

# Public Document Pack



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Y Rhadyr  
Brynbuga  
NP15 1GA

County Hall  
Rhadyr  
Usk  
NP15 1GA

Tuesday, 31 March 2026

Dear Councillor

## INDIVIDUAL CABINET MEMBER DECISIONS

Notice is hereby given that the following decisions made by a member of the cabinet will be made on Wednesday, 8 April 2026.

1. **WELSH CHURCH FUND WORKING GROUP** 1 - 16

**Division/Wards Affected:** All Wards

**CABINET MEMBER:** County Councillor Ben Callard

**AUTHOR:** David Jarrett – Finance Business Partner –  
Corporate Accountancy

**CONTACT DETAILS:** [davejarrett@monmouthshire.gov.uk](mailto:davejarrett@monmouthshire.gov.uk)

2. **PROHIBITION OF DRIVING EXCEPT FOR ACCESS, GOLDWIRE LANE, MONMOUTH.** 17 - 224

**Division/Wards Affected:** Town

**CABINET MEMBER:** County Councillor Catrin Maby

**AUTHORS:** Phaedra Cleary, Assistant Engineer (Traffic)  
Graham Kinsella, Traffic and Road Safety  
Manager

**CONTACT DETAILS:** [phaedraclarey@monmouthshire.gov.uk](mailto:phaedraclarey@monmouthshire.gov.uk)

Yours sincerely,

**Paul Matthews**  
Chief Executive

### CABINET PORTFOLIOS

County Councillor	Area of Responsibility	Ward
Mary Ann Brocklesby	<p><b>Leader</b> Lead Officers – Paul Matthews, Matthew Gatehouse, Peter Davies, Will Mclean</p> <p>Whole Authority Strategy and Direction Whole authority performance review and evaluation, including DDAT Relationships with Welsh Government, UK Government and local government associations Regional Relationships including CJsCs. PSBs and cross boarder Emergency Planning</p>	Llanelly
Paul Griffiths	<p><b>Cabinet Member for Planning and Economic Development Deputy Leader</b> Lead Officers – Will McLean, Craig O'Connor</p> <p>Economic Strategy Skills and Employment Replacement Local Development Plan Placemaking and the development of market and affordable housing Placemaking and Transforming Towns Car parking and civil parking enforcement Development Management Building Control</p>	Chepstow Castle & Larkfield
Ben Callard	<p><b>Cabinet Member for Resources</b> Lead Officers – Peter Davies, Matt Gatehouse</p> <p>Finance including MTFP and annual budget cycle Revenue and Benefits Human resources, payroll, health and safety Land and buildings Property maintenance and management Strategic procurement</p>	Llanfoist & Govilon
Laura Wright	<p><b>Cabinet Member for Education</b> Lead Officers – Will McLean, Deb Hill-Howells</p> <p>Early Years Education All age statutory education Additional learning needs/inclusion Post 16 and adult education</p>	Grofield

	<p>School standards and improvement  Community learning  Sustainable communities for learning Programme  Youth service  School transport</p>	
Ian Chandler	<p><b>Cabinet Member for Social Care, Safeguarding and Accessible Health Services</b>  Lead Officer – Jane Rodgers</p> <p>Children’s services  Fostering &amp; adoption  Youth Offending service  Adult services  Whole authority safeguarding (children and adults)  Disabilities  Mental health  Wellbeing  Relationships with health providers and access to health provision</p>	Llantilio Crossenny
Catrin Maby	<p><b>Cabinet Member for Climate Change and the Environment</b>  Lead Officers – Deb Hill-Howells, Craig O’Connor,</p> <p>Decarbonisation  Transport Planning  Highways and MCC Fleet  Waste management, street care, litter, public spaces and parks  Pavements and Back lanes  Flood Alleviation  Green Infrastructure, Biodiversity and River health</p>	Drybridge
Angela Sandles	<p><b>Cabinet Member for Equalities and Engagement</b>  Lead Officers – Matthew Gatehouse, Paul Matthews, Jane Rodgers, James Williams</p> <p>Community development, inequality and poverty (health, income, nutrition, disadvantage, discrimination, isolation and cost of living crisis)  Citizen engagement and democracy promotion including working with voluntary organisations  Citizen experience - community hubs, contact centre, and customer service and registrars, communications, public relations and marketing  Leisure centres, play and sport  Public conveniences  Electoral Services and constitution review  Ethics and standards  Welsh Language  Trading Standards, Environmental Health, Public</p>	Town

	Protection, and Licencing	
Sara Burch	<p><b>Cabinet Member for Rural Affairs, Housing &amp; Tourism</b></p> <p>Lead Officers – Craig O'Connor, Jane Rodgers</p> <p>Local Food production and consumption, including agroforestry and local horticulture</p> <p>Homelessness, Temporary accommodation, private sector housing, (empty homes leasing schemes, home improvement loans, disabled facilities grants and adaptive technology),</p> <p>Allocation of social housing</p> <p>Broadband connectivity</p> <p>Active Travel</p> <p>Countryside Access and Rights of Way</p> <p>Tourism Development and Cultural Services</p>	Cantref

# Aims and Values of Monmouthshire County Council

## Our Purpose

- to become a zero-carbon county, supporting well-being, health and dignity for everyone at every stage of life.

## Objectives we are working towards

- Fair place to live where the effects of inequality and poverty have been reduced;
- Green place to live and work with reduced carbon emissions and making a positive contribution to addressing the climate and nature emergency;
- Thriving and ambitious place, where there are vibrant town centres and where businesses can grow and develop
- Safe place to live where people have a home where they feel secure in;
- Connected place where people feel part of a community and are valued;
- Learning place where everybody has the opportunity to reach their potential

## Our Values

**Openness.** We are open and honest. People have the chance to get involved in decisions that affect them, tell us what matters and do things for themselves/their communities. If we cannot do something to help, we'll say so; if it will take a while to get the answer we'll explain why; if we can't answer immediately we'll try to connect you to the people who can help – building trust and engagement is a key foundation.

**Fairness.** We provide fair chances, to help people and communities thrive. If something does not seem fair, we will listen and help explain why. We will always try to treat everyone fairly and consistently. We cannot always make everyone happy, but will commit to listening and explaining why we did what we did.

**Flexibility.** We will continue to change and be flexible to enable delivery of the most effective and efficient services. This means a genuine commitment to working with everyone to embrace new ways of working.

**Teamwork.** We will work with you and our partners to support and inspire everyone to get involved so we can achieve great things together. We don't see ourselves as the 'fixers' or problem-solvers, but we will make the best of the ideas, assets and resources available to make sure we do the things that most positively impact our people and places.

**Kindness:** We will show kindness to all those we work with putting the importance of relationships and the connections we have with one another at the heart of all interactions.



<b>SUBJECT:</b>	<b>WELSH CHURCH FUND WORKING GROUP</b>
<b>MEETING:</b>	<b>ICMD (RESOURCES)</b>
<b>DATE:</b>	<b>25<sup>th</sup> March 2026</b>
<b>DIVISIONS/WARD AFFECTED:</b>	<b>All</b>

## 1. PURPOSE:

- 1.1 The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications for the Welsh Church Fund Working Group Meeting 4 held on Thursday 05th March 2026.

## 2. RECOMMENDATION:

- 2.1 The Committee resolved that the following grants are awarded as per the schedule of applications.

### **SCHEDULE OF APPLICATIONS CONSIDERED 2025/26 – MEETING 4.**

1. **St Michael's Church, Glascoed** requested £1,080 to commission an architect to conduct an initial pre-development feasibility study on adapting the available space for community use.

