proposals are intended to improve road safety and resolve parking issues at each location. A summary of the key issues for each location can be found below and these form the reasons for making the Order.
 - 3.1.1 **Hereford Road, Monmouth**

The Council has received concerns from 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, either across or too close to vehicular exits thereby restricting access and visibility for residents exiting their driveways. Additionally, as Hereford Road has a relatively narrow width, the presence of parked vehicles is causing undue delays as motorists are having to give way to oncoming traffic, this is considered unsuitable on a road that is an A class highway. A resident's only permit parking scheme is also proposed for numbers 30,32 and 34 Hereford Road to maintain available parking for residents. The proposals are instead of changes consulted on under Amendment Order 4, and the amendments have been drafted following consultation with Cllr Jane Lucas and local residents.

3.1.2 **Prohibition of Right Turn from Monmouth Road onto the A40, Raglan**

Local community elected representatives and residents have raised concerns with the Council and with the Welsh Government regarding the level of road safety and the occurrences of road traffic collisions on the A40 dual carriageway at its junction with Monmouth Road, Raglan. The concerns relate to all movements including vehicles travelling northbound and intending to turn right and to cross the A40 dual carriageway from Monmouth Road, Raglan. The Welsh Government has undertaken to complete a study of this part of the A40 trunk road, however Monmouth Road falls within the Council's remit and Council officers agreed to proceed with consultation on a no right turn restriction from Monmouth Road. Several Road traffic collisions have been recorded between vehicles travelling westbound on the A40 and vehicles crossing the A40 westbound carriageway whilst travelling northbound exiting Monmouth Road. It is proposed to prohibit vehicles from turning right onto the A40 (and thereby preventing the vehicular crossing of the A40 in a northbound direction) from Monmouth Road. Vehicles shall only be permitted to turn left from Monmouth Road, Raglan onto the westbound carriageway.

3.1.3 **B4245, Undy**

A new Community Centre Hub is currently under construction near to this location. To support the usage and successful operating of the Community Centre a Time Limited Waiting Bay (3 hours, no return within 3 hours, 8am-6pm, Mon – Sun) has been proposed on a lay-by 90m southeast of Pennyfarthing Lane on the southwestern side of the B4245. A 3-hour maximum permitted parking restriction will ensure a turnover of vehicles in the area and will encourage motorists to use the formal car park instead.

3.1.4 **Exmouth Place, Chepstow**

Following complaints of limited parking availability from residents of this location with no off street parking facilities, it is considered necessary to introduce a Residents Only Permit Parking Scheme for Numbers 1 to 7 Exmouth Place, Chepstow. All residents of 1-7 Exmouth Place support the introduction of a Residents Only Permit Parking Scheme in this location.

3.1.5 **Castle Street and Tudor Street, Abergavenny**

There is currently a Prohibition of Waiting at any time restriction in place on Castle Street and on part of Tudor Street however parked vehicles, including blue badge holders, are obstructing the highway in the vicinity of the entrance to The Royal Mail depot as well as obstructing passage of pedestrians and mobility scooters using the raised platform crossing point from the Shopmobility premises and car park to St John's Square. To ensure the free flow of traffic and the safe access/egress from the Royal Mail depot and safe movement of pedestrians, it is necessary to prohibit vehicles loading and unloading (8am - 5pm, Mon - Sat) at this location. Blue badge holders will be permitted to park in any marked bay at no cost within the adjacent Castle Street carpark provided that the blue badge is clearly displayed in the vehicle. Blue badge holders will not be exempt from the prohibition of loading and unloading restriction.

3.1.6 **Station Road and an Unnamed Road, Rogiet**

The Council has recently constructed a new car park at Severn Tunnel Junction Railway station and to ensure the free flow of traffic to and from the new car park and on the nearby highways it is necessary to provide a Prohibition of Waiting at Any Time restriction. The adjacent highway also provides an access to the Welsh Government's highway office which abuts the M4 motorway.

3.1.7 **Disabled Persons Only Parking Place, 54a Victoria Street, Abergavenny**

The urbanised section of this road is suffering from continuous severe parking stress and a resident at this property is a registered blue badge holder, without off-street parking

facilities. As a result of the parking stress in the area, the resident is regularly encountering difficulty in parking near their property. The DPPP will be available for all blue badge holders to legally use, however it will primarily assist the affected resident.

3.1.8 Disabled Persons Only Parking Place, Fosterville Crescent, Abergavenny

This urban road is suffering from continuous severe parking stress and a resident who lives on Fosterville Crescent is a registered blue badge holder, without off-street parking facilities. As a result of the parking stress in the area, the resident is regularly encountering difficulty in parking near their property. The DPPP will be available for all blue badge holders to legally use, however it will primarily assist the affected resident.

3.1.9 Crick Road, Treetops and Oaklands Park, Portskewett

The local elected Member and local residents have raised road safety concerns with the Council regarding vehicles parking inappropriately and dangerously along parts of Crick Road at the junction of Crick Road with Treetops and at the junction of Crick Road with Oaklands Park, including in the vicinity of the entrance of Archbishop Rowan Williams Church in Wales school. As a result, the free flow of traffic and road safety is being severely affected. In the interest of improving road safety and to ensure the free flow of traffic it is considered necessary to introduce a prohibition of waiting at any time at this location.

3.1.10 Ross Road, Abergavenny

Following complaints of limited parking availability from residents at this location with no off-street parking facilities, it is considered necessary to introduce a Residents Only Permit Parking Scheme for Numbers 48, 50, 52, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74 and 76 Ross Road, Abergavenny. All affected residents support the introduction of a Residents Only Permit Parking Scheme in this location.

3.1.11 Old Wye Bridge, Chepstow

Following a structural assessment of the Old Wye Bridge in Chepstow it has been determined that the bridge has a safe structural limit of 3 tonnes maximum vehicle gross weight. In order to protect the structural integrity of the bridge and to ensure its safe usage by highway users it is considered necessary to implement a 3-tonne maximum gross weight limit on the section of the bridge within Monmouthshire County and Gloucestershire County. Gloucestershire County Council has also been consulted as the bridge is a cross-border structure: Monmouthshire County Council is the lead Authority for this bridge.

3.1.12 Hardwick Hill Lane, Chepstow

The local elected Member and residents have raised road safety concerns with the Council regarding vehicles parking inappropriately and obstructing the free flow of traffic (including emergency service vehicles) on part of Hardwick Hill Lane including at its junction with the A48 Hardwick Hill. Residents have also raised concerns regarding vehicular accesses being obstructed by parked vehicles. Hardwick Hill Lane is a relatively narrow lane within a residential environment. In the interests of road safety and to ensure the free flow of traffic it is considered necessary introduce a prohibition of waiting at all times at its junction with Hardwick Hill and on part of Hardwick Hill Lane.

3.1.13 St Maur Gardens, Chepstow

Local residents have raised concerns with the Council regarding vehicles parking inappropriately and dangerously at the junction of St. Maur Garden with Welsh Street thereby severely restricting visibility and the ability of highway users to safely exit into and out of St. Maur Gardens. In the interests of road safety, it is proposed to prohibit waiting at any time in the vicinity of this junction.

3.1.14 **Pennyfarthing Lane, Mill Common and The Willows, Undy**

Local residents and elected members have raised concerns with the Council regarding vehicles parking inappropriately and dangerously at the junction of Mill Common with Pennyfarthing Lane and at the junction of The Willows with Pennyfarthing Lane thereby severely restricting the ability of highway users to safely exit into and out of Pennyfarthing Lane. In the interests of road safety, it is proposed to prohibit waiting at any time in the vicinity of these two junctions.

3.1.15 **Magor Square, Magor**

As part of the works to facilitate social distancing and support local businesses during the Covid-19 pandemic, a section of Magor Square was blocked off to be car free and outdoor seating provided including a marquee serving Donnies Café. Work is commencing on a Placemaking Plan for the town, which will consult on the long term future of Magor Square. While this project is under way, this Order formalises the changes to enable them to continue for coming months. The Order has the effect of prohibiting driving (except for loading) in the vicinity of the marquee and formalises the provision of two disabled persons only parking places in the Square as shown in drawing number 2029. This Order can be revoked should the Placemaking Plan agree different arrangements in due course.

3.1.16 **Magor with Undy Car Park, Undy**

A new Community Hub is currently under construction at this location. To support the usage and successful operating of the Community Centre it is considered necessary to restrict parking within the car park to a maximum stay of 3 hours. A 3-hour maximum permitted parking restriction will ensure a turnover of vehicles using the car parking area and of service users visiting the Community Hub.

3.2 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 restrictions or amendments.

3.3 **Church Road, Caldicot**

As stated above, it is proposed that the Prohibition of Waiting on Church Road, Caldicot is not progressed at this time. This is in response to consultee feedback. Phase 2 of the improvement works to the street has now commenced and it is proposed to monitor on-street parking in this area over coming months. If a problem is experienced that merits a parking or waiting restriction, the position can be reviewed: any new proposal would require a new consultation.

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

4.1 The prohibition of waiting and loading proposals aim to support improvements to the safety of highway users and ensure the free flow of traffic along the highway network. The introduction of waiting and loading restrictions, will encourage more appropriate parking practices and support guidance provided in the Highway Code and Traffic Management Act.

4.2 The disabled person parking bays have a clear benefit to the affected residents and will support their wellbeing and quality of life.

4.3 The prohibition of right turn onto the A40 will significantly reduce the risk of further road traffic collisions at this location by removing the ability of motorists to perform a potentially

dangerous manoeuvre.

- 4.4 Residents Only Parking Permit schemes will have a benefit to the residents of the proposed areas, ensuring parking provisions are readily available in the vicinity of their homes, ultimately improving their wellbeing and quality of life.
- 4.5 The time restricted waiting bay proposals will ensure a turnover of vehicles in the car parking locations, ensuring the areas are not abused by motorists leaving their vehicles for extended periods of time. The Community Centre will be properly served by the car parking provisions as a result.
- 4.6 The prohibition of driving order will ensure vehicles are unable to travel through Magor Square, this will allow pedestrians to feel safer and subsequently encourage social and community gatherings in the area.
- 4.7 The 3-tonne maximum gross weight limit will contribute to public safety by ensuring the structural integrity of the Old Wye Bridge is not compromised by large vehicles.

5. OPTIONS APPRAISAL

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

| Options | Benefits | Risks | Comments / Mitigation |
|--|---|---|--|
| No action | <ul style="list-style-type: none"> Less demand on officer time and resource/budget | <ul style="list-style-type: none"> Communities remain at risk from existing inconsiderate/inappropriate parking practices. Residents in need of a disabled person parking bays or a resident only parking scheme continue to struggle to park near their homes. A potentially dangerous right turn manoeuvre is still possible and legal. Old Wye Bridge remains at risk of structural damage from large vehicles. Vehicles continue to be able to freely travel through Magor Square, discouraging outdoor trading and a people-focused space. Motorists abuse available parking spaces and leave vehicles for extended periods of time. | The benefits outweigh the resource implications. |
| Adopt the proposals as originally proposed | <ul style="list-style-type: none"> A safer highway environment for all users with the free flow of traffic maintained. Parking provisions ensured for residents and blue badge holders. Old Wye Bridge at reduced risk of structural damage. Dangerous right turn manoeuvre no longer legal. Turnover of vehicles in parking bays ensured. Measures at Magor Square maintained pending the outcome of the town's Placemaking Plan | <ul style="list-style-type: none"> Vehicles may be displaced, causing parking stress elsewhere particularly for a property with no off-street parking on Church Road, Caldicot Unintended difficulties for users of the church hall in Crick. | |
| Adopt the proposals as amended | <ul style="list-style-type: none"> A safer highway environment for all users with the free flow of traffic maintained. | <ul style="list-style-type: none"> Vehicles may be displaced, causing parking stress elsewhere. | This is the preferred option. |

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| following consultation | <ul style="list-style-type: none"> • Parking provisions ensured for residents and blue badge holders. • Old Wye Bridge at reduced risk of structural damage. • Dangerous right turn manoeuvre no longer legal. • Turnover of vehicles in parking bays ensured. • Measures at Magor Square maintained pending the outcome of the town's Placemaking Plan | | |
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6. REASONS:

- 6.1 The proposals will support the national policy for improving road safety by creating a safer, more welcoming highway environment for all highway users and lessening the frequency and severity of road traffic collisions and ensuring the free flow of traffic through the highway network.
- 6.2 The proposals will result in a positive impact on the health and wellbeing throughout the affected communities.
- 6.3 Residents and blue badge holders will be able to easily park near to their homes, improving quality of life.
- 6.4 Existing arrangements can continue at Magor Square pending the outcome of the town's new Placemaking Plan.
- 6.5 Safe usage of a bridge structure will be ensured as vehicles that may compromise its structural integrity will be restricted from using it.