Recommendation: No award was made at the meeting, as the Committee require further information from the applicant.

2. **Earlswood and Newchurch West Memorial Hall** requested £1,848 for repairs to the Hall's solar panels and rectifier, as they provide power to the hall and generate income to subsidise the running costs.

Recommendation: £500 awarded for repairs to the solar rectifier on this community asset.

3. **The Palmer Centre, Chepstow** requested £3,000 required to replace the floor covering in the Café area for health & Safety reasons.

Recommendation: £1,500 awarded to aid in replacing the floor coverings in the café area of this community use asset.

4. **Friends of Magor & Undy Community Hub** requested £495 to purchase 3 computer tablets so that the hub's internet café can provide internet access for the local community.

Recommendation: £350 awarded to assist in the provision of computer tablets for community use within the Hub's internet café.

5. **Mathern & District Village Hall** requested £18,405 to remove and replace the hall ceiling which contains Asbestos, and replace the old and inefficient lighting.

Recommendation: £1,300 awarded to assist in the replacement of old and inefficient lighting..

6. **St Michael's Church, Tintern, Church Lads & Girls Brigade** requested £900 for Leadership Training of young people attending the National Junior Leaders Training Course.

Recommendation: £900 awarded to assist in attending an educational training course for members of this young person's community group.

7. St Michael's Church, Tintern Pavia requested £2,430 for the renewal of the church's electrical equipment to meet current standards and the installation of improved external lighting

Recommendation: £1,000 awarded to assist in the installation of outside lighting at the church to meet modern safety standards.

8. Plas Gunter Mansion Trust requested a £5,000 contribution towards the £4m redevelopment of the Grade II\* Listed 17th century Plas Gunter Mansion & Garden in Abergavenny. To bring in back into a condition where it can serve the community as a historical, educational and community resource.

Recommendation: £2,500 awarded to assist in redevelopment of the Grade II\* Listed 17th century Mansion house for active community use.

9. CilyCoed Dragons netball requested £752 to support the expansion of this sports activity club, as increasing numbers of players want to join, and this then requires extra sports equipment to accommodate all of the participants.

Recommendation: £320 awarded to assist in providing extra physical resources to enable the expansion of this community sports club

10. Zoar Baptist Chapel, Pandy, requested £400 for the irepair of fencing along an exposed riverbank leading to the entrance of the chapel on Health & Safety concerns.

Recommendation: £400 awarded to assist in repairing the chapel's fencing that prevents accidental access to the riverbank.

11. St Teilo's Church, Llantilio Crossenny requested £1,000 for repairs to the Church Roof; Boundary Wall; Preaching Cross and Porch Floor, and the felling of an unsafe Yew tree within the churchyard

Recommendation: £1,000 awarded to assist in repairing the church's building fabric and associated maintenance.

### **3. OPTIONS APPRAISAL**

Decision options available to the Committee are guided and driven by the information supplied by the applicants.

### **4. EVALUATION CRITERIA**

No evaluation criteria are applicable to the grant awarded by the trust.

### **5. REASONS**

A Meeting took place on Thursday 05<sup>h</sup> March 2026 of the Welsh Church Fund Committee Working Group to recommend the payment of grants as detailed in the attached schedule (Appendix 1).

County Councillors in attendance at meeting 4:

County Councillor A. Webb (Chair)  
County Councillor J. Strong (Vice-Chair)  
County Councillor M. Lane  
County Councillor S. Garrett

OFFICERS IN ATTENDANCE at meeting 4:

D. Jarrett     Central Finance  
W. Barnard    Democratic Services Officer

DECLARATIONS OF INTEREST

None

APOLOGIES FOR ABSENCE at meeting 4.

None

CONFIRMATION OF REPORT OF PREVIOUS MEETING

The minutes of the meetings held on Thursday 04<sup>th</sup> December 2025.

### **6. RESOURCE IMPLICATIONS**

A total of £9,770 has been allocated to applicants at Meeting 4 of the Welsh Church Fund Committee The balance of £23,825 will be carried forward for utilisation within the 2026-27 fiscal year.

### **7. WELLBEING OF FUTURE GENERATIONS IMPLICATIONS (INCORPORATING EQUALITIES, SUSTAINABILITY, SAFEGUARDING AND CORPORATE PARENTING):**

There are no Future Generations, equality, safeguarding, corporate parenting, or sustainable development implications directly arising from this report. The assessment is contained in the attached appendix.

**8. CONSULTEES:**

Senior Leadership Team  
Cabinet -Single Member - Resources  
Head of Legal Services  
Assistant Head of Finance

**9. BACKGROUND PAPERS:**

Welsh Church Fund Schedule of Applications 2025/26– Meeting 4 (Appendix 1)

**10. AUTHOR:**

David Jarrett – Finance Business Partner – Corporate Accountancy

**11. CONTACT DETAILS**

Tel. 01633 644657

e-mail: [davejarrett@monmouthshire.gov.uk](mailto:davejarrett@monmouthshire.gov.uk)



# Integrated Impact Assessment document

(incorporating Equalities, Future Generations, Welsh Language and Socio Economic Duty)

<p><b>Name of the Officer</b> D Jarrett <b>Phone no: 4657</b> <b>E-mail: davejarrett@monmouthshire.gov.uk</b></p>	<p><b>Please give a brief description of the aims of the proposal</b> To assess the Grant Allocation Processes of the Welsh Church Fund for the meeting of the Welsh Church Fund Working Group on the 05<sup>th</sup> March 2026</p>
<p><b>Name of Service</b> Finance</p>	<p><b>Date Future Generations Evaluation</b> 25<sup>th</sup> March 2026</p>

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**1. 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	Encouraging the socializing of differing age groups through social provision	No negative impact	
Disability	Proposal to assist in the provision of disabled facilities.	No negative impact	
Gender reassignment	No impact	No negative impact	

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?
Marriage or civil partnership	No impact	No negative impact	
Pregnancy or maternity	No impact	No negative impact	
Race	.No impact	No negative impact	
Religion or Belief	.Encouraging religion through education at the point of delivery through the provision of enhanced facilities	No negative impact	
Sex	No impact	No negative impact	
Sexual Orientation	.No Impact	No Negative impact	

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## 2. The Socio-economic Duty and Social Justice

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

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
<b>Socio-economic Duty and Social Justice</b>	N/A	No Negative impact	





### 3. 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><b>Policy Making</b></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>	N/A	No Negative impact	
<p><b>Operational</b></p> <p>Recruitment &amp; Training of workforce</p>	N/A	No Negative impact	
<p><b>Service delivery</b></p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	N/A	No Negative impact	

**4. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs	N/A	
<b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	N/A	
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	N/A	
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	N/A	
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	N/A	
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	N/A	
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	N/A	

5. 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><b>Long Term</b></p> <p>Balancing short term need with long term and planning for the future</p>	N/A	
 <p><b>Collaboration</b></p> <p>Working together with other partners to deliver objectives</p>	N/A	
 <p><b>Involvement</b></p> <p>Involving those with an interest and seeking their views</p>	N/A	
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	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 data-bbox="349 256 521 520">Considering impact on all wellbeing goals together and on other bodies</p>	.N/A	

**6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: 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?
Safeguarding	Not applicable	.	
Corporate Parenting	Not applicable		

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

The evidence and data used for the assessment of each applicant to the Welsh Church Fund is supplied by the applicant upon submission of their application. The data and information supplied or subsequently requested is used to form the basis of the Committees' decision on whether to award a qualifying grant.

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

The grant aid supports and highlights the positive effect that decisions the Welsh Church Fund Working Group have on the applicants funding requests from Voluntary Organisations, Local Community Groups, Individuals and Religious Establishments. All awards are made in the belief that the funding is utilised for sustainable projects and cultural activities that benefit individuals, organisations, communities and their associated assets. All grants are awarded within the Charitable Guidelines of the Trust

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

<b>What are you going to do</b>	<b>When are you going to do it?</b>	<b>Who is responsible</b>
Award grants	March 2026	Welsh Church Fund

**10. 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.

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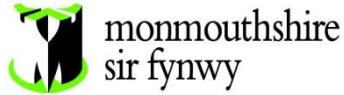
<b>Version No.</b>	<b>Decision making stage</b>	<b>Date considered</b>	<b>Brief description of any amendments made following consideration</b>
1	Individual Cabinet Member Decision	25th March 2026	

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<b>ORGANISATION</b>	<b>ELECTORAL DIVISION</b>	<b>Signed by Councillor</b>	<b>REQUEST</b>	<b>DECISION</b>	<b>NATURE OF PROJECT REQUEST</b>	<b>PROJECT TOTAL COST</b>	<b>DATE Application Received</b>	<b>D of I*</b>	<b>Additional Information</b>	
<b>NEW APPLICATIONS AWAITING DECISION</b>			£	£		£				
1	St Michael's Church, Glascoed	Llanbadoc & Usk	T.Kear	1,080.00	0.00	Seeking funding to commission an architect to conduct an initial pre-development feasibility study on adapting the available space for community use	1,080.00	28/01/26	No	The congregations and communities of the Heart of Monmouthshire Ministry Area. Roughly 100 regular church attendees each week plus many more who attend other church events.
2	Earlswood and Newchurch West Memorial Hall	Shirenewton	L.Brown	1,848.00	500.00	Funding required for repairs to the Hall's solar panels and rectifier, as they provide power to the hall and generate income to subsidise the running costs.	1,848.00	27/01/26	No	During Covid, the hall was not in use and the solar panels provided the sole income for the hall. This enabled the hall to meet its annual financial obligations. Unfortunately, the solar panel system has failed and the much-needed income is no longer coming into the hall.
3	The Palmer Centre	Chepstow Castle & Larkfield	P. Griffiths	3,000.00	1,500.00	Funding assistance required to replace the floor covering in the Café area, which has deteriorated considerably, and is increasingly difficult to maintain to an acceptable hygiene standard.	6,703.54	04/02/26	No	The Palmer centre work's with the elderly and people with a disability, their families, friends and carers, within Chepstow and the surrounding areas, in particular but not exclusively by the provision of recreational activities directed towards relieving their needs in the interests of social welfare. The Centre also run's a dementia friendly café.
4	Friends of Magor & Undy Community Hub	Magor West	F.Taylor	495.00	350.00	Funding required to purchase 3 computer tablets so that the hub's internet café can provide internet access for the local community, as well as provide courses on fraud awareness and technical issues associated with accessing the internet.	495.00	02/12/25	No	This is a start up group formed in May 2025, to support the new Magor and Undy Community Hub (MUCH)
5	Mathern & District Village Hall	Shirenewton	L.Brown	18,405.00	1,300.00	Funding required to remove and replace the hall ceiling which contains Asbestos, and replace the old and inefficient lighting,	18,405.00	14/01/26	No	The Hall have 20 regular groups who use their facilities. The total number of regular visitors is around 1180 each month. We also have a range of one-off events and parties. Combined figures suggest around 15,500 people use our facilities each year
6	St Michael's Church, Tintern, Church Lads & Girls Brigade	St. Arvans	A.Webb	900.00	900.00	Funding assistance required for Leadership Training of young people attending the National Junior Leaders Training Course	1,497.00	19/02/26	Yes	The CLCGB is a Christian uniformed youth organisation for children and young people aged from 5 to 18. After 18, members become 'Young Leaders', where they train to lead activities for younger members.
7	St Michael's Church, Tintern Pavia	St Arvans	A. Webb	2,430.00	1,000.00	Funding required for the renewal of the church's electrical equipment to meet current electrical safety standards and the installation of improved external lighting, as the current lighting is not fit for purpose	2,430.00	02/03/26	Yes	
8	Plas Gunter Mansion Trust	Park	T.Thomas	5,000.00	2,500.00	fundraising for a £4m redevelopment to bring the Grade II* Listed 17th century Plas Gunter Mansion & Garden in Abergavenny back to life to serve the community as a historical, educational and community resource.	3,878,392	22/02/26	No	The building is home to a rare surviving recusant chapel - the only known intact example in Wales. Beneath the garden lies a well-preserved Roman road and medieval fishpond - the town's earliest foundations (55 AD) as a Roman fort.
9	CilyCoed Dragons netball	Severn	M.Stevens	752.00	320.00	Financial support for the increasing numbers of players wanting to join club and extra pressure on existing resources ( balls, bibs etc) plus the need to duplicate training sessions on additional courts and arrange additional tournaments	752.00	26/02/26	No	We have increasing number of players wanting to join. As only 14 players can play in sports hall court and any one time, we want to be able to hire additional outside courts to enable 2 courts to play at the same time. In addition to this, our balls and bibs are being used a lot more and are wearing out.
<b>Late Applications</b>										
10	Zoar Baptist Chapel, Pandy	Crucorney	D Hughes-Jones	400.00	£400	Funding requested for repairs to the chapel entrance fencing on the riverbank, for Health & Safety considerations	400.00	05/03/26	No	
11	St Teilo's, Llantilio Crossenny	Llantilio Crossenny	I.Chandler	1,000.00	£1,000	Funding assistance required for repairs to the Church roof; Boundary Wall; Preaching Cross and Porch Floor. Also, the felling of an unsafe Yew tree within the churchyard	23,137.00	05/03/26	No	
<b>SUB TOTAL Meeting 4</b>			<b>£35,310</b>	<b>£9,770</b>	<b>OTHER INFORMATION :</b>					
<b>MEETING</b>	<b>DATE</b>	<b>Single Member</b>	<b>AWARD</b>							
1	June 26th 2025	23rd July 2025	11,900							
2	Sept 18th 2025	08th Oct 2025	4,170							
3	Dec 04th 2025	14th Jan 2026	11,500							
4	Mar 05th 2026	25th Mar 2026	9,770							
<b>TOTAL AWARDED FOR 2025/26</b>			<b>37,340</b>							
<b>BUDGET 2025/26</b>			<b>£35,738</b>							
<b>BALANCE B/F TO 2025/26</b>			<b>£25,427</b>							
<b>Monmouthshire's Allocation for 2025/26</b>			<b>£61,165</b>							
<b>Balance to be carried forward to 2026/27</b>			<b>£23,825</b>							

\*D of I = Declaration of Interest

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<b>SUBJECT:</b>	<b>PROHIBITION OF DRIVING EXCEPT FOR ACCESS, GOLDWIRE LANE, MONMOUTH.</b>
<b>MEETING:</b>	<b>INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY</b>
<b>DATE:</b>	<b>08/04/2026</b>
<b>DIVISION/WARDS AFFECTED:</b>	<b>TOWN</b>

## 1. PURPOSE:

- 1.1 This report seeks Cabinet Member approval to proceed to make permanent the Monmouthshire County Council (Traffic Regulation Order) (Goldwire Lane, Monmouth, Monmouthshire) Experimental ( Traffic Order) 2024.
- 1.2 This experimental traffic regulation order was implemented on 24th October 2024 for a period not longer than 18 months from the date of implementation.
- 1.3 The Monmouthshire County Council ( Traffic Regulation Order) (Goldwire Lane, Monmouth, Monmouthshire) Experimental ( Traffic Order) 2024 was 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. Whilst we recognise the level of opposition to this order from concerned stakeholders, it nonetheless remains that this experimental order was introduced to reduce the volume of vehicles using Goldwire Lane, which has limited carriageway and footway widths. The overarching intention behind the order is to improve the levels of road safety for all users. It should be noted that the majority of the comments received were related to flooding/emergency access and the request for a shared space. These comments have been fully responded to in Appendix A, as such, there are no unresolved objections. In this instance, it is therefore considered that a public inquiry is not required.