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 and the Environment
- Cabinet
- 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: Summary of consultation responses
- Appendix 3: Notice of Intention as published as part of the consultation
- Appendix 4: Statement of Reasons as published as part of the consultation
- Appendix 5: Drawing no's 1887, 1977, 1985, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 2000 (not implemented), 2029 and 2030.
- Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment

10. AUTHORS:

Mark Hand, Head of Placemaking, Highways and Flooding

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Gareth Freeman, Assistant Engineer (Traffic)

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Appendix 1: Schedule of Consultation Responses

| Reference | Comments | Officers Response | Location and Order |
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| Online form response #146 (Agree) | I support item 1987 for residents parking in Exmouth Place Chepstow as we currently have no driveways or on-street parking and I need my car to commute. I work for Royal Mail and am designated a keyworker. | Noted | Exmouth Place, Chepstow - Residents Only Permit Parking Scheme |
| Online form response #147 (Agree) | I & fellow residents are fully supportive of proposal 1987. We have no close by street parking & struggle to find space in the remaining free car parks. Our own research leads us to believe that the parking area adjacent to Exmouth place is sufficient for 7 spaces of regulation width for permit use. | Noted | Exmouth Place, Chepstow - Residents Only Permit Parking Scheme |
| Online form response #148 (Somewhat Agree) | Exmouth Place residents and I want to application our resident parking place. | Your residence on Exmouth Place, Chepstow is included in the residents permit parking scheme. Applications for the permit will need to be received after the order has been made and the physical measures implemented. | Exmouth Place, Chepstow - Residents Only Permit Parking Scheme |
| Online form response #149 (Somewhat Agree) | The Church Hall is used during the day and close access is required for items to be taken in to and out of the hall. Easy access is also required for old and less active people using the Hall. Could the time be changed to school start and finish times, an hour in the morning and an hour in the afternoon. Also, will the school car park be available for hall users at all times. | The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal. | Crick Road, Portskewett - Prohibition of Waiting |

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| <p>Online form response #150 (Disagree)</p> | <p>Prohibiting all waiting in front of Portskewett village hall 8-5 Mon - Fri will be dangerous for children from Appletree Day Nursery. We use the bays to unload several 3- and 4-year-old children from 2 minibuses every year for their Nativity Play to their parents. We get them off directly onto the pavement outside the hall and it is the shortest and safest route for them, also for a disabled parent we have. Many thanks for taking our view into consideration.</p> | <p>The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal.</p> | <p>Crick Road, Portskewett - Prohibition of Waiting</p> |
| <p>Online form response #151 (Somewhat Agree)</p> | <p>Prohibition of Parking on Crick Road Portskewett, drawing number 1992 I have empathy with no parking outside the school but object to the proposed parking restrictions in the lay-by outside the church hall. The hall is used on a daily basis by the community and to a far less extent by the church. Many of the people accessing activities are elderly and need to be dropped off by car. Some travel some distance to access activities and need to park. The hall requires regular maintenance and tradesmen need to park vans to access equipment and materials. During Spring, Summer and Autumn equipment is brought in for ground maintenance. Caterers often bring in food for special events and parties. Organisers of activities need to bring in equipment. Not having daily access to the lay-by will greatly hinder use of the hall.</p> | <p>The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal.</p> | <p>Crick Road, Portskewett - Prohibition of Waiting</p> |
| <p>Online form response #152 (Disagree)</p> | <p>We use the lay by during the day to get maintenance people in with their tools we have bookings for the hall in the day time which some are people's businesses, we have elderly people who need the disabled ramp, we have wakes held and catering people coming in to do these and they have vans and equipment and food to carry in can a 8 till 9 and 2 to 3 sign be put up this will cover the morning an afternoon drop offs and pickups from the school during school times only- we don't want to lose the use the use of our hall after covid and wellbeing is a BIG issue of mental and depression growing any larger in our community a lot of the village people come here for all sorts of reasons and we WANT TO KEEP OUR COMMUNITY GROWING PLEASE</p> | <p>The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal.</p> | <p>Crick Road, Portskewett - Prohibition of Waiting</p> |

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| Online form response #153 (Disagree) | It would stop disabled drivers being able to park outside the hall and would inhibit deliveries to the hall | A Prohibition of Waiting does not restrict the ability of motorists to load or unload at this location. Therefore, deliveries at this location will be unaffected. The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal. | Crick Road, Portskewett - Prohibition of Waiting |
| Online form response #154 (Agree) | 1987 Exmouth place residents permits only, this should be permits only as the local car parks which are free are always full of people using train station to commute to work. These bays then are used by shoppers are local business owners for free leaving residents who pay council tax etc nowhere to park. | Noted | Exmouth Place, Chepstow - Residents Only Permit Parking Scheme |
| Online form response #155 (Agree) | Parking for residents becoming increasingly difficult. | Noted | Exmouth Place, Chepstow - Residents Only Permit Parking Scheme |
| Online form response #156 (Agree) | Agree item 1987 residents parking | Noted | Exmouth Place, Chepstow - Residents Only Permit Parking Scheme |
| Online form response #157 (Disagree) | Drawing no 1992 As a regular user of Portskewett village hall I have concerns around the proposed restricted parking outside the hall from 8-5 Mon - Fri. There are many elderly and disabled users of the hall that value the layby outside the hall if restricted with walking. Not to mention the value of the parking spaces for unloading and loading items that are needed for the hall. As the hall is so close to the school safety is obviously paramount. At my local primary school, they have introduced a no parking rule for an hour at school drop off time and an hour at school pick up time. This works perfectly and promotes safety. Could this not be considered here? | The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. The current inappropriate parking at this location is considered to be having a detrimental effect on road safety at all times of the day, not just school drop off and pick up times. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal. | Crick Road, Portskewett - Prohibition of Waiting |

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| <p>Online form response #158 (Disagree)</p> | <p>I do not agree with the times 8am-5pm of the green line outside of the Church Hall in Portskewett. The Church Hall is used in the daytime and people have equipment to take into the Hall, maybe the hours could be focused on School drop off times.</p> | <p>The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. The current inappropriate parking at this location is considered to be having a detrimental effect on road safety at all times of the day, not just school drop off and pick up times. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal.</p> | <p>Crick Road, Portskewett - Prohibition of Waiting</p> |
| <p>Online form response #159 (Somewhat Agree)</p> | <p>I support it this for the child safety aspect but request that the consideration is made to have the proposed yellow lines enforced only 8.30-9.30 am and 2.30-3.30pm as a 24 hour ban on parking outside the village hall will be detrimental to users (especially disabled).</p> | <p>The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal.</p> | <p>Crick Road, Portskewett - Prohibition of Waiting</p> |
| <p>Online form response #160 (Somewhat Agree)</p> | <p>Overall, it's a really good idea, however, the limitations should just be during set times e.g., 08:30-09:00 and 14:30-15:00 to enable the school drop off to be safer. As the church hall is located on the proposed changes to parking, the hall is used for a number of activities including parties and fitness/ dance classes, with the changes outlined, this will have a knock-on effect to people using and booking the hall. Along with an impact on the people who run those businesses like fitness and dance classes as they will see less people attending etc and not having the income they have at the moment.</p> | <p>The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal.</p> | <p>Crick Road, Portskewett - Prohibition of Waiting</p> |
| <p>Online form response #161 (Somewhat Agree)</p> | <p>I totally understand the need to make the road safer around the school entrance but as the current situation is only an issue during "drop off" and "collection" times I would suggest restrictions that reflect those school times only. The small "layby" in front of the Church Hall allows for easier disabled access plus deliveries so I do not believe restricting this would benefit anyone - the opposite in fact!</p> | <p>The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal.</p> | <p>Crick Road, Portskewett - Prohibition of Waiting</p> |

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| Online form response #162 (Agree) | Reasons 1987 Local residents need local parking | Noted | Exmouth Place, Chepstow - Residents Only Permit Parking Scheme |
| Online form response #163 (Somewhat Agree) | While I support the need to prevent parking on the roads around ARW School for safety reasons, I believe that the parking restrictions on the lay-by outside the church hall need only be in place between 8.30-9.30am and 2.30-3.30pm. The hall is used by a number of groups during the day including a coffee morning and 'knit and natter' group mainly consisting of elderly people, many of whom rely on being able to park outside the hall due to mobility issues. The hall is properly set up with disabled access and it would not be serving the community well to isolate folk because they cannot park in the lay- by if their mobility restrictions require it. | The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal. | Crick Road, Portskewett - Prohibition of Waiting |
| Online form response #164 (Disagree) | As a regular user of Portskewett church hall I think the impact of the no parking in the little layby servicing the hall will have a direct and hugely negative impact on the usage of these facilities. It is purpose built as an inclusive venue with full disabled facilities, and to remove this close parking is simply unacceptable. Please could it be suggested that parking is ONLY not possible during school drop off and collection hours, to comply with the understandable safety issues, and not affect the hall. It's a rare treasure to have a successful, well equipped and much used hall such as this one. | The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. The current inappropriate parking at this location is considered to be having a detrimental effect on road safety at all times of the day, not just school drop off and pick up times. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal. | Crick Road, Portskewett - Prohibition of Waiting |
| Online form response #165 (Disagree) | Pull in with dropped kerb in front of Portskewett village hall. This is important safe space for unloading goods for various functions held at the hall, also for dropping off/collecting disabled visitors. Important for viability of hall as leisure facility for all. | The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal. | Crick Road, Portskewett - Prohibition of Waiting |

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| Online form response #166 (Disagree) | Will prevent parking for residents that do not have parking on property | Following a review of the representations received during the public consultation associated with this order, it is recommended to not proceed with the Prohibition of Waiting at any time on parts of Church Road, Caldicot. | Church Road, Caldicot - Prohibition of Waiting |
| Online form response #167 (Somewhat Agree) | I think it would be detrimental for users of the hall at Portskewett - people need to drop of stuff at the hall for parties etc. Also, many people who use hall are elderly but may not have a blue badge but can use hall because of disabled access Could a compromise be reached allowing parking here outside of when children are being dropped off so that the hall is available for users | The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal. | Crick Road, Portskewett - Prohibition of Waiting |
| Online form response #168 (Disagree) | <p>Response 1 - In respect to the application for double yellow lines around St Mary's Church I fail to see the requirement. The only people who park there do so of the road. These include myself as I live in the house affected by these lines, cars for funerals and weddings in the church and elderly and disabled people who come to tend and lay flowers on the graves. Concerning the proposed flower beds, they will no doubt become an eyesore as are the existing ones because no one has responsibility to tend them. As to controlling parking by non-residents and the speed of cars up and down Church Road, if the residents parked cars do nothing to control them, I fail to see that a few places of road narrowing will help. They simply provide something of an annoyance to the residents and a place for rubbish to collect. I have already seen cars going onto the pavement to pass each other at the reduced width area by the Church because no one knows who should give way. I also find that the 20-mph restriction has limited effect on the speed of the cars up and down Church Road and is especially dangerous at the above spot when people are trying to cross, and a car stops to allow them and another car heading around the blind bend towards the village does not stop.</p> <p>Response 2 - I object to the installation of double yellow lines on Church Road, Caldicot. I have lived here for 38 years and have rarely seen cars parked in the areas covered by the proposal. The only</p> | Following a review of the representations received during the public consultation associated with this order, it has been decided to not proceed with the Prohibition of Waiting at any time on parts of Church Road, Caldicot. | Church Road, Caldicot - Prohibition of Waiting |

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| | <p>area covered that is affected is in front of the Lych gate at the front of the church. The main users of this area, which is off the road and do not affect the crossing are cars involved in weddings and funerals and invalid and the elderly tending to graves in the churchyard, Personally our car is affected by this as it is the only area we can park our car, but it is not on the road but on the pull in area by the side of our house. It is parked in such a way as to form no obstruction to people crossing the road and is moved when asked by the church.</p> | | |
| <p>Online form response #169 (Disagree)</p> | <p>The church hall has been equipped for disabled access but without the lay-by parking outside this will be of no use. It is also essential for hall users to be able to offload equipment. I can understand the need for safety around the school but feel it would be better if there were limited periods specified for use of the lay-by.</p> | <p>The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal.</p> | <p>Crick Road, Portskewett - Prohibition of Waiting</p> |
| <p>Online form response #170 (Disagree)</p> | <p>I am objecting to the green line restrictions proposed for outside Portskewett church hall. I am a regular user of the parking outside the church hall and this will affect my use of the hall. Disabled people wont be able to park there and use the hall. Also general users of the hall wont be able to unload heavy equipment for parties, events etc. This will effect what the hall can be used for, which will negatively affect the community. I think certain hours for the restrictions to operate, between 8.30 - 9.30am and 3 - 4pm for example, would be a better idea.</p> | <p>The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal.</p> | <p>Crick Road, Portskewett - Prohibition of Waiting</p> |
| <p>Online form response #171 (Disagree)</p> | <p>The proposed double yellows effectively affect only one household, ours. Every other house on this road has a front driveway, while we rely on the wide pavement space at the front of our house. We have parked here for decades with no issues at all. I see no reason for the double yellows to cover this section of road, along with the 'traffic calming' they will make our life (a house of 2 pensioners) extremely difficult. We have traffic waiting outside the front garden (which we'd be forced to park on) due to the road narrowing that's been/is being put in, and living on a blind bend that would make pulling out difficult and dangerous.</p> | <p>Following a review of the representations received during the public consultation associated with this order, it has been decided to not proceed with the Prohibition of Waiting at any time on parts of Church Road, Caldicot.</p> | <p>Church Road, Caldicot - Prohibition of Waiting</p> |

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| | There's no benefit as far as any of us can see. | | |
| Online form response #173 (Disagree) | <p>NB This comment refers to Amendment Order No 8 - 2000....Church Rd, Caldicot</p> <p>As the funeral cars will have an exemption from parking restrictions, the only people who will be affected by the double yellow lines are those from our household, and anyone of limited mobility visiting the church or graveyard. The area has never been used for random or inconsiderate parking. If we are no longer able to park outside our house as we have done for the last 38 years, at the ages of 63 and 71, we would struggle to carry shopping the distance from the castle grounds, push my 91 year-old mother in her wheelchair or safely carry our 18mth old granddaughter etc, especially if doing this alone. I would ask that the double yellow lines As I can see absolutely nothing to be gained, apart from inconvenience to us and the visitors to the church previously mentioned, I would request that consideration is given, please, to not putting double yellow lines outside our house at no 49 and the Church. In addition to this amendment, current proposals for further 'traffic calming' measures will see a reduction to parking available to us, and to our son who lives with us. Because of this, we have reluctantly accepted that we will need to remove some of our garden to provide ourselves with 1 parking space. However, due to the short length of our garden, the only option for an opening to the garden is a sliding gate. A barrier is necessary as we look after our young grandchild and also have 2 dogs, therefore need to assure their safety near the road.</p> | Following a review of the representations received during the public consultation associated with this order, it has been decided to not proceed with the Prohibition of Waiting at any time on parts of Church Road, Caldicot. | Church Road, Caldicot - Prohibition of Waiting |
| Online form response #175 (Disagree) | <p>consultation 1992 concerning the parking restrictions on Crick Road Portskewett -</p> <p>The no parking area and in particular the restricted use on the layby area on Crick Road would make it difficult to use the Church Hall. This will be particularly difficult for elderly and people with disability with mobility issues and people with young children to have access to the hall. The hall will also have difficulty when having objects delivered and maintenance on the premises. i feel it could lead to the</p> | The improved visibility and free flow of traffic as a result of the prohibition of waiting will improve road safety at this location. It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal. | Crick Road, Portskewett - Prohibition of Waiting |

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| | <p>hall losing bookings and possibly closing which would be bad for the local community.</p> | | |
| <p>Received via Email (Disagree)</p> | <p>I would just like to raise some concerns over the proposed plans for Church Road, if double yellow lines are put outside my property, it will affect my business and the value of my house. I have The Lychgate Guest House here in Church Road and many of my guests use the road for parking, the pub won't allow them to park there, so this will cause problems. The other plans for inlays to be planted in Church Road will affect my neighbours from parking outside their houses, which will also have a huge effect on all of us. Where exactly do the people in Monmouthshire Council expect us to park? Are the inlays going to be maintained? because the ones up the top of Church Road by CAB certainly are full of weeds and rubbish. A few years ago, we were sent plans as the council wanted Church Road to Caldicot Castle to visually look pleasing, with planters etc, this is the last we heard from the council, no one has been in touch since, why are they spending money on this when the potholes in Church Road are damaging so many people's cars?? I strongly object to these plans and want to know why Monmouthshire CC have not been in touch directly with the residents to explain. The school always causes problems for us at 3pm, by putting these measures in place it will NOT make the parents walk, they will just carry-on double parking until one day there will be a nasty accident. The pub has massive lorries delivering and rubbish lorries collecting, how will traffic cope with these measures in place? It's a disgrace.</p> | <p>Following a review of the representations received during the public consultation associated with this order, it has been decided to not proceed with the Prohibition of Waiting at any time on parts of Church Road, Caldicot.</p> | <p>Church Road, Caldicot - Prohibition of Waiting</p> |