## 2. RECOMMENDATIONS:

- 2.1 It is recommended to not hold a public inquiry, and to proceed to approve and make permanent the order identified below:
  - 2.1.1 Monmouthshire County Council ( Traffic Regulation Order) ( Goldwire Lane, Monmouth , Monmouthshire) Experimental ( Traffic Order) 2024.

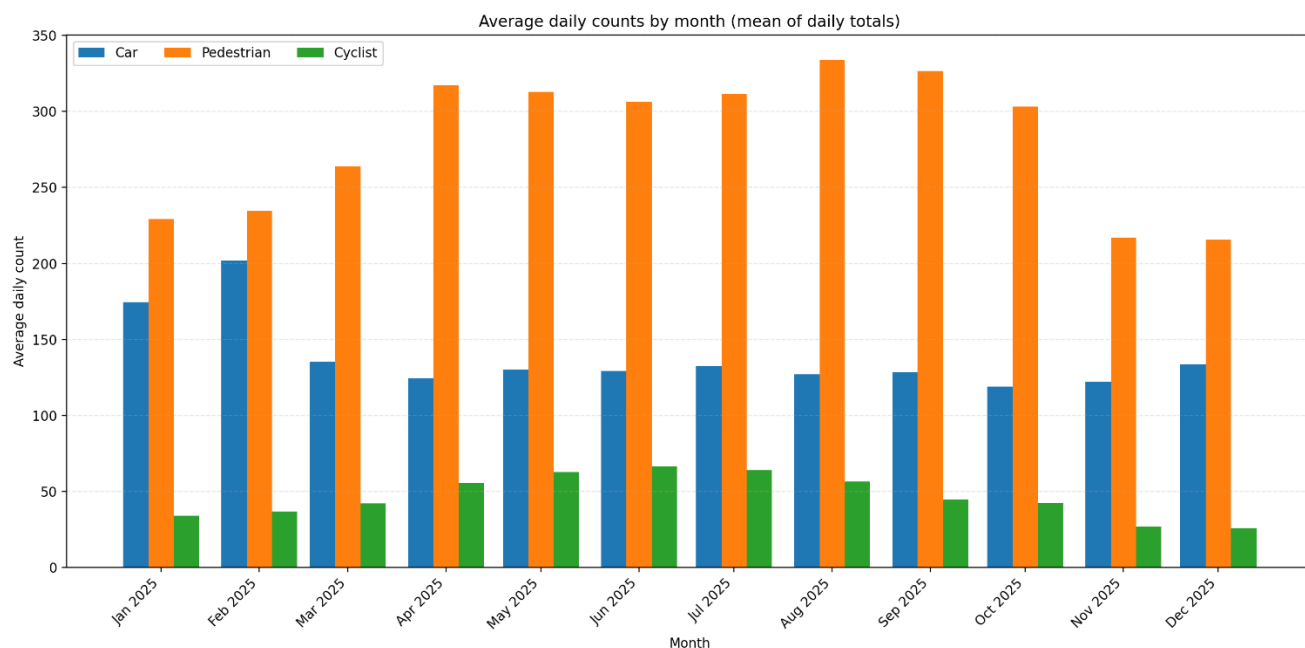
## 3. KEY ISSUES

- 3.1 The Experimental Traffic Regulation Order (ETRO) was made to assess the impact on the immediate road network. The proposal aims to enhance road safety for vulnerable highway users travelling along the narrow section of Goldwire Lane that is subject to the “Prohibition of Driving Except for Access” restriction. In addition, the measure supports the use of more sustainable travel modes between the Goldwire Estate and the wider residential areas to the west, including Kings Fee, Elstob Way, Carbonne Close, Victoria Estate, Wonastow Road, and the adjoining residential streets. By creating a safer and more welcoming route

to Drybridge Street and Cinderhill Street, the proposal improves connectivity from these communities to the town centre and wider locality.

- 3.2 Place Scrutiny Committee considered this report at their meeting on Thursday 19<sup>th</sup> March. They resolved that “The committee does not endorse making the order permanent, and recommends that Cabinet reviews all options further.” A record of the discussion is available at appendix: 4. Whilst we recognise the recommendation of the Place Scrutiny Committee, it nonetheless remains that the overarching road safety benefits of making this order permanent outweigh the slight inconvenience to motorists.
- 3.3 The Traffic Team have investigated the alternative suggestion of pedestrian access along the side of the Riverside Hotel car park (photos showing this route are indicated in appendix 3a). It has been noted that this public right of way is of limited width without the presence of street lighting. Additionally, it ends without an ongoing link through to Goldwire Lane. It has also been noted that this route is off the pedestrian desire line, and not easily accessible for elderly residents who would undoubtedly still use Goldwire Lane. Therefore, whilst this route will remain open to pedestrians who wish to use it, it is not considered a viable alternative or legitimate reason not to proceed to make the Goldwire Lane order permanent.
- 3.4 Those opposing the proposal have raised a number of consistent themes which are addressed below.
- 3.5 *Goldwire Lane is an essential access in the event of flooding or an emergency which necessitated the closure of Wonastow Road.* Should an emergency situation occur, vehicles would be permitted to use Goldwire Lane.
- 3.6 *Given the number of properties in this area, one exit point is considered unacceptable as it will result in more congestion and lead to increased travel time and inconvenience.* The length of the alternative route to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, which is not considered excessive or inappropriate.
- 3.7 *Rather than close the road, create a single shared space or alternatively widen the existing footpath to improve pedestrian access.* Due to the limited width of the carriageway, we are unable to increase the width of the footpath. Shared surfaces in this location would increase the risk of pedestrian / cyclist conflict with motorists which would potentially discourage active travel and have greatest impact on vulnerable users including those with disabilities.
- 3.8 The proposal is consistent with the requirements and strategic intent of the Welsh Government’s Active Travel Act (2013) and the accompanying Active Travel Act Guidance (2021), both of which the Council has formally adopted. The legislation places a statutory duty on local authorities in Wales to plan for and deliver continuous improvements to active travel networks, specifically infrastructure that supports walking, cycling, and other sustainable modes used for routine everyday journeys. These include travel to employment, education, retail, leisure destinations, and public transport interchanges. The Act also seeks to secure a long-term modal shift away from private car dependency by promoting and enabling greater uptake of sustainable, low-carbon travel options, including walking, cycling and mobility-assisted travel.
- 3.9 Monitoring of the usage of the exit from Goldwire Lane on to Drybridge Street has been undertaken pre and post the ETRO coming into operation. This monitoring was undertaken by a Vivacity automated camera which was erected opposite the exit from Goldwire Lane on to Drybridge Street and it captures and records all vehicles, cyclists and pedestrian numbers exiting Goldwire Lane at this junction. The full results of the monitoring from 1/7/2024 to 10/12/2025 are available in Appendix 8 of this report. The below graph shows

the daily average monthly counts by vehicles/pedestrians/cyclists taken from this data between Jan – Dec 2025.



3.10 Monitoring was also undertaken using automated traffic counter loops positioned at appropriate locations on the public highway for continuous 7 day periods. Count locations were deliberately selected to capture representative through traffic movements on both Goldwire Lane and Somerset Road, ensuring that the results accurately reflect changes in driver behaviour without influence from nearby junctions or turning movements. The below table indicates the recorded vehicle numbers using both Goldwire Lane and Somerset Road pre and post the order coming into effect.

Goldwire Lane	Survey Date Period	7 Day Average number of Vehicles	Total Number of Vehicles
Pre ETRO	14/10/2024 to 20/10/2024	311	2175
Post ETRO	22/11/2024 to 28/11/2024	337	2356
Post ETRO	29/1/2025 to 4/2/2025	258	1808

Somerset Road	Survey Date Period	7 Day Average number of Vehicles	Total Number of Vehicles
Pre ETRO	14/10/2024 to 20/10/2024	644	4511
Post ETRO	22/11/2024 to 28/11/2024	526	3683
Post ETRO	20/1/2025 to 26/1/2025	617	4318

3.11 The results of the most recent post-ETRO monitoring undertaken on Goldwire Lane between 29 January 2025 and 4 February 2025 indicate a reduction in motorised vehicle movements when compared with the pre-ETRO monitoring period conducted between 14

October 2024 and 20 October 2024. Motorised vehicles continue to be permitted to use Goldwire Lane within the extents of the Traffic Regulation Order where such access is required for reaching properties located within the restricted area.

3.12 Enforcement of the “Prohibition of Motorised Vehicles Except for Access” Traffic Regulation Order rests solely with Heddlu Gwent Police, who are the designated authority for this category of restriction. Any driver travelling along Goldwire Lane in contravention of the Order may be issued with a fixed penalty notice by the Police. The restriction is clearly signed at the entrance to the regulated section of Goldwire Lane, ensuring the prohibition is both visible and unambiguous for all highway users.

3.13 The ETRO also assessed any impacts on the wider highway network. Monitoring indicates that, while Somerset Road has experienced a slight reduction in vehicle movements, this change is not considered to have any adverse effect on overall traffic flow or network performance. The experimental arrangement has therefore operated as intended and has demonstrated that the restriction is functioning effectively.

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

4.1 The proposals aim to support the national policy for improving road safety by creating a safer, more welcoming highway environment for all highway users and reducing the likelihood and severity of road traffic collisions.

4.2 The proposal aligns with the Active Travel (Wales) Act by improving walking, cycling and scooting conditions. It also supports the Well being of Future Generations (Wales) Act goals of A Healthier Wales, A More Equal Wales, and A Resilient Wales.

#### 5. OPTIONS APPRAISAL

5.1 The table below provides an options appraisal of the proposal:

Options	Benefits	Risks	Comments/Mitigation
No action	<ul style="list-style-type: none"> <li>Less demand on officer time and resource/budget.</li> </ul>	<ul style="list-style-type: none"> <li>Potential for Road Traffic Collisions remains unchanged.</li> <li>Non-residential vehicles will continue to use the route.</li> <li>Levels of pedestrian and vulnerable road user journeys to remain as existing</li> </ul>	The benefits of adopting the proposals outweigh the resource implications.
Revoke ETRO and explore alternative options	<ul style="list-style-type: none"> <li>Opportunity to test alternative arrangements</li> </ul>	<ul style="list-style-type: none"> <li>Loss of established safety improvements</li> <li>Additional cost</li> <li>Longer delay before benefits realised</li> </ul>	Not preferred as ETRO has demonstrated positive outcomes
Adopt the proposals	<ul style="list-style-type: none"> <li>A safer highway environment for all users.</li> <li>Lessening of the frequency and severity of Road Traffic Collisions.</li> </ul>	<ul style="list-style-type: none"> <li>N/A ( Highway signage has been installed previously for the Experimental Traffic Regulation Order).</li> </ul>	This is the preferred option.

	<ul style="list-style-type: none"> <li>Increased levels of pedestrian and vulnerable road user journeys</li> </ul>		
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**6. CONCLUSION AND REASONS:**

- 6.1 The proposal supports national road safety objectives and delivers measurable improvements to the safety of vulnerable users by reducing non-essential motorised traffic on a constrained section of highway.
- 6.2 Monitoring demonstrates reduced vehicle movements and an improved environment for pedestrians and cyclists. Making the order permanent will support health, well-being, and sustainable travel in the local community.

**7. RESOURCE IMPLICATIONS:**

- 7.1 The required highway signage for the Prohibition of Driving (except for access) restriction has been installed on site previously for the Experimental Traffic Regulation Order and therefore there is no additional resources required for this Traffic Regulation Order. Any future monitoring will be managed within existing service budgets.

**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 was publicised in accordance with the statutory process including notification of County Councillor for the affected ward and the relevant Town/Community Council.

**9. BACKGROUND PAPERS:**

- Appendix 1: Schedule of consultation responses
- Appendix 2: Summary of consultation responses
- Appendix 3: Cabinet Member Presentation
- Appendix 3a: Photos of alternative route
- Appendix 4: Notes of Place Scrutiny meeting
- Appendix 5: Notice of Making Monmouthshire County Council ( Traffic Regulation Order) ( Goldwire Lane, Monmouth, Monmouthshire) Experimental ( Traffic Order) 2024.
- Appendix 6: Drawing number 2129.
- Appendix 7: Objection Presentation to Committee.
- Appendix 8: Vivacity automated counter data usage of Goldwire Lane at it's exit on to Drybridge Street.
- Appendix 9: Wellbeing of Future Generations Equalities Impact Assessment.

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## Appendix 1: Schedule of Consultation Responses

Response Number	Submission Date and Time	Agree/Disagree/Somewhat Agree	Comments	Officers' response
370	11/6/24 12:51:35	Yes	<p>I walk this route most days to town and really support vehicle access only. There is no need for it to be used for access, it is at present used as a short cut to avoid Wonastow Road. It would make it far easier for pushchairs, bikes, adults disability trikes and make for a more enjoyable walk into town. At present pedestrians walk in the road and move to the narrow pavement when they hear a car. The pavement is too narrow for pushchairs in places . Hopefully we could then lose the yellow lines and make the lane look better, maybe some trees or shrubs along it .</p> <p>But there is no evidence that it is implemented now even though the date given of 25th October has passed?</p>	Noted.
384	1/6/25 14:51:44	Yes	<p>I have experienced a 2 near misses and been hit by a vehicle whilst attempting to cross the top of Goldwire Lane on my way to work. I have spoken to other road users with similar experiences. I regularly witness pedestrians and wheelchair users struggling to get out of the way of large vehicles using the lane due to the lack of space here. The lane is used by a large number of vulnerable road users as a short route to access town from housing behind. Drivers sometimes exit the lane at speed causing a hazard to pedestrians, cyclists and drivers crossing across the road from the front of the Green Dragon. Drivers often appear distracted when exiting the lane, and do not always look out for pedestrians or cyclist wishing to cross</p>	Noted.

			safely across the lane. I cannot recall if I have commented officially on this consultation already.	
391	1/7/25 22:53:27	Yes	Many residents, including elderly residents, felt unsafe using Goldwire Lane. It is a key pedestrian and cycle route to town from the estates going back to the Link Road. It is dangerous for cars to exit the junction on to Cinderhill Street and is dangerous to pedestrians using the footpath. Many pedestrians also cross at that junction rather than walk to the crossing. Temporary access may be needed if we have further flooding along Wonastow Road as we had before Christmas so I would not be in favour of permanent bollards. Many drivers are still not treating the experimental prohibition seriously.	Noted.
393	1/26/25 20:00:49	Yes	As a resident who grew up in Monmouth this section of Goldwire Lane has always been a key route for residents to access town. This passage way is a major gateway for pedestrians from a large segment of Overmonnow - Elstob Way, Holywell Close, Carbonne Close, Wyefield Court, Troy Way etc in addition to the residents living very close to that section of Goldwire Lane in the surrounding flats, senior accommodation and other houses and bungalows in Somerset Road. The hazard relates both to pedestrians along the route and in addition to pedestrians and motorists on the exit junction to Drybridge Street.  The pavement in that section of Goldwire Lane is too narrow for prams, mobility scooters and rollator walkers. Pedestrians regularly walk in the middle of the road as there is insufficient	Noted.