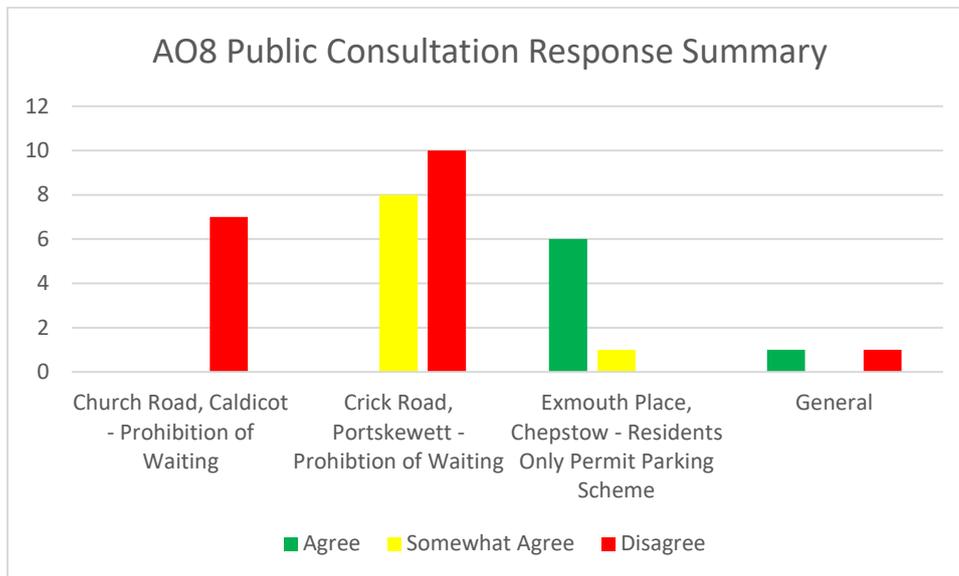
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| <p>Received via Email (Disagree)</p> | <p>Regarding the proposal for restricted parking on Church Road Caldicot. That is from the Bed and Breakfast on both sides of the road up to and just past the Castle Entrance. I presume that this is a consultation and NOT a determination. Therefore, are you able to provide me with evidential statistics and records of excessive parking levels on that stretch of road. Has any alleged parking, other than funerals and weddings been reported as being a problem preventing the free flow of traffic. I have never seen any cars parked at either side of the Castle entrance, other than residential parking outside one property on the northern edge of the extent of the proposal I have also not witnessed any parking at all on the Castle Pub side of the proposed restriction. I have not seen any vehicles park on the Church side on the bend leading towards Caerwent. Vehicles have parked outside the section adjacent to the B and B. These vehicles when parked have tended to slow traffic down in any case. I notice in the plans for the Church Road 2 development, provision has been made for a parking space in the proposed restricted stretch, which doesn't really make sense.! The informal crossing point has in the main worked well, the majority of traffic obey and give way to pedestrians. If this crossing has given rise to pedestrians being put into an unsafe situation, perhaps it should be given more formality, with traditional crossing markings identifying the crossing, and with white zig-zag markings each side which is normal crossing protocol. There is also a need however to identify the actual crossing point with clearly seen fluorescent markers on the timber stand posts. Directional traffic flow signs may also be an additional complement too smooth out traffic movements.</p> | <p>Following a review of the representations received during the public consultation associated with his order, it has been decided to not proceed with the Prohibition of Waiting at any time on parts of Church Road, Caldicot.</p> | <p>Church Road, Caldicot - Prohibition of Waiting</p> |
| <p>Received via Email (Disagree)</p> | <p>Dear [councillor] I am writing to you as my local councillor I have rented a property in Church Road for the last 8 years and do not have any onsite parking but do park outside my home. The family have a car and a van. I have nowhere else to park. The ongoing roadworks and repairs to Church Road have been taking place for some time. I now here there is a proposal to place double yellow lines on the road</p> | <p>Following a review of the representations received during the public consultation associated with his order, it has been decided to not proceed with the Prohibition of Waiting at any time on parts of Church Road, Caldicot.</p> | <p>Church Road, Caldicot - Prohibition of Waiting</p> |

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| | <p>this was not in any previous plans and so why now when there is a 20-mph speed limit but no enforcement of it. s</p> | | |
| <p>Received Via Email (Disagree)</p> | <p>Hello, I wish to object to the proposed order on the grounds that - 1. The statutory process has not been followed. The deposited documents do not include those required by paragraph 2 of Schedule 2 to the 1996 Regulations - namely, copy of the consolidation order (as amended by previous amending orders). 2. The amendment order can only be effective if the consolidation is also effective. The latter is fatally flawed because of the failure to properly and adequately incorporate the digital mapping system which the Council intended to use with the consolidation order.</p> | <p>1. A copy of Consolidation Order and all previous amendment orders are available to view by appointment at County Hall, Usk, along with the other deposited documents as required by legislation. In addition to this, we make the documents available on the MCC website. All relevant documents are available, allowing comparison between Amendment Orders to be made in order to see how the proposal will affect the existing orders.</p> <p>2. The drawings associated with the order were included within the online documents and are referenced in the proposed order in addition to being available to view at County Hall by prior appointment. These documents identify the specific amendments. Map tile references refer to individual tiles associated with the overarching consolidation that will be amended as part of the order making process are included in the published map tile schedule. The digital mapping system detailing these map tiles is available to view by appointment at County Hall, Usk.</p> | <p>General</p> |
| <p>Received via Email (Somewhat Agree)</p> | <p>I am contacting you on behalf of Portskewett Community Council regarding the above. The proposals for the Portskewett area were discussed at our Council meeting yesterday evening. Councillors raised concerns about the proposed prohibition of waiting at specified times/days (8am to 5pm, Monday to Friday only) on the section of Crick Road which constitutes the layby in front of Portskewett and Sudbrook Church Hall.</p> <p>The Church Hall is used at all times of the day. The proposal would prevent group leaders being able to offload any equipment they need for their group's activity and would also prevent disabled users of the hall from having access, as</p> | <p>It has been decided for the time restricted prohibition of waiting (Single Yellow Lines) section at the layby outside the Church Hall to be removed from the proposal. The introduction of a Loading Only Bay / Disabled Persons Parking Place cannot be introduced as part of Amendment Order No 8 - 2023 as it is considered to be more onerous and has not been included in the statutory legal process. It will therefore be considered in a future Amendment Order.</p> | <p>Crick Road, Portskewett - Prohibition of Waiting</p> |

| | | | |
|---|--|--------------|----------------|
| | <p>they couldn't park or be dropped off directly outside the hall.</p> <p>Whilst the Council is aware of the parking issues on Crick Road and appreciates the reasons for the proposed Traffic Orders, it does not support the proposal for the layby in front of the Church Hall.</p> <p>Councillors would like to request that the prohibition is amended to allow offloading/loading and disabled access at any time of the day or evening.</p> <p>Yours faithfully</p> | | |
| <p>Received via Email (Agree) (Councillor for Grofield Ward, Abergavenny)</p> | <p>Dear [REDACTED],</p> <p>My apologies - I hadn't realised that I needed to confirm in writing. Yes, I am fully in favour of the changes outlined on the plan and as discussed when you came to look at the site.</p> <p>Many thanks,</p> | <p>Noted</p> | <p>General</p> |

Appendix 2: Summary of Consultation Responses

| Location | Agree | Somewhat Agree | Disagree |
|--|-------|----------------|----------|
| Church Road, Caldicot - Prohibition of Waiting | 0 | 0 | 7 |
| Crick Road, Portskewett - Prohibition of Waiting | 0 | 8 | 10 |
| Exmouth Place, Chepstow - Residents Only Permit Parking Scheme | 6 | 1 | 0 |
| General | 1 | 0 | 1 |



Notes:

1. No representations were received for any locations/orders not shown in the table above.
2. All representations for Exmouth Place, Chepstow agreed with the order; the single Somewhat Agree was asking to apply for a permit.
3. All representations received for Crick Road, Portskewett disagreed with the Time Restricted Prohibition of Waiting in the layby adjacent to the Church Hall.
4. The General representation received questioned the statutory legal process followed and use of a digital mapping system. The authority is satisfied that the correct statutory process was followed, and that the digital mapping system used is sufficient. Reasoning has been provided in the officer's response.

Appendix 3: Notice of Intention

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 8) 2023

PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC ORDERS WITHIN VARIOUS COMMUNITIES IN MONMOUTHSHIRE

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 and amend-

- a Prohibition of Right Turn manoeuvres from Monmouth Road, Raglan onto the A40.
- a Disabled Persons Only Parking Place at 45a Victoria Street, Abergavenny.
- a Disabled Persons Only Parking Place at Fosterville Crescent, Abergavenny.
- a prohibition of Waiting at Any Time on part of Mill Common, part of Pennyfarthing Lane and part of The Willows, Undy.
- a time limited Waiting Bay at a specified period only on part of the B4245, Undy.
- a prohibition of Waiting at Any Time on part of Hardwick Hill Lane, Chepstow.
- a Residents Only Permit parking scheme in Exmouth Place, Chepstow.
- a Residents Only Permit parking scheme on part of Ross Road, Abergavenny.
- a Prohibition of Loading/Unloading within a specified period only on part of Castle Street and part of Tudor Street, Abergavenny.
- a Prohibition of Waiting at Any Time on part of St. Maur Gardens, Chepstow.
- a Prohibition of Waiting at Any Time on part of Station Road and part of an unnamed road, Rogiet.
- a Prohibition of Waiting at Any Time on part of Church Road, Caldicot.
- a Prohibition of Waiting at Any Time on part of Crick Road, part of Treetops and part of Oaklands Park and a Prohibition of Waiting at specified periods only on part of Crick Road, Portskewett.
- a Prohibition of Waiting at Any Time on part of Hereford Road, Monmouth and a Residents only Permit parking scheme on part of Hereford Road, Monmouth.
- a 3 Tonne Maximum Gross Weight Limit on the Old Wye Bridge, Chepstow (to include the Monmouthshire County Council and the Gloucestershire County Council sections of the Old Wye Bridge).
- A Prohibition of Driving (Except for loading) and Disabled Persons Only Parking Places on part of Magor Square, Magor.
- Maximum permitted stay of 3 hours parking at Magor with Undy car park, Undy.

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) 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 22nd February 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 2023 or via comment on a form can be

Date: 25th January 2023

**Mark Hand,
Head of Placemaking, Regeneration, Highways and Flooding,
Monmouthshire County Council**

STATEMENT OF REASONS

1. DISABLED PERSONS ONLY PARKING PLACE, 54a VICTORIA STREET, ABERGAVENNY

The urbanised section of this road is suffering from continuous severe parking stress and a resident at this property is a registered 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. DISABLED PERSONS ONLY PARKING PLACE, FOSTERVILLE CRESCENT, ABERGAVENNY

This urban road is suffering from continuous severe parking stress and a resident in this Crescent is a registered blue badge holder and is encountering issues with ability to park near to their 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 the blue badge holder resident who lives in Fosterville Crescent.

3. HEREFORD ROAD, MONMOUTH

The Council has received concerns from 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. A resident's only permit parking scheme is also proposed for numbers 30,32 and 34 Hereford Road.

4. MILL COMMON, PENNYFARTHING LANE, THE WILLOWS, UNDY

Local residents have raised road safety concerns with the Council regarding vehicles parking inappropriately and dangerously at the junction of Mill Common with Pennyfarthing Lane and at the junction of The Willows with Pennyfarthing Lane thereby severely restricting the ability of highway users to safely exit into and out of Pennyfarthing Lane. In the interests of road safety, it is proposed to prohibit waiting at any time in the vicinity of these two junctions.

5. ST. MAUR GARDENS, CHEPSTOW

Local residents have raised road safety concerns with the Council regarding vehicles parking inappropriately and dangerously at the junction of St. Maur Garden with Welsh Street thereby severely restricting visibility and the ability of highway users to safely exit into and out of St. Maur Gardens. In the interests of road safety, it is proposed to prohibit waiting at any time in the vicinity of this junction.

6. HARDWICK HILL LANE, CHEPSTOW

The local elected Member and local residents have raised road safety concerns with the Council regarding vehicles parking inappropriately and obstructing the free flow of traffic

(including emergency service vehicles) on part of Hardwick Hill Lane including at its junction with the A48 Hardwick Hill. Residents have also raised concerns regarding vehicular accesses being obstructed by parked vehicles. Hardwick Hill Lane is a relatively narrow Lane within a residential environment. In the interests of road safety and to ensure the free flow of traffic including emergency service vehicles it is proposed to prohibit waiting at its junction with Hardwick Hill and on part of Hardwick Hill Lane.

7. 3 TONNE WEIGHT LIMIT, OLD WYE BRIDGE, CHEPSTOW

A structural assessment has been undertaken of the bridge structure. The structural assessment has assessed a safe structural limit of 3 tonnes maximum vehicle gross weight. In order to protect the structural integrity of the bridge and to ensure its safe usage by highway users it is proposed to implement a 3-tonne maximum gross weight limit on the Old Wye Bridge in Monmouthshire County and in Gloucestershire County. Gloucestershire County Council are also being consulted on this proposed structural weight limit.

8. PROHIBITION OF RIGHT TURNS FROM MONMOUTH ROAD ONTO THE A40 TRUNK ROAD AT RAGLAN.

Local community elected representatives and residents have raised concerns with the Council and with the Welsh Government regarding the level of road safety and the occurrences of road traffic collisions on the A40 dual carriageway at its junction with Monmouth Road, Raglan. The concerns relate to vehicles travelling northbound and intending to turn right and to cross the A40 dual carriageway from Monmouth Road, Raglan.

Several Road traffic collisions have been recorded between vehicles travelling westbound on the A40 and vehicles crossing the A40 westbound carriageway whilst travelling northbound exiting Monmouth Road. It is proposed to prohibit vehicles from turning right onto the A40 (and thereby preventing the vehicular crossing of the A40 in a northbound direction) from Monmouth Road and vehicles shall only be permitted to turn left from Monmouth Road, Raglan onto the westbound carriageway of the A40.