			<p>width to the pavement.</p> <p>As a car driver it is notable that cars are regularly exiting the lane causing disruption to traffic on Drybridge Street and St Thomas' roundabout and can be a hazard to pedestrians turning left towards the zebra crossing. There is too much going on at that point of Drybridge Street both for motorists and pedestrians. For these reasons I consider the current lay out and access to be dangerous.</p>	
394	2/12/25 20:10:16	No	Reducing the exit to vehicles by 50% in my opinion is not sensible for an estate of 229 property on a floodplain.	<p>If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. There are prohibition of waiting at any time restrictions at the junction of Somerset Road with Wonastow Road in order support road safety and to ensure visibility of oncoming vehicles on Wonastow Road for highway users exiting from Somerset Road. . In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) would</p>

				experience delays at peak travel time periods.
395	2/12/25 20:47:09	No	The estate of Goldwire Lane needs more than 1 exit, which the recent floods have proven. I work half an hour away from my home and use my car for work so can't take buses / walk / cycle. If there is an incident or build up of traffic on the one outgoing road it will add to the chaos. Also, I genuinely believe Goldwire Lane can be made better for all by just levelling off the road with the pavement to create 1 smooth level surface and adding traffic calming measures like speed bumps. Then everyone would be happy.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic.
396	2/12/25 20:56:18	No	This route has been a shared space between pedestrians, cyclists and motorists for the 60+ years my family have owned this property. My family including my elderly parents have never felt unsafe using this route whether by foot, bike or car. There is space for this to continue safely. There is no safe exit out of the lane if Somerset Road is closed off which is happening more regularly for various reasons. With new parking restrictions now in place on Drybridge Street there is more and more parking on Somerset Road and Wonastow Road making driving out of the junction of Somerset Road more and more dangerous. Just when is all this madness going to stop	This section of Goldwire Lane is not a shared space as there is a raised narrow footway adjacent to and above the carriageway. If vehicular exit from Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. There are prohibition of waiting at any time restrictions at the junction of Somerset Road with Wonastow Road which

				<p>support road safety and to ensure visibility of oncoming vehicles on Wonastow Road for highway users exiting from Somerset Road. Vehicular parking is permitted at appropriate locations along Somerset Road. There is also a parking area available off the highway adjacent to Somerset Road.</p>
397	2/12/25 21:16:29	No	<p>It is increasingly difficult to exit via the junction on Somerset Road</p> <p>As a driver and a pedestrian that uses this road daily, i feel a shared space would be a better option. For instance, installing speed bumps across the whole road would ensure cars cannot drive at speed and then resurfacing the pavement is desperately needed, these two proposals would make it safer for pedestrians but also not restrict the access for vehicles, relieving traffic off of the Somerset road junction.</p>	<p>There are prohibition of waiting at any time restrictions at the junction of Somerset Road with Wonastow Road in order to support road safety and to ensure visibility of oncoming vehicles on Wonastow Road for highway users exiting from Somerset Road. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Current Welsh Government guidance on the default 20 mph speed limit or restricted roads does not support the installation of new physical vertical traffic calming features on restricted roads subject to the default 20 mph speed limit.</p>

398	2/12/25 21:25:42	No	It should be a shared space for Cars and Pedestrians. Have used the road on a daily basis as parents were residents of Goldwire Lane for 65yrs with NO issues.	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic.
399	2/12/25 21:29:00	Somewhat	Not sure what TRO stands for.	Traffic Regulation Order.
400	2/12/25 21:29:58	No	Gold wire lane is an age old thoroughfare for townsfolk for over a hundred years. There has never been an incident on Goldwire Lane involving traffic and pedestrian. It's an important road for access into town when other nearby roads are blocked/closed. It's my opinion that a county councillor is pushing this through who has no insight into the local area and doesn't even live in the lower end of town. It's an absolute travesty for this to go ahead. People make up problems just to justify their jobs in local government. ridiculous. As a former council carer and a meals on wheels deliverer which are time sensitive roles, I relied on this access road to access major roadways in the Overmonnow area.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
401	2/12/25 23:54:08	No	It has been a thoroughfare way for at least 300 years. All it needs is resurfacing with a lower speed limit and a wider pavement. It is the only exit for residents if the exit to Wonastow Road becomes shut off. In the recent flooding this was the case. There is no history of accidents to pedestrians on that lane. The Council is over reacting to a non-existent problem.	20 mph speed limit is the default statutory speed limit for restricted roads in urban areas in Wales, as is the case for Goldwire Lane. It is not possible to widen the existing narrow footway and still retain sufficient carriageway width for motorised vehicles. If vehicular exit via Somerset Road onto Wonastow Road is not

				feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
402	2/13/25 8:25:02	No	Completely unnecessary	Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane. These vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to motorised vehicles approaching them from behind on this one way only permitted travel street.
403	2/13/25 9:28:22	No	This road has been used for traffic for as long as I can remember with no problems, also it will give residents a lot of problems getting out of the estate with just one exit especially when it floods. Can we instead concentrate on the parking around here where people park their cars go to work thus leaving the roads clogged up which is causing more of a problem for people. On an estate this size it should be resident parking only	Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles.

				<p>Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Vehicular parking is prohibited at appropriate locations throughout the estate. Resident only parking throughout the estate would not be supported at this time.</p>
404	2/14/25 14:52:49	No	<p>it will limit egress from the estate to 1 exit also the money could be better utilised elsewhere.</p>	<p>If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.</p>
405	2/14/25 17:15:28	Yes	<p>I think the road should be closed. It hasn't felt safe for as long as I've lived here (11 years). Awful for children going to and from school, elderly people on mobility scooters, wheel chairs etc, babies in prams etc. It feels dangerous as a driver trying to exit by the Green Dragon</p>	<p>Noted.</p>

			<p>as too many things happening in such a tight space. I'm happy to see it closed off!</p>	
406	2/14/25 18:00:41	No	<p>It's the easiest way out of Overmonnow into town and on to the dual carriageway no accidents have happen there, it's not a black spot .Can't see the advantage of closing the road. Pointless, just another council idea to annoy the tax paying residents of Monmouth.</p>	<p>The alternative route via Somerset Road, Wonastow Road, and Drybridge Street is 0.3 miles long and is not considered excessive or inappropriate. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
408	2/14/25 18:30:47	No	<p>If you are a respectful driver there should be no problem .since the new signage the pedestrians have become extremely rude and inconsiderate i drove along there 2 weeks ago and a lady was sauntering directly in front of me as slow as possible i politely opened my window to ask if she was ok to which she curtly replied you can't drive on this road ! I explained i lived at the end of the road and she reluctantly said oh ok then. I have noticed the pedestrians are not purposely trying to stop. People driving along this essential road for access:(</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles</p>

				approaching them from behind on this one way only permitted travel street.
409	2/14/25 19:42:49	No	Vital piece of carriageway to vehicles of residents in the immediate area. Bigger problem is the speed of drivers using Clawdd Du and Somerset Road to access Wonastow Rd.	Access by motorised vehicles is permitted to properties which are located within the section of Goldwire Lane that is subject to the prohibition of driving ( except for access) restriction. The length of the alternative route to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Clawdd Du and Somerset Road are subject to a 20 mph speed limit and there is a responsibility on drivers to drive within the signed statutory speed limit.
410	2/14/25 20:03:53	No	Need to keep this road useable for vehicles and pedestrians	The prohibition of motorised vehicles ( except for access) supports the Active Travel Act and the Councils support of the Act by providing a more welcoming safer environment for vulnerable highway users and by encouraging more sustainable modes of travel between the Goldwire Estate ( and beyond) to and from the town centre. Vulnerable highway users including elderly pedestrians , wheelchair users,

				<p>children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.</p>
<p>411</p> <p>Page 33</p>	<p>2/14/25</p> <p>20:26:19</p>	<p>No</p>	<p>My mother and father in laws access to their drive is down there. We are constantly in and out checking on them. Plus, what happens when it floods? Everyone is blocked in!</p>	<p>Access is permitted to properties which are located within the section of Goldwire Lane that is subject to the prohibition of driving ( except for access) restriction. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.</p>

412	2/15/25 10:02:11	No	<p>Closure or restriction of this road has always been a problem for residents of that area. Martin used to live in Drybridge Street and has known this area through floods etc. for 60 years. Despite flood schemes, that area, and Wonastow Road, regularly flood so that access is restricted. What benefit would accrue from the proposed restrictions? Only difficulties, as recently experienced when Wonastow Rd was under water, will be the result for a great many residents, many of whom are elderly and/or coping with disability. They need carers, they need to use cars, why oh why is the Council advocating such a crazy plan. Whoever is in charge of this proposal, we suggest, should visit the town when the weather is bad, and visit it regularly, since we suspect that the proposal cannot possibly come from someone who actually lives in that area.</p>	<p>If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.</p>
413	2/15/25 10:25:21	No	<p>The access is essential to all people using Monmouth. Due to flooding other roads in the area become inaccessible and journey length are unnecessarily increased. A lot of older people in the retirement homes rely on carers coming to help them.</p>	<p>If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Access by motorised vehicles is permitted to properties which are located within the section of Goldwire Lane (including</p>

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				Abbeyfield House independent living complex).
414	2/15/25 12:17:09	No	<p>This lane is important for access when Wonastow road floods, which happens regularly. In addition the new road layout of Wonastow Road and Drybridge Street is poorly designed, the access by the green dragon reduces traffic flow on Wonastow Road.</p> <p>In regard to the road itself, I would support plans to redesign the one way system, for example a widened footpath for pedestrians, there is plenty of room for a car and a widened footpath.</p> <p>To reduce speed, perhaps a couple of speed bumps too</p>	<p>If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. the T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. Current Welsh Government guidance on the default 20 mph speed limit or restricted roads does not support the installation of new physical vertical traffic calming features on restricted roads subject to</p>

				the default 20 mph speed limit. There is insufficient width to widen the existing narrow footway on Goldwire Lane and still retain sufficient carriageway width for motorised vehicles including emergency service vehicles.
415	2/15/25 12:32:12	No	This is our only way out when wonastow road is flooded, as we have seen in recent events how far up the flooding comes up in turn cutting all traffic off from exiting somerset road	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
416	2/15/25 16:55:23	No	.	Noted.
417	2/15/25 17:39:05	No	I use this road to get to my friends and back and feel we need another alternative during rush hour or for any reason wouldn't be able to use another access/exit	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.

418	2/15/25 17:41:53	No	Unnecessary.	<p>The alternative route via Somerset Road, Wonastow Road, and Drybridge Street is 0.3 miles long and is not considered excessive or inappropriate. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane, these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.</p>
419	2/15/25 19:10:26	No	Drivers are still using this road .It should not be difficult to make it safe for everyone to use.	There is insufficient width to widen the existing narrow footway on Goldwire Lane and still retain sufficient carriageway width for motorised

				vehicles including emergency service vehicles. Current Welsh Government guidance on the default 20 mph speed limit or restricted roads does not support the installation of new physical vertical traffic calming features on restricted roads subject to the default 20 mph speed limit.
420	2/15/25 22:09:58	No	If the Wonastow Rd is flooded down too Somerset Rd junction there is no other way too exit Goldwire Lane.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
421	2/15/25 22:13:06	No	My parents lived in clawdd du for over 55 years and used this lane most days. When they moved to clawdd du there was two ways into Goldwire Lane and three ways out. Cutting it down to only one way out is dangerous. That road floods.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
422	2/16/25 9:39:57	No	I do not support this for the reason of only having one exit to the large estate, which floods and gets really busy. There have never been any issues recorded on this road, so I see no valid reason to change anything	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to

				<p>access Drybridge Street via Goldwire Lane. Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.</p>
423	2/16/25 13:31:45	Yes	<p>The road is so narrow and the exit onto St Thomas roundabout is dangerous. So many pedestrians use this route into town, the pavement is very narrow and uneven making it dangerous to walk when there are cars zooming down. There is another exit onto Somerset Road, with a much safer exit.</p>	Noted.
425	2/17/25 19:58:57	No	<p>For many years it has been used without issues. There are pavements to use and mobility scooters can use the road as it has already a 20mph limit. When Wonastow road is flooded it allows people to move around.</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live</p>

				<p>carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.</p>
<p>426 Page 40</p>	<p>2/19/25 14:24:46</p>	<p>No</p>	<p>I do not think it's safe to just to have one exit</p>	<p>If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The exit from the Goldwire Estate via Somerset Road via its junction with Wonastow Road is of a higher highway standard than via the narrow section of Goldwire Lane and via the junction of Goldwire Lane with Drybridge Street. The visibility splay to the left and to the right is very restricted for vehicles exiting Goldwire Lane of oncoming vehicles on</p>

				Drybridge Street due to the geometry of the junction and the walls of adjacent buildings.
427	2/21/25 17:22:04	No	Too much traffic is now having to leave the Clawdd Du and Gold wire lane area by one road only. This causes congestion and is a risk if there was a fire or accident along the exit road .	The exit from the Goldwire Estate via Somerset Road via its junction with Wonastow Road is of a higher highway standard than via the narrow section of Goldwire Lane and via the junction of Goldwire Lane with Drybridge Street. The visibility splay to the left and to the right is very restricted for vehicles exiting Goldwire Lane of oncoming vehicles on Drybridge Street due to the geometry of the junction and the walls of adjacent buildings. In an urbanised environment it is not unreasonable to anticipate that traffic joining a main highway from a side road would experience delays at peak times. If vehicular exit via Somerset Road onto Wonastow Road is not possible due to a fire or other emergency incident, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.

428	2/21/25 17:26:44	No	This is a residential area. Therefore, one road in and out is not enough.	<p>If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The exit from the Goldwire Estate via Somerset Road via its junction with Wonastow Road is of a higher highway standard than via the narrow section of Goldwire Lane and via the junction of Goldwire Lane with Drybridge Street. Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users ( mobility scooters) access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.</p>
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429	2/22/25 10:45:21	No	Want it safer but concerns over speeding cars so maybe speed calming measures needed. But concerns also about restrictive exit for vehicles if implemented. Prefer safe shared space.	Current Welsh Government guidance on the default 20 mph speed limit or restricted roads does not support the installation of new physical vertical traffic calming features on restricted roads subject to the default 20 mph speed limit. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic.
430	2/22/25 10:46:49	No	Want a shared safe space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic.