9. CRICK ROAD, TREETOPS, OAKLANDS PARK, PORTSKEWETT

The local elected Member and local residents have raised road safety concerns with the Council regarding vehicles parking inappropriately and dangerously along parts of Crick Road (including in the vicinity of the entrance of Archbishop Rowan Williams Church in Wales school) ,at the junction of Crick Road with Treetops and at the junction of Crick Road with Oaklands Park thereby severely affecting the free flow of traffic and the level of road safety. In the interests of improving road safety and ensuring the free flow of traffic it is necessary to prohibit waiting at any time on parts of Crick Road, Treetops and Oaklands Park. In order to ensure the free flow of traffic at specific periods in the vicinity of Portskewett Church Hall (whilst also permitting parking at specific periods for users of the hall) it is necessary to prohibit waiting in front of the hall from 8 am to 5 pm, (Monday to Friday only).

10. MAGOR SQUARE, MAGOR

A section of Magor Square has previously been cordoned off during the covid 19 pandemic period and a marquis erected to facilitate social and community gatherings within the Square. In order to formalise this arrangement, it is proposed to prohibit driving (except for loading) in the vicinity of the marquis and to provide two disabled persons only parking places in the Square as shown in drawing number 2029.

11. MAGOR WITH UNDY CAR PARK, UNDY.

A new Community Centre Hub is currently under construction at this location. In order to support the usage and successful operating of the Community Centre it is necessary to restrict parking within the car park to a maximum stay of 3 hours. A 3-hour maximum permitted parking restriction will ensure a turnover of vehicles using the car parking area and of service users visiting the Community Centre.

12. CASTLE STREET, TUDOR STREET, ABERGAVENNY.

There is currently a prohibition of waiting at any time restriction in place on Castle Street and on part of Tudor Street however parked vehicles including blue badge holders are causing obstruction to the free flow of traffic and also obstructing the highway in the vicinity of the entrance to The Royal Mail depot on Castle Street. In order to ensure the free flow of traffic and the safe access into and exit from the Royal Mail depot it is necessary to prohibit vehicles loading and unloading (within a specified time period on specified days only) in Castle Street and part of Tudor Street.

Blue badge holders are permitted to park in any marked bay at no cost within the adjacent Castle Street carpark provided that the blue badge is clearly displayed in the vehicle.

Blue badge holders are not exempt from the prohibition of loading and unloading restriction.

13. CHURCH ROAD, CALDICOT

Monmouthshire County Council has recently completed a highway improvement scheme in Church Road which included new informal pedestrian crossing facilities and new road surfacing materials.

An improved pedestrian crossing feature has been provided on Church Road in the vicinity of the entrance leading to Caldicot Castle however concerns have been raised by Community Representatives regarding vehicular parking in the vicinity of the new improved pedestrian crossing and the adverse effect of pedestrian and road safety due to the presence of parked vehicles at this location.

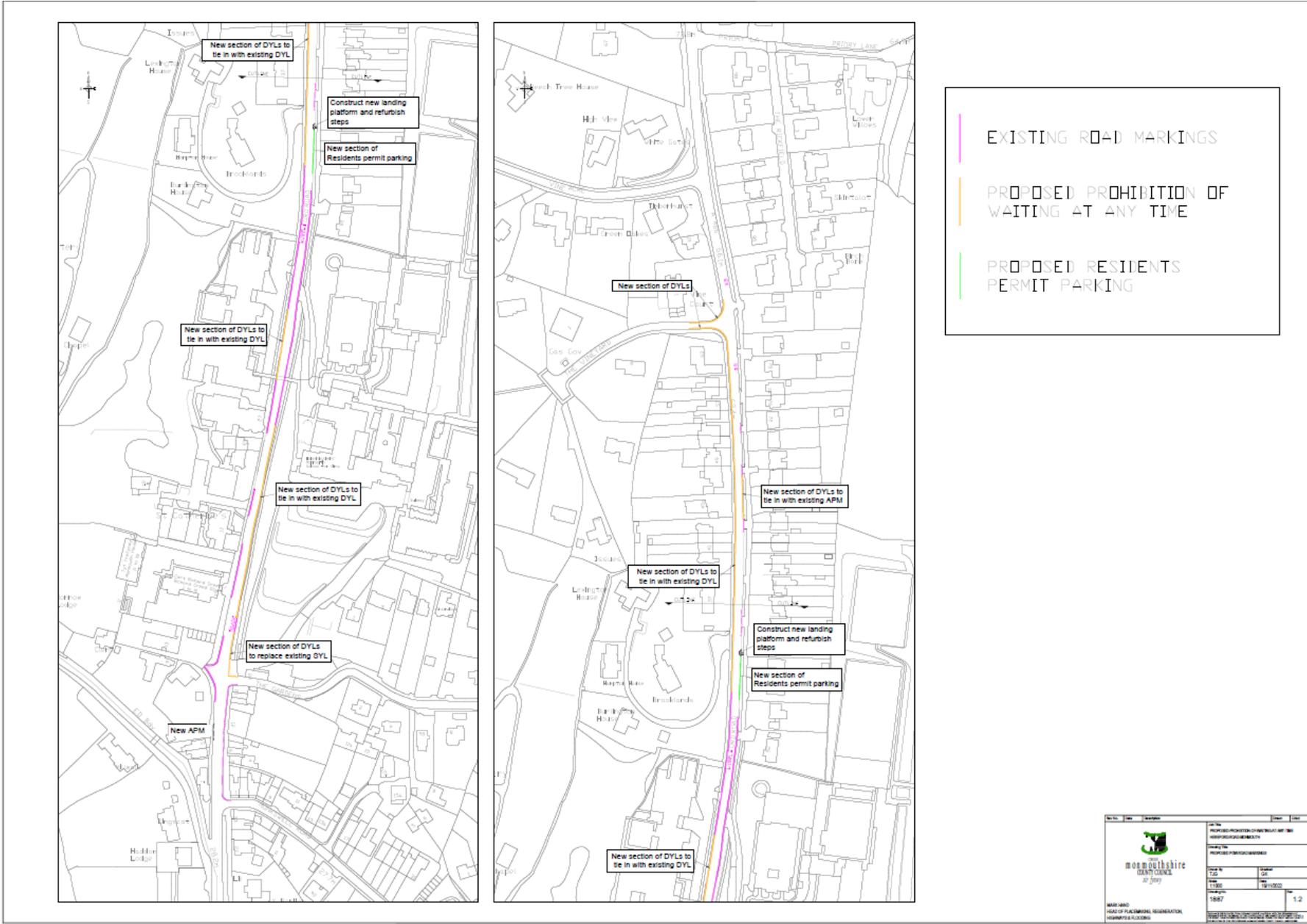
In order to support the safe crossing of Church Road by pedestrians at this location it is proposed to prohibit parking at any time in this part of Church Road.

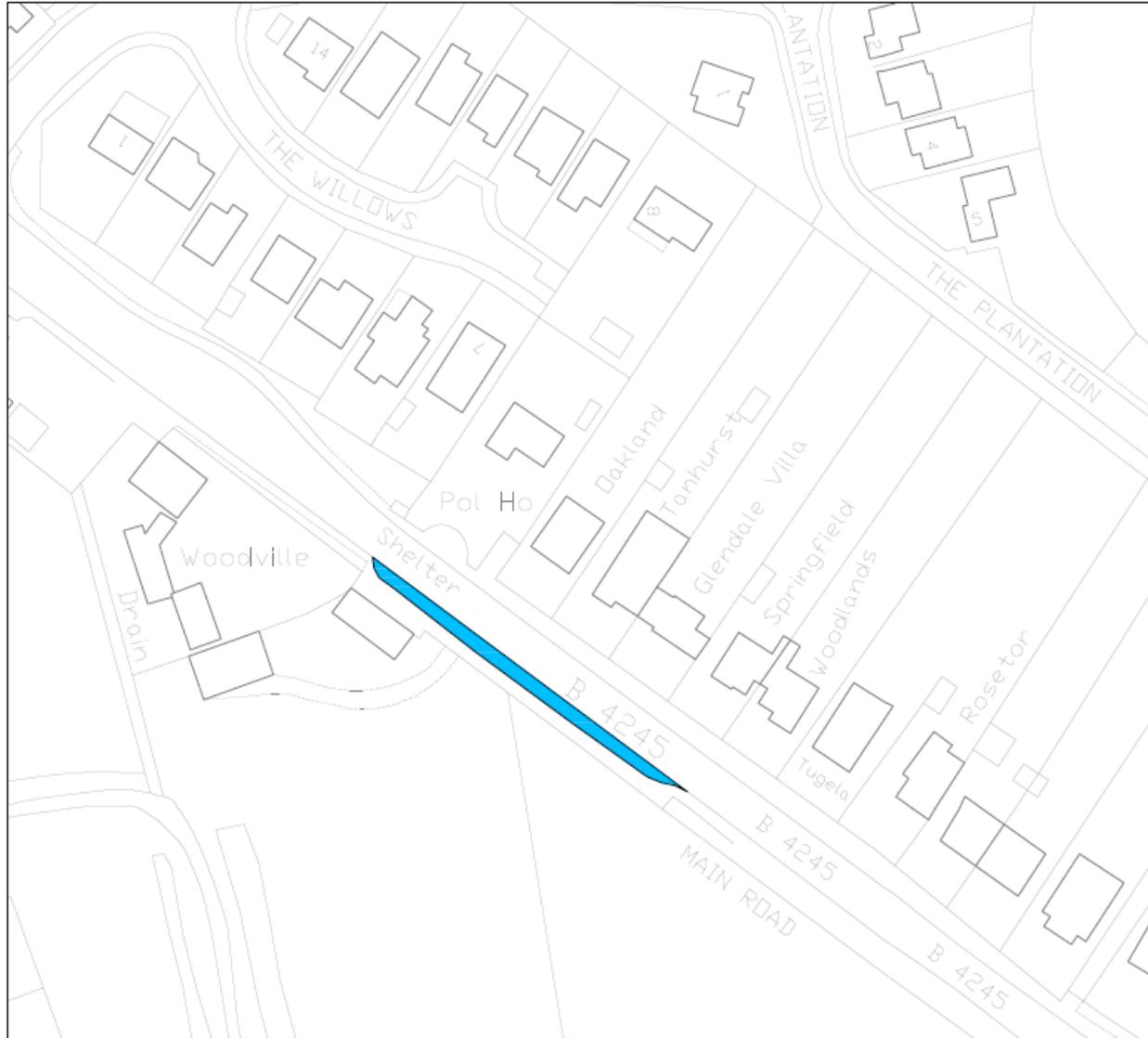
14. STATION ROAD AND UNNAMED ROAD, ROGIET

The Council has recently constructed a new car park at Severn Tunnel Junction Railway station and in order to ensure the free flow of traffic to and from the new car park and on the nearby highways it is necessary to provide a Prohibition of Waiting at Any Time restriction. The adjacent highway also provides an access to the Welsh Governments highway officers office which abuts the M4 motorway.

Appendix 4: Drawings –
1887 Hereford Road, Monmouth

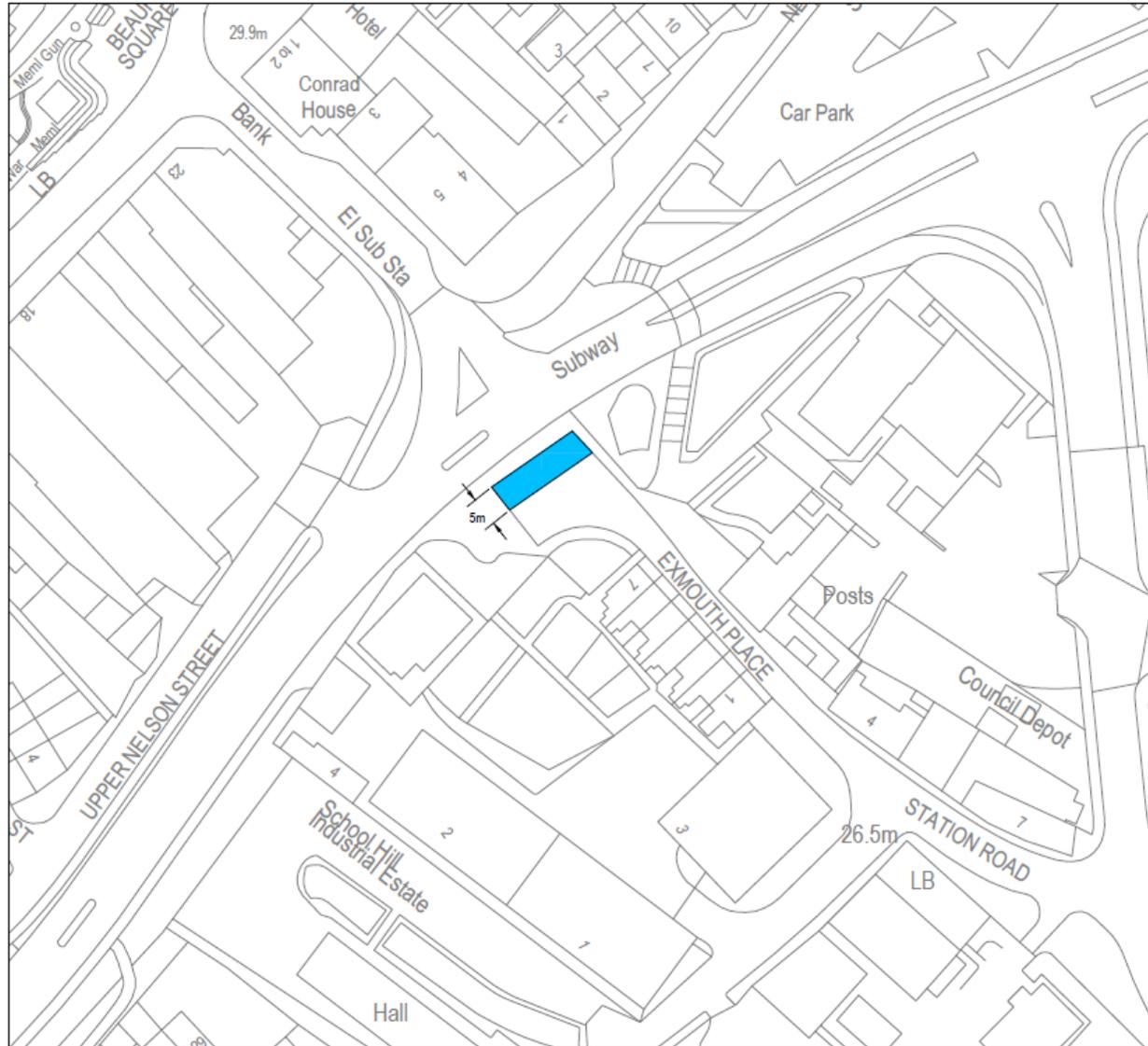
Page 42





KEY
 PROPOSED TIME LIMITED WAITING BAY
 3 HOURS NO RETURN WITHIN 3 HOURS
 8 AM - 6 PM MON TO SUN

| | | | | | | | | |
|---|---|---|------------------------------------|--------------------------|------------------|--|--------------|--------------|
|  MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING |  Job Title B4245 UNDY | Drawing Title PROPOSED TIME LIMITED WAITING BAY - B4245 UNDY | Drawn By TJG Scale 1:1000 | Rev No. Checked PC | Date 12/12/22 | Description | Drawn CHD | Child REV |
| | | | | Drawing No. 1985 | | <small>THIS DRAWING IS THE PROPERTY OF WESTMINSTER CITY COUNCIL AND IS LOANED TO YOU BY THE CONTRACTOR. IT IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF WESTMINSTER CITY COUNCIL. ANY UNAUTHORIZED REPRODUCTION OR COPIING IS STRICTLY PROHIBITED AND WILL BE PROSECUTED TO THE FULL EXTENT OF THE LAW.</small> | | |



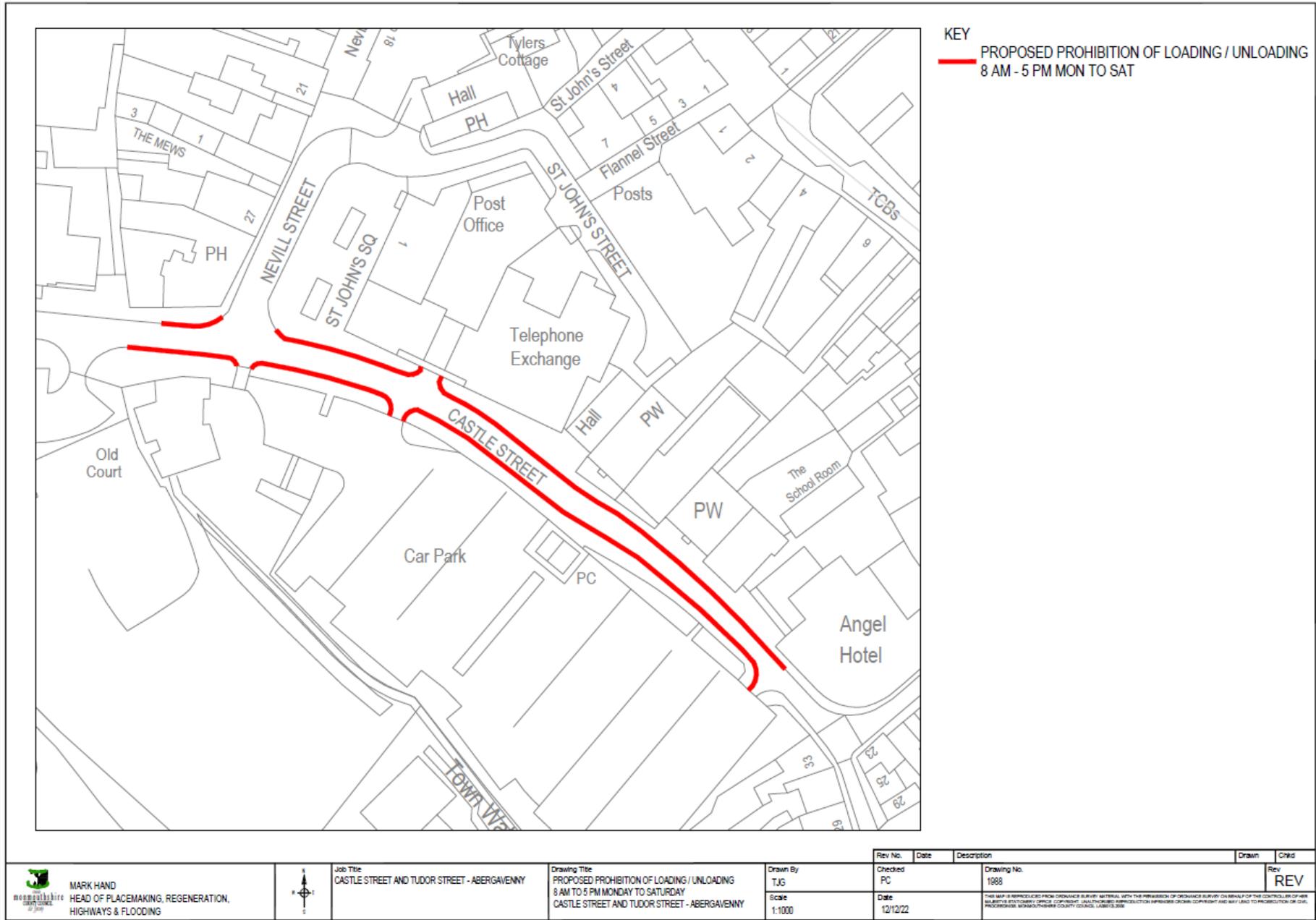
KEY

PROPOSED RESIDENTS PARKING PERMIT ONLY (NO'S 1 TO 7 EXMOUTH PLACE)

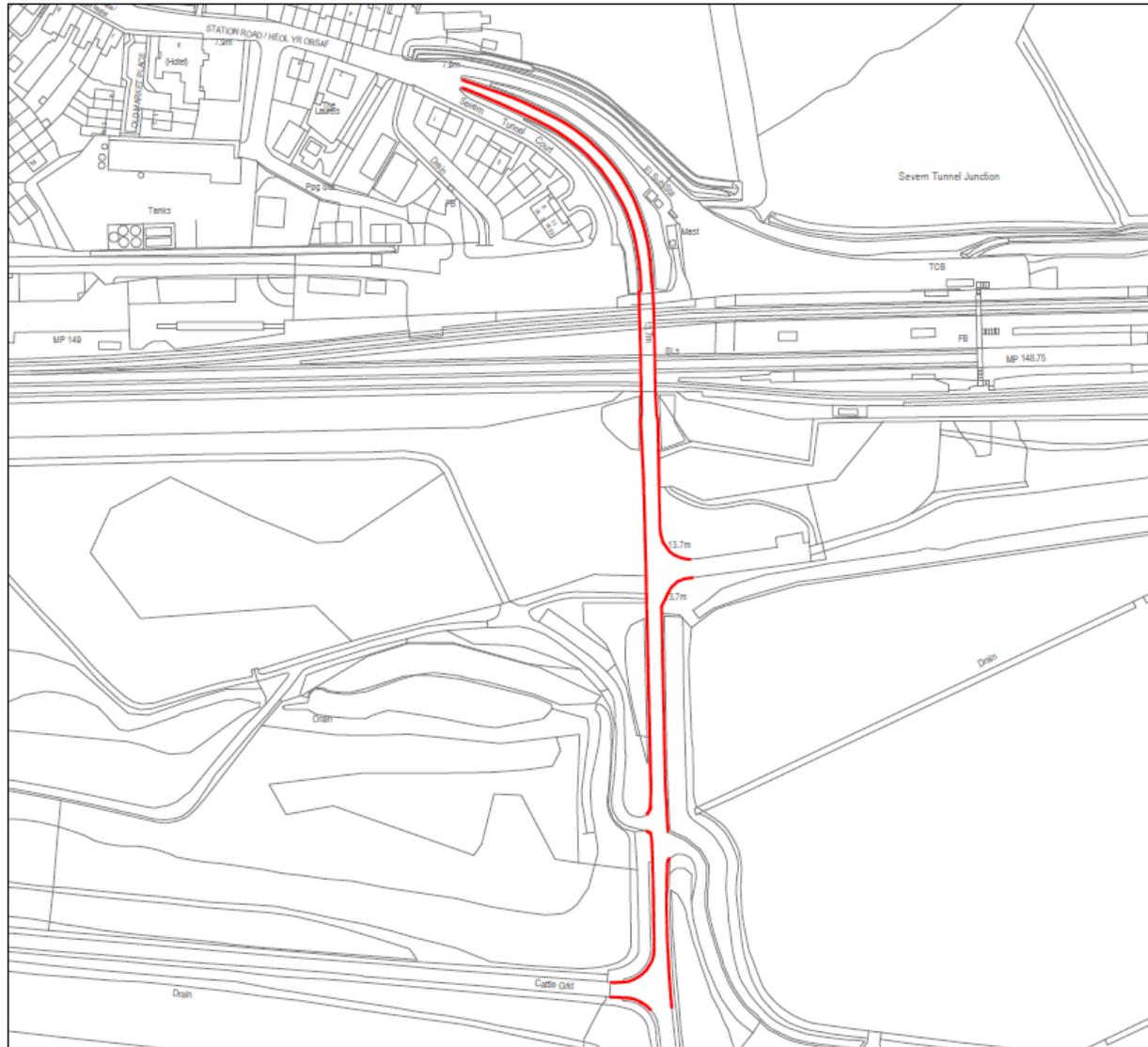
| | | | | | | | | | |
|---|---|---|--|--|---------|-------------|-------|------|--|
|  <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p> |  | Job Title | Drawing Title | Drawn By | Checked | Drawing No. | Drawn | Chkd | |
| | | PROPOSED RESIDENTS ONLY PARKING PERMIT SCHEME | PROPOSED RESIDENTS ONLY PARKING PERMIT SCHEME (NUMBERS 1 TO 7 EXMOUTH PLACE - CHEPSTOW) | TJG | PC | 1987 | REV | | |
| | | Scale | Date | <small>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY COURTESY OF THE CONTROLLER OF HER Majesty's Stationery Office. Copyright, unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. MONMOUTHSHIRE COUNTY COUNCIL, LEWIS'S, 2012</small> | | | | | |
| | | 1:1000 | 15/12/22 | | | | | | |

1988 Castle Street/Tudor Street, Abergavenny

Page 46

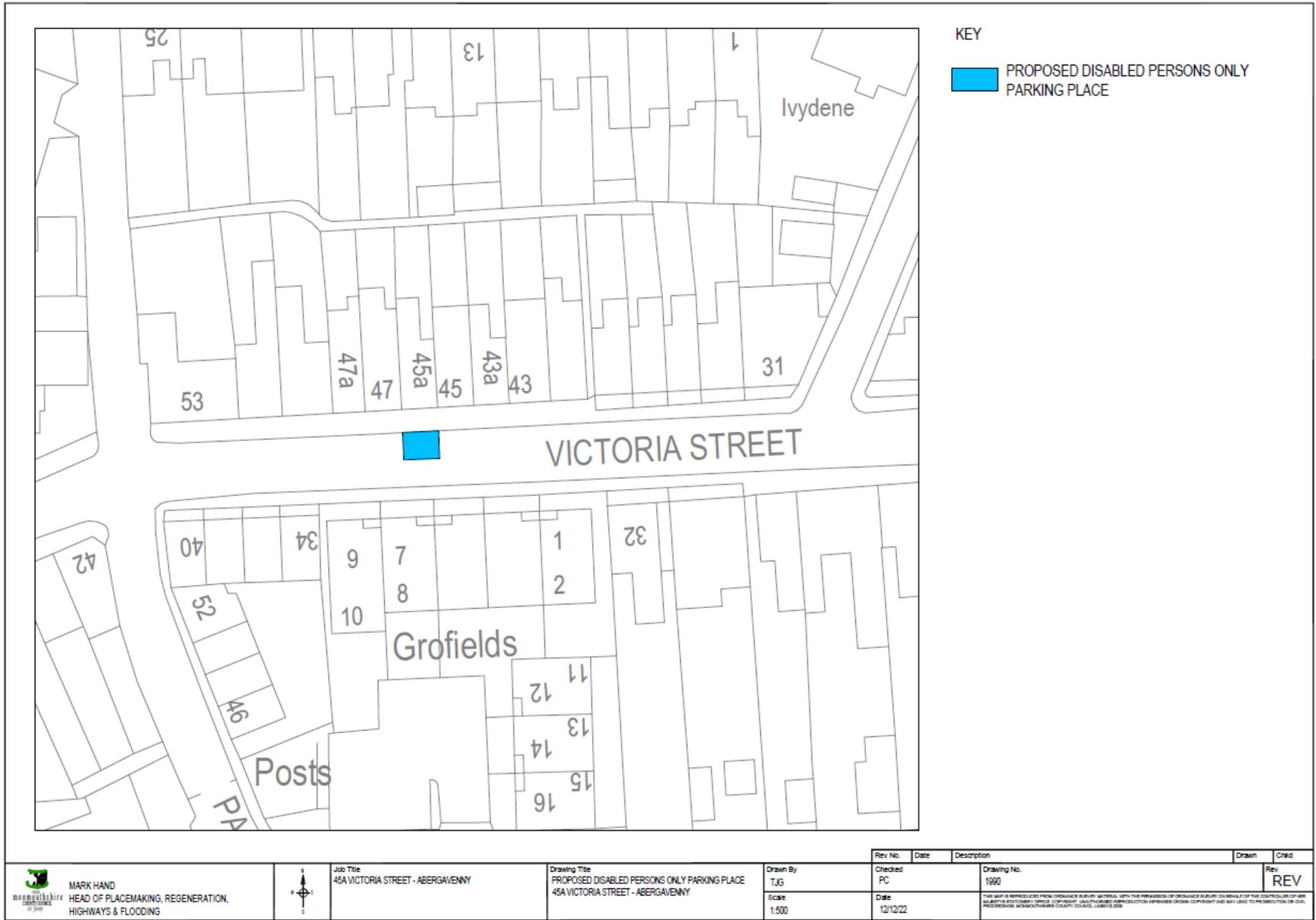


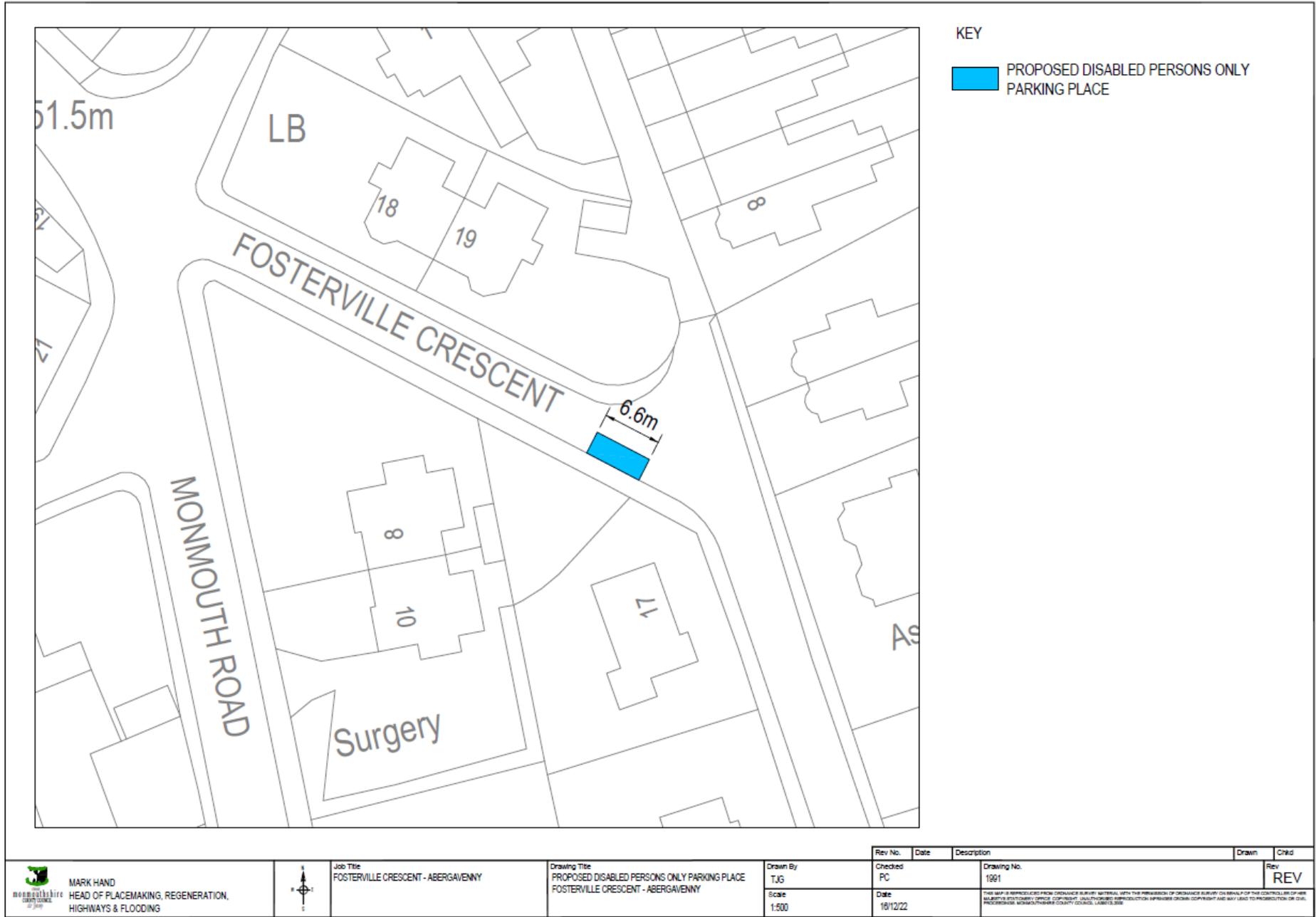
| | | | | | | | | | |
|---|---|---|---|---|---------------------|-------------------|---|-----------|-----------|
|  MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING |  | Job Title CASTLE STREET AND TUDOR STREET - ABERGAVENNY | Drawing Title PROPOSED PROHIBITION OF LOADING / UNLOADING 8 AM TO 5 PM MONDAY TO SATURDAY CASTLE STREET AND TUDOR STREET - ABERGAVENNY | Drawn By T.J.G. Scale 1:1000 | Rev No. PC | Date 12/12/22 | Description | Drawn | Check |
| | | | | | Drawing No. 1988 | Rev REV | <small>THIS MAP IS REPRODUCED FROM ORIGINALE SURVEY MATERIAL WITH THE PERMISSION OF ORIGINALE SURVEY OR AS A RESULT OF THE CONTROL OF HER MAJESTY'S STATUTORY INSTRUMENTS. UNLAWFUL REPRODUCTION APPROXIMATE CROSS-COMMITMENT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. SHERWOOD FORENSIC COUNTY COUNCIL, LONDON, 2008.</small> | | |

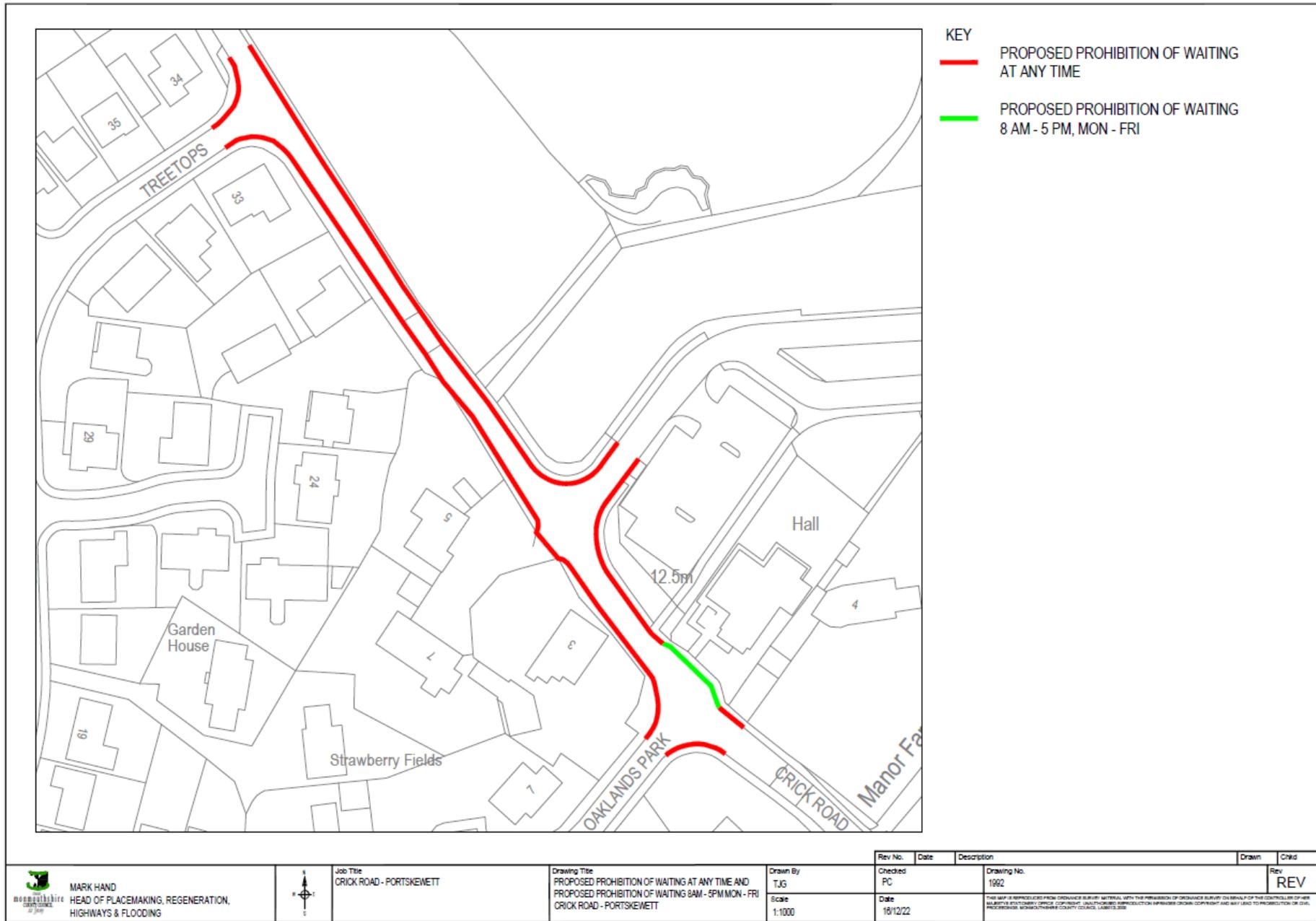


KEY
 PROPOSED PROHIBITION OF WAITING AT ANY TIME

| | | | | | | | | |
|---|---|--------------------------------------|---|---------------|----------|-------------|-------|---|
|  MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING |  | Job Title | Drawing Title | Rev No. | Date | Description | Drawn | Child |
| | | STATION ROAD & UNNAMED ROAD - ROGIET | PROPOSED PROHIBITION OF WAITING AT ANY TIME STATION ROAD & UNNAMED ROAD - ROGIET | Checked PC | 18/12/22 | 1989 | REV | <small>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL, WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. COPYRIGHT AND ALL OTHERS' REPRODUCTION RIGHTS RESERVED. ORDNANCE SURVEY MATERIAL IS THE PROPERTY OF HER MAJESTY'S STATIONERY OFFICE. ALL OTHERS' REPRODUCTION RIGHTS RESERVED. ORDNANCE SURVEY MATERIAL IS THE PROPERTY OF HER MAJESTY'S STATIONERY OFFICE. ALL OTHERS' REPRODUCTION RIGHTS RESERVED.</small> |





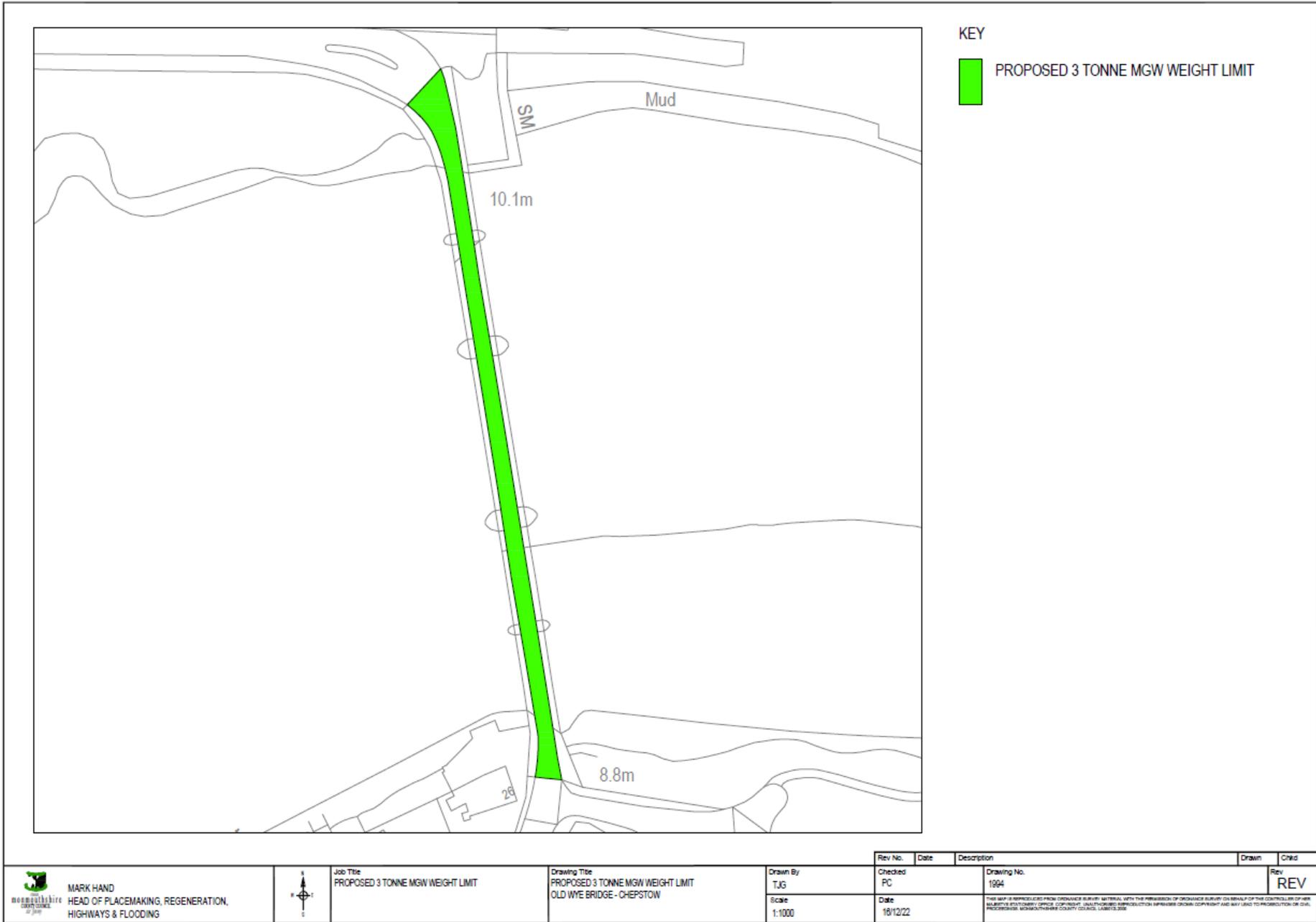


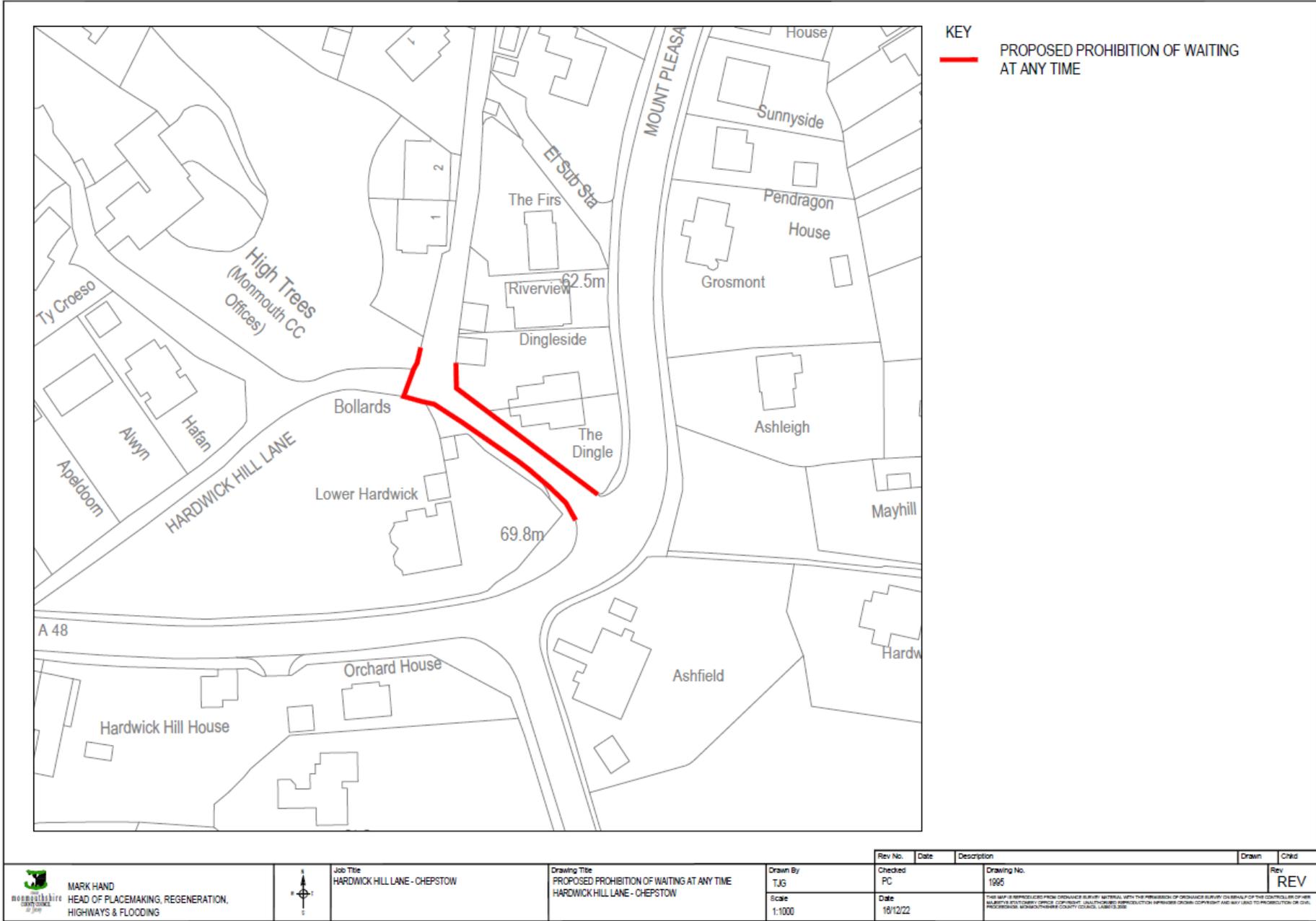


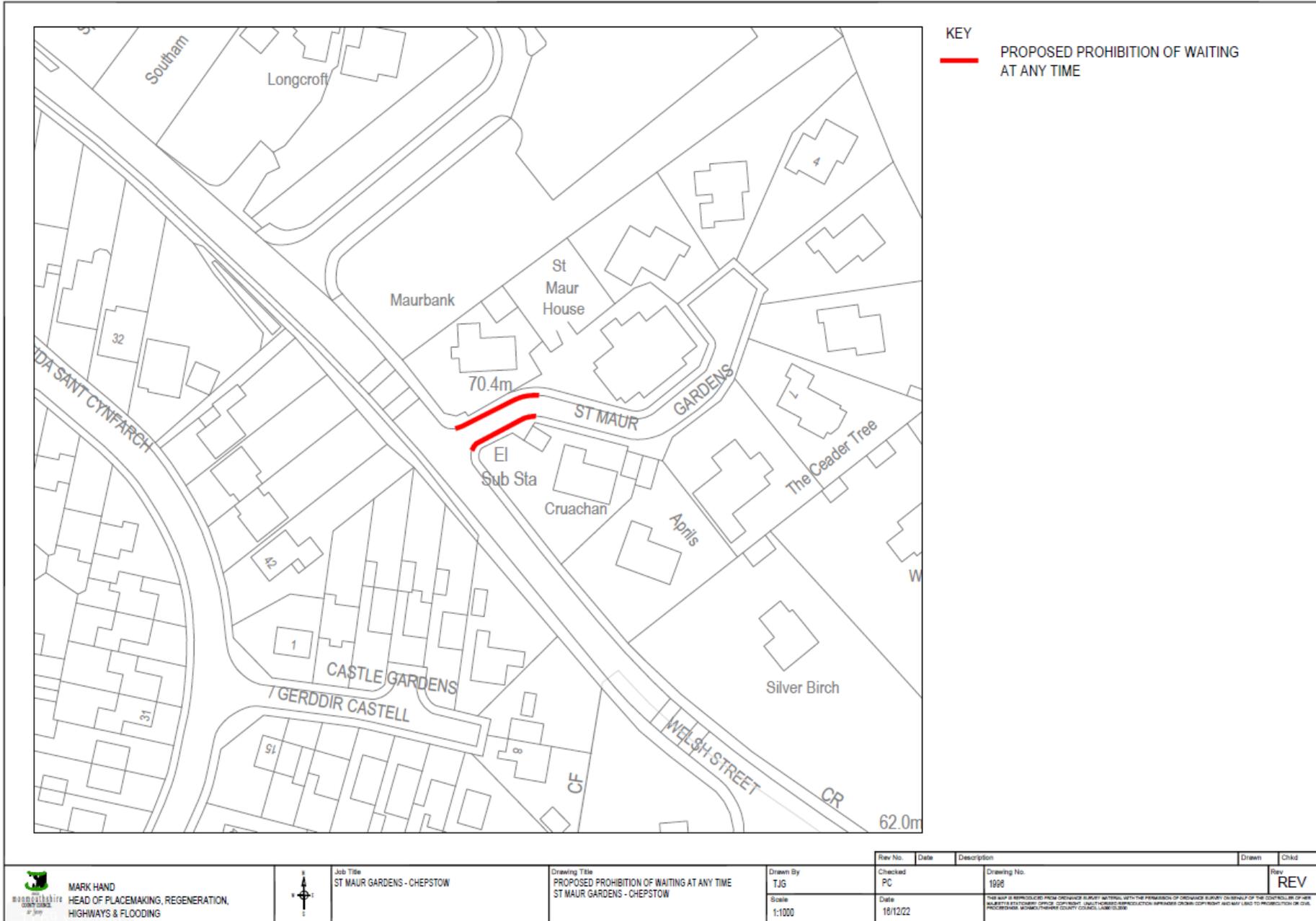
KEY

PROPOSED RESIDENTS ONLY PERMIT PARKING BAY
(NO'S 48 TO 52 ROSS ROAD AND NO'S 56 TO 76 ROSS ROAD)

| | | | | | | | | | |
|---|---|--|---|---|-----------------------|--------------------------|-----------------------------|--------------------|---|
|  <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p> |  | <p>Job Title PROPOSED RESIDENTS ONLY PARKING PERMIT SCHEME</p> | <p>Drawing Title PROPOSED RESIDENTS ONLY PERMIT PARKING ROSS ROAD - ABERGAVENNY</p> | <p>Drawn By T.J.G Scale 1:500</p> | <p>Rev No.</p> | <p>Date</p> | <p>Description</p> | <p>Drawn</p> | <p>Chkd</p> |
| | | | | | <p>Checked PC</p> | <p>Date 19/12/22</p> | <p>Drawing No. 1993</p> | <p>Rev REV</p> | <p><small>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. COPYRIGHT AND ALL OTHERS RIGHTS RESERVED. INFORMATION AVAILABLE ONLINE. COMPANIES AND SET TO PROVISION OF CIVIL PROCEDURE. WOMANSHIRE COUNTY COUNCIL, LAMBETH, 2022</small></p> |

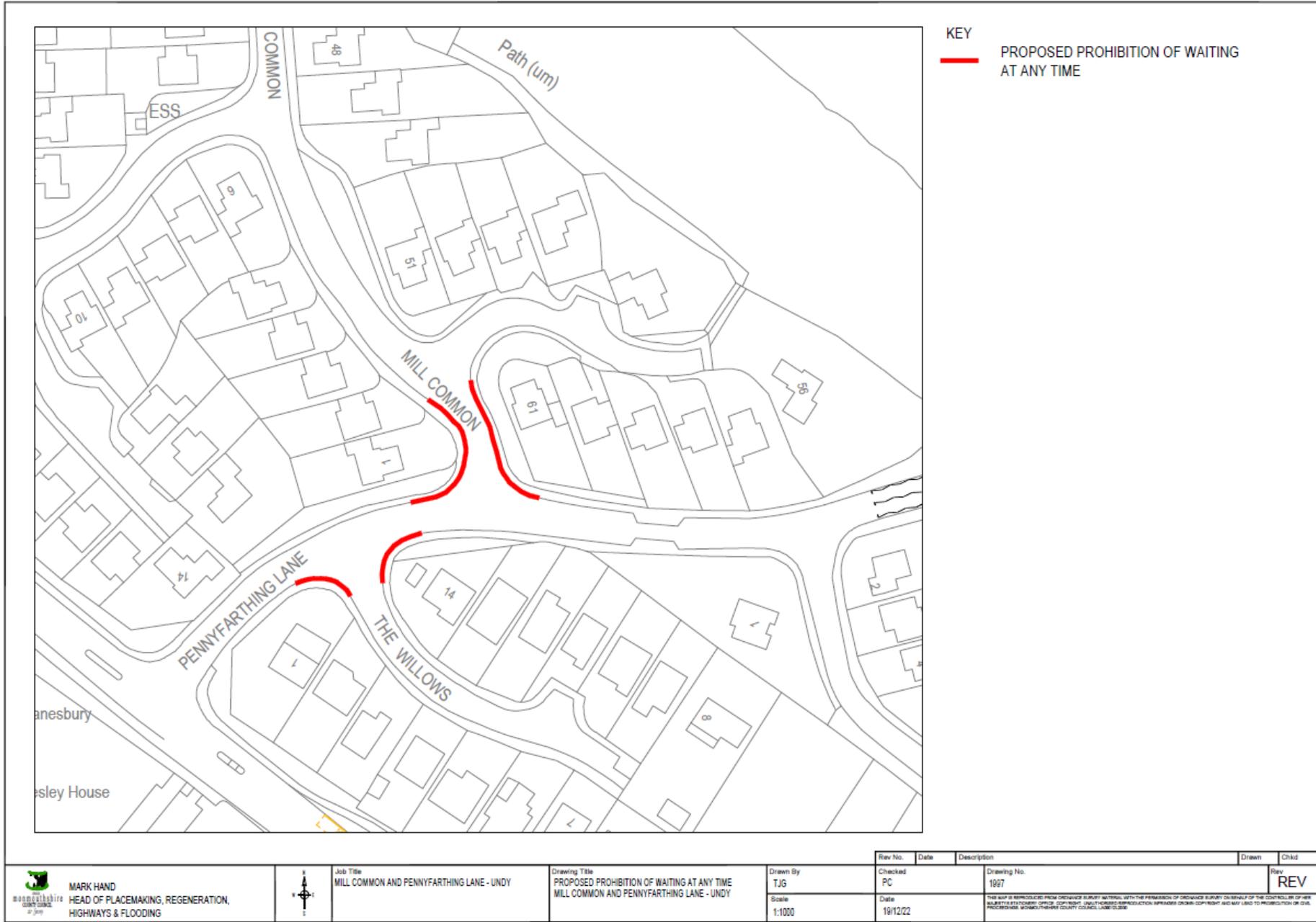


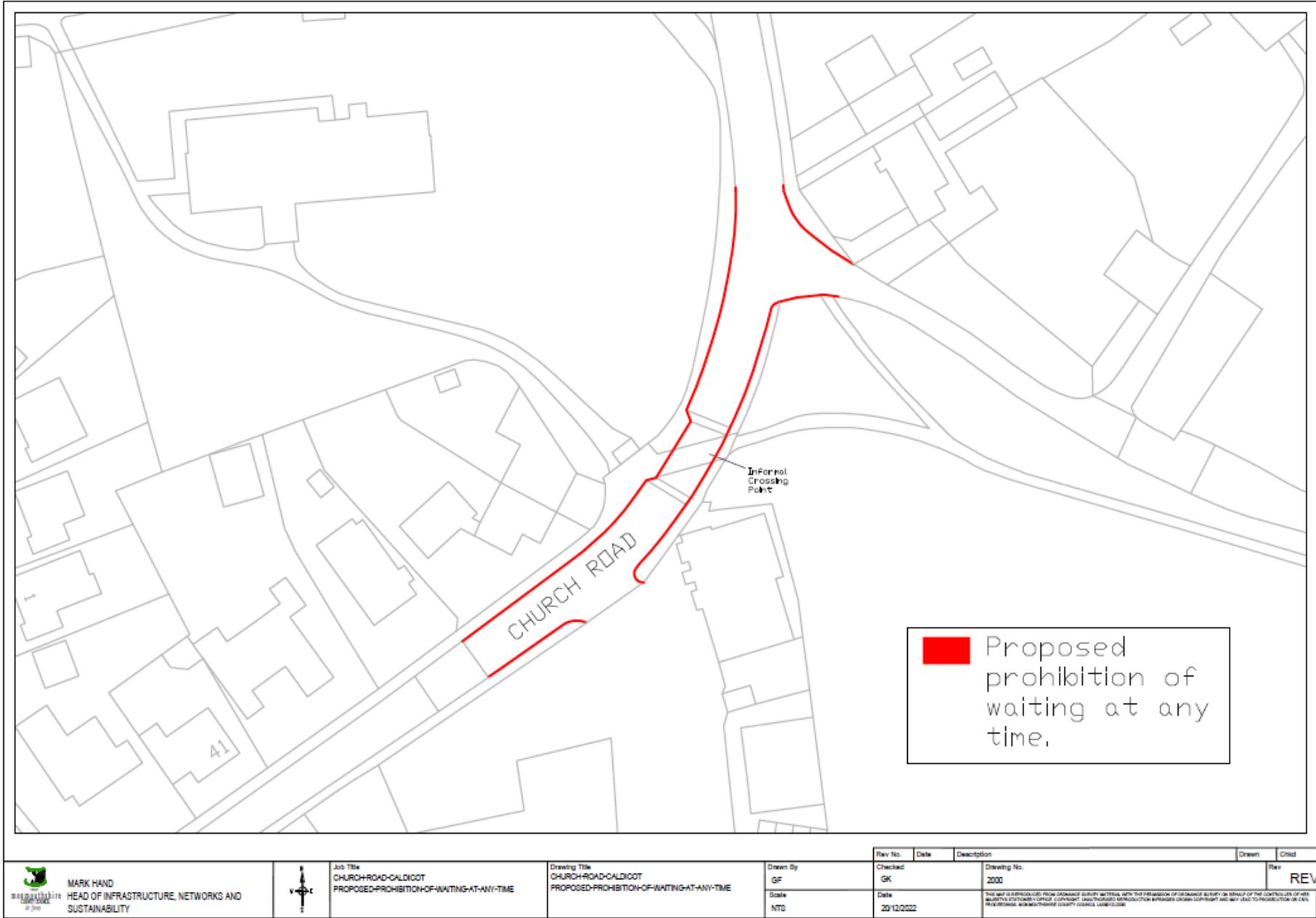




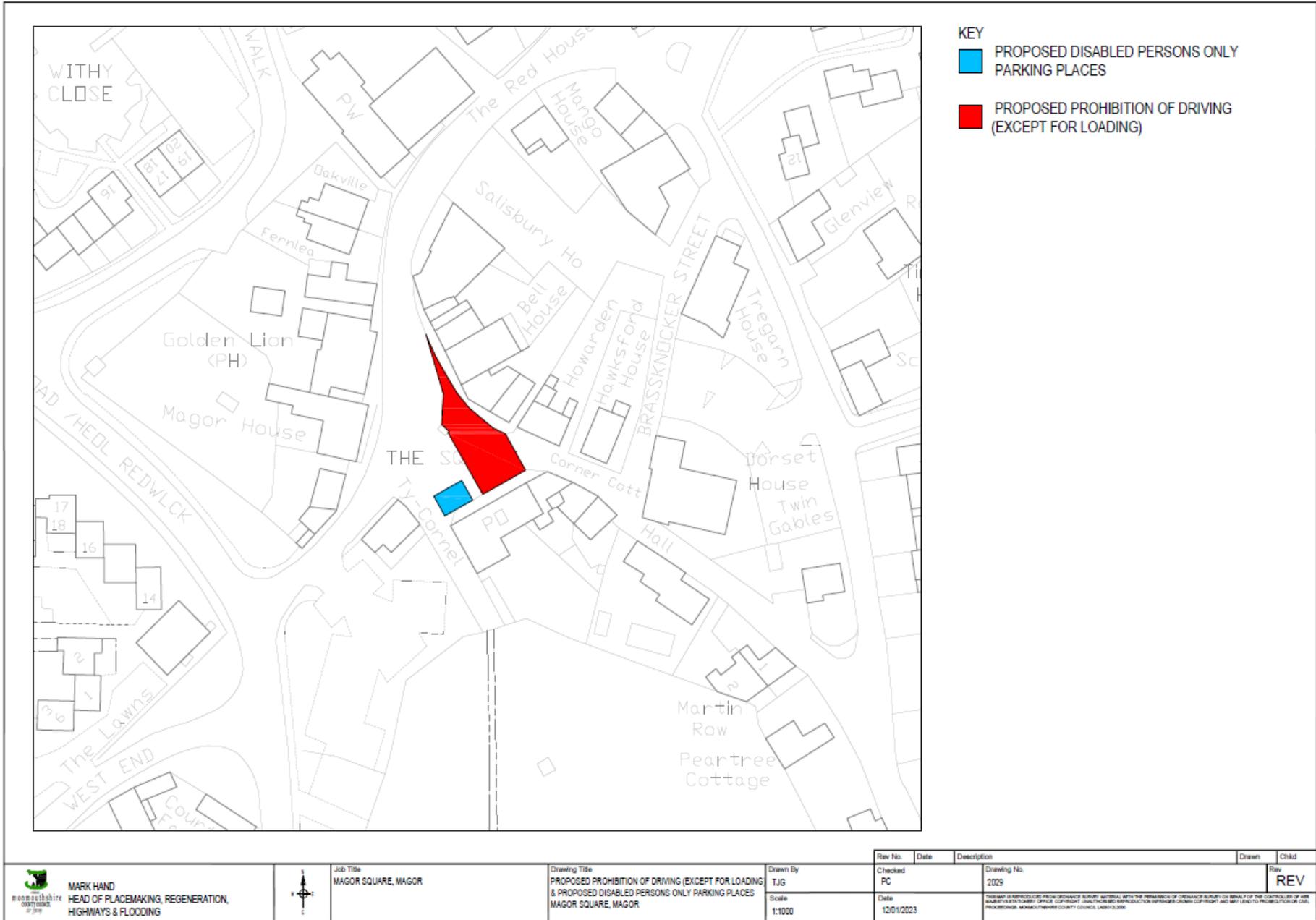
KEY
 PROPOSED PROHIBITION OF WAITING AT ANY TIME

| | | | | | | | | |
|---|---|----------------------------|---|----------|----------|---|-------|------|
|  MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING |  | Job Title | Drawing Title | Drawn By | Checked | Drawing No. | Drawn | Chkd |
| | | ST MAUR GARDENS - CHEPSTOW | PROPOSED PROHIBITION OF WAITING AT ANY TIME ST MAUR GARDENS - CHEPSTOW | TJG | PC | 1996 | REV | |
| | | | | Scale | Date | <small>THIS DRAWING IS NOT VALID FOR CONSTRUCTION WITHOUT THE PERMISSION OF THE CHIEF ENGINEER OF THE COUNTY OF WEST GLoucestershire. ANY WORKS CONSTRUCTION WITHOUT SUCH PERMISSION IS UNLAWFUL AND IS SUBJECT TO PROSECUTION UNDER THE ROAD TRAFFIC ACT 1930 AND THE HIGHWAYS ACT 1980.</small> | | |
| | | | | 1:1000 | 16/12/22 | | | |



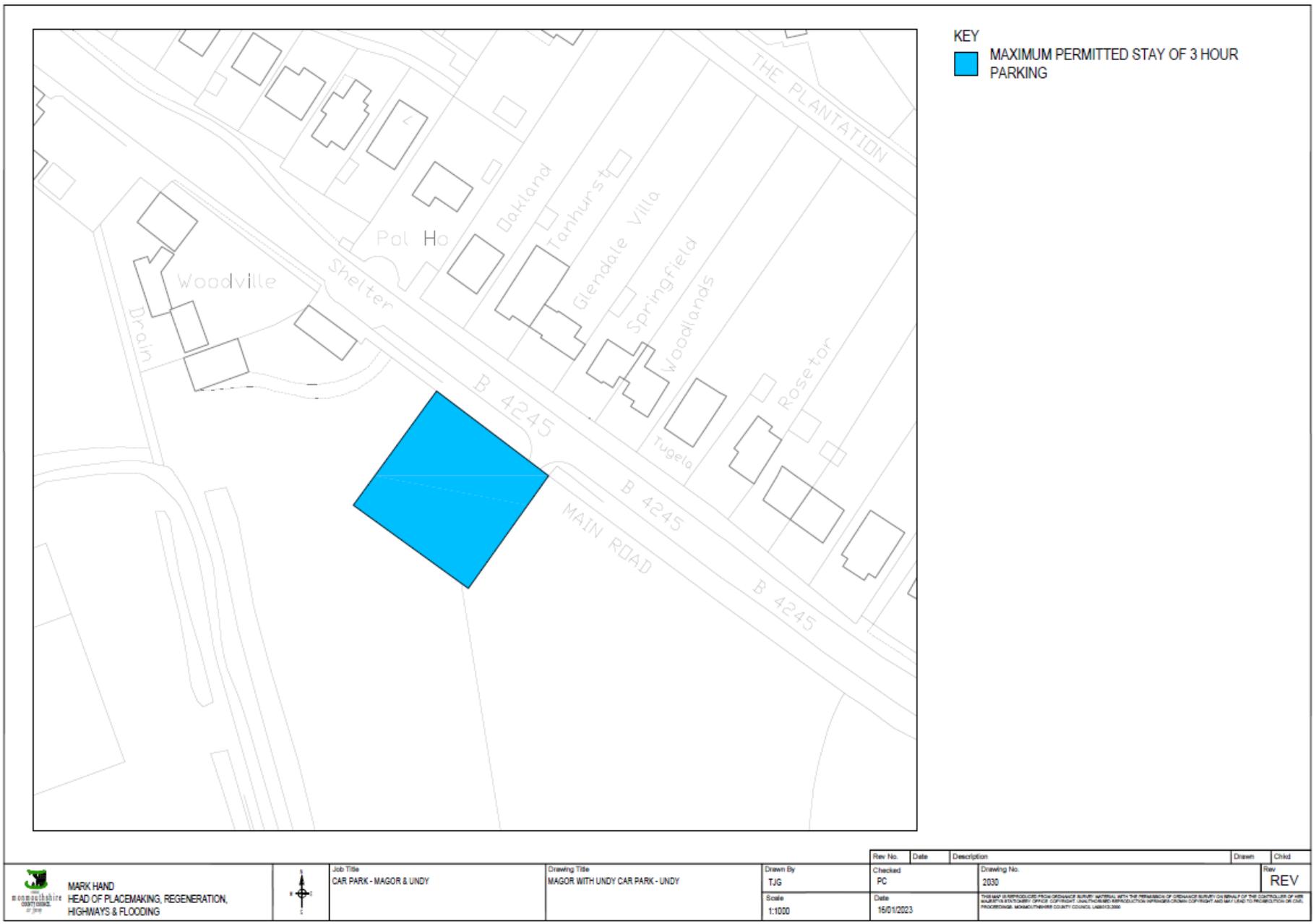


| | | | | | | | | | |
|--|---|---|---|---|-----------------------|----------------------------|-----------------------------|--------------------|--------------|
|  <p>MARK HAND HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY</p> |  | <p>Job Title CHURCH ROAD-CALDICOT PROPOSED PROHIBITION OF WAITING AT ANY TIME</p> | <p>Drawing Title CHURCH ROAD-CALDICOT PROPOSED PROHIBITION OF WAITING AT ANY TIME</p> | <p>Drawn By GF</p> <p>Scale NTS</p> | <p>Rev No.</p> | <p>Date</p> | <p>Description</p> | <p>Drawn</p> | <p>Child</p> |
| | | | | | <p>Checked GK</p> | <p>Date 20/12/2022</p> | <p>Drawing No. 2000</p> | <p>Rev REV</p> | |



2030. MUCH Carpark, Magor with Undy

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| | | | | | | | | |
|--|--|-------------------------|---------------------------------|----------|------------|-------------|---|------|
| <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p> | | Job Title | Drawing Title | Rev No. | Date | Description | Drawn | Chkd |
| | | CAR PARK - MAGOR & UNDY | MAGOR WITH UNDY CAR PARK - UNDY | Checked | PC | 2030 | REV | |
| | | | | Drawn By | Date | | <small>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. UNLAWFUL REPRODUCTION WITHOUT WRITTEN PERMISSION MAY BE A CRIME UNDER THE COPYRIGHT, DESIGN AND PATENTS ACT 1988. PROCEEDINGS: MONKTONSHIRE COUNTY COUNCIL, LAMBETH, 2008.</small> | |
| | | | | Scale | 1:1000 | | | |
| | | | | Date | 15/01/2023 | | | |



monmouthshire
sir fynwy

Equality and Future Generations Evaluation

| | |
|---|--|
| <p>Name of the Officer completing the evaluation</p> <p>Mark Hand Phone no: 01633 644773 E-mail: markhand@monmouthshire.gov.uk</p> | <p>Please give a brief description of the aims of the proposal</p> <p>To consider the proposed introduction of Waiting/Loading Restrictions, a prohibition of right turn, various parking bays (Residential, Disabled and Time Limited), a 3-tonne maximum gross weight limit and a prohibition of driving at various locations in Monmouthshire.</p> |
| <p>Name of Service area</p> <p>Placemaking, Regeneration, Highways and Flooding</p> | <p>15th February 2023</p> |

17 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. |
| 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 disabled residents (albeit noting that the bay is available to any blue badge holder, not restricted to one household). | The proposed restriction | 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? |
|----------------------------------|--|--|--|
| 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? |
|---|---|--|--|
| Socio-economic Duty and Social Justice | The safety improvements arising from the proposed changes would benefit those living in more historic parts of our towns and villages these areas, which often (but not always) are Lower Super Output Areas characterised by less affluence/greater deprivation. | None | 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 |
|---|--|--|--|
| <p>Policy Making</p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language, no less favourably</p> | <p>All new highway signs and carriageway markings will be bi-lingual with Welsh appearing in front of English as per current guidance.</p> | <p>N/A</p> | <p>N/A</p> |
| <p>Operational</p> <p>Recruitment & Training of workforce</p> | <p>None</p> | <p>None</p> | <p>N/A</p> |
| <p>Service delivery</p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p> | <p>All new highway signs and carriageway markings will be bi-lingual with Welsh appearing in front of English as per current guidance.</p> | <p>None</p> | <p>N/A</p> |

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? |
|---|--|--|
| <p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p> | <p>Positive: The Magor Community Hub will be serviced by improved parking facilities and ensured vehicle turn over.</p> | <p>N/A</p> |
| <p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g., climate change)</p> | <p>Neutral.</p> | <p>N/A</p> |
| <p>A Healthier Wales People's physical and mental wellbeing is maximized, and health impacts are understood</p> | <p>Positive: Safer highway environments will be more attractive for alternate transport modes such as cycling, walking, and scooting. Community and social gatherings will be encouraged by restricting the use of communal areas by vehicles.</p> | <p>N/A</p> |
| <p>A Wales of cohesive communities Communities are attractive, viable, safe, and well connected</p> | <p>Positive: Structural integrity of bridge structures will not be compromised by larger vehicles. Community areas will have vehicle use restricted, encouraging their use. Free flow of traffic and road safety will be improved.</p> | <p>N/A</p> |
| <p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic, and environmental wellbeing</p> | <p>Positive: Improved parking provisions for residents and blue badge holders will improve local social wellbeing.</p> | <p>N/A</p> |
| <p>A Wales of vibrant culture and thriving Welsh language</p> | <p>Positive: All street signs and road markings will be bilingual with Welsh above English.</p> | <p>N/A</p> |

| 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? |
|--|---|---|
| Culture, heritage, and Welsh language are promoted and protected. People are encouraged to do sport, art, and recreation | | |
| A more equal Wales People can fulfil their potential no matter what their background or circumstances | Positive: Blue badge holders and residents will have an available parking space near their homes. | 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 63</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 |

| 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>Involvement</p> <p>Involving those with an interest and seeking their views</p> | <p>Statutory consultation has been undertaken with all necessary stakeholders including the general public.</p> | <p>N/A</p> |
|  <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p> | <p>Proposals will be enforced by Monmouthshire County Council's Civil Enforcement Team and/or Gwent Police.</p> | <p>None</p> |
|  <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p> | <p>The proposal should have a positive impact on wellbeing by allowing safer streets, improved parking provisions and vehicles being unable to wait in high-congestion areas.</p> | <p>None</p> |

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

| | Describe any positive impacts your proposal has | Describe any negative impacts your proposal has | What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts? |
|---------------------|--|--|---|
| 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?

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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?

1.1 **Positive impacts:** The proposed waiting and loading 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 and residents only parking schemes will benefit the quality of life and wellbeing for the affected residents. The prohibition of right turn onto the A40 will significantly reduce the risk of further road traffic collisions. The 3-tonne maximum gross weight limit will ensure the structural integrity of the Old Wye Bridge is not compromised. The time restricted waiting bay proposals will ensure a turnover of vehicles in the car parking locations, properly serving the new Community Centre. The prohibition of driving order will encourage social and community gatherings in Magor Square.

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 |
|---------------------------------------|---|--|
| Implement the proposals as advertised | 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.

| Version No. | Decision making stage | Date considered | Brief description of any amendments made following consideration |
|-------------|-----------------------|-----------------|--|
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