431	2/22/25 10:58:56	No	Used it since a child. Never had any issues with it. Prefer it to be kept open to all with pavements improved. I use a shopping trolley and walk in the road and had never had a problem with traffic going past. I don't see the point in changing it. I've used it safely for 69 years please keep it open to all.	There is insufficient width to widen the existing narrow footway on Goldwire Lane and still retain sufficient carriageway width for motorised vehicles including emergency service vehicles. Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.
432	2/22/25 11:11:11	No	Main exit going North/East. Anything untoward happens we are stuck. We had an incident about a year ago. Police involved no one could move. It's a bottleneck anyway and do not need further restrictions makes it unsafe .	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route to the town centre via Somerset Road, Wonastow Road and Drybridge

				Street is 0.3 miles in length, and it not considered excessive or inappropriate.
433	2/22/25 11:21:17	No	Used to be 3 exits now 1 with more cars this does not make sense. Friday 21st about 12 noon queuing to get out onto Somerset Road. This would not have had that before. Time is money when you're in business.	The exit from the Goldwire Estate via Somerset Road via its junction with Wonastow Road is of a higher highway standard than via the narrow section of Goldwire Lane and via the junction of Goldwire Lane with Drybridge Street. The visibility splay to the left and to the right is very restricted for vehicles exiting Goldwire Lane of oncoming vehicles on Drybridge Street due to the geometry of the junction and the walls of adjacent buildings. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) would experience delays at peak travel time periods. If vehicular exit via Somerset Road onto Wonastow Road is not possible due to a fire or other emergency incident, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. At peak traffic travel times it is not unreasonable to expect delays on Somerset Road in this urbanised environment. Somerset Road is a reasonably wide residential highway in

				<p>a residential estate with parking prohibited at appropriate locations in order to support its usage by all highway users.</p>
<p>734 Page 46</p>	<p>2/22/25 11:28:16</p>	<p>No</p>	<p>Status Quo no need to change</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.</p>

435	2/22/25 11:31:17	No	Access needed	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Vehicular access will still be permitted to properties situated within the extent of the Prohibition of Driving ( Except for Access) restriction.
436	2/22/25 11:45:38	No	Flooding concern and used to have 3 exits now one. It's not a shortcut it's a main exit point.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
437	2/22/25 11:47:06	No	Flooding concern and lack of exits	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to

				access Drybridge Street via Goldwire Lane.
438	2/22/25 12:20:47	No	Inconvenience and in turn makes it unsafe causing pressure on other roads and road users and making Wonastow road busier with children crossing to get to the school.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. The exit from the Goldwire Estate via Somerset Road via its junction with Wonastow Road is of a higher highway standard than via the narrow section of Goldwire Lane and via the junction of Goldwire Lane with Drybridge Street. The visibility splay to the left and to the right is very restricted for vehicles exiting Goldwire Lane of oncoming vehicles on Drybridge Street due to the geometry of the junction and the walls of adjacent buildings. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) would experience delays at peak travel time periods.
439	2/22/25 16:02:39	No	All the traffic only having one exit.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or

				<p>inappropriate. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) would experience delays at peak travel time periods. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.</p>
<p>440 Page 49</p>	<p>2/22/25 17:13:57</p>	<p>No</p>	<p>Too much congestion for 229 properties</p>	<p>In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) would experience delays at peak travel time periods. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. The provision of a more welcoming environment on Goldwire Lane for vulnerable highway users</p>

				aims to encourage more sustainable modes of travel between the Goldwire Estate and the town centre and beyond and thereby supporting a reduction in congestion caused by motorised vehicles on the highway network.
441	2/22/25 17:18:51	No	Inconvenience, school route, flooding will isolate nearby housing. Adds more congestion increase pollution and fuel costs to a lower income area	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The provision of a more welcoming environment on Goldwire Lane for vulnerable highway users aims to encourage more sustainable and healthier modes of travel between the Goldwire Estate and the town centre, the schools for school children and other highway users.

442	2/22/25 18:56:50	No	<p>It has always been a convenient short for both pedestrians and drivers. As a driver you should always give right away to pedestrians. Which should not cause an issue.</p> <p>Other points I wish to make is with the climate getting milder and wetter Wonastow road has become very frequent to flooding and as a resident of Goldwire Lane we are unable to get out. The other point I have is the volume of traffic using Wonastow road with the large new estate the volume of traffic has doubled this has been more noticeable with the link road being closed, time spent queuing is really frustrating the queue is right back to the industrial estate I feel the junction at the end of the round is no help at all the roundabout was much easier for traffic to come out of Wonastow road.</p> <p>I am not sure where Catherine Fookes live but I am sure she has not got any inconvenience to her daily trips</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane, these vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. In an urbanised environment such as Wonastow Road it is not unreasonable to anticipate delays due to traffic volumes at peak travel periods. Planning consent for residential developments considers the effect on the highway network as part of the planning application process and developers are required to provide appropriate and proportionate</p>
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				measures to support and encourage sustainable modes of travel to and from and within their development as part of their planning application submission.
443	2/22/25 19:53:41	No	<p>I strongly oppose the closure restrictions on Goldwire Lane, particularly given that the only alternative route, Wonastow Road, suffers from frequent flooding. This alone demonstrates the need for Goldwire Lane to remain open. At certain times of the day, there can be long queues just to reach Drybridge Street, creating unnecessary delays and potential risks in emergency situations where quick access is essential.</p> <p>I also understand that Vivacity cameras have been (and actively still are) used to assess traffic in the area. However, while these may provide data on vehicle movements, they do not capture the full impact on local road users—especially delays caused by flooding or the inconvenience to those who rely on this route daily. The council should consider real-life experiences alongside automated data when making decisions.</p> <p>Furthermore, many of those in favour of this proposal are not regular users of the road and are not directly affected by these changes. It seems unfair that their opinions hold weight when they do not experience the disruption firsthand. The council should prioritize the voices of those who are actually impacted.</p> <p>I urge you to fully consider these real-life consequences before</p>	<p>If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. In an urbanised environment such as Wonastow Road it is not unreasonable to anticipate delays due to traffic volumes at peak travel periods. Vulnerable highway users including elderly pedestrians , wheelchair users and young people from the Goldwire Estate and other local areas access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired</p>

			<p>making any permanent decisions. Thank you for the opportunity to provide feedback, and I hope my concerns will be taken into account.</p>	<p>vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.</p>
<p>Page 44 Page 53</p>	<p>2/22/25 20:15:19</p>	<p>No</p>	<p>Why do you need to change something that has, historically not been a problem? In 10 yrs time government will have us all kept at home to save outside injury. Just allow people to use their own common sense. Stop making rules about everything! Your elected to serve the people not to try and control them.</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, children access the town centre via this section of Goldwire Lane and these vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.</p>

445	2/22/25 20:19:03	No	<p>There is no need. Disgusting Waste of public money that the majority of residents don't want. Use our money more wisely. Our tax is hard earned. Put the money that will be wasted into opening the Vauxhall bridge, like the majority want or perhaps we need an investigation into how the money is being spent!</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre.</p>
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<p>446</p>	<p>2/22/25 20:23:11</p>	<p>No</p>	<p>It is absolutely ridiculous. I have carers that are on time specific calls. This closure is adding time to their journeys, especially with all the other roadworks and potholes in this town. When it floods This road is vital to ensure we can reach our clients. Also, having always lived in Monmouth, it is just yet again, another pointless exercise, achieving nothing but angering people who live in the town. Like the silly pinch point which means the town is in chaos, constantly.</p>	<p>The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>
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				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre.
447	2/22/25 20:42:28	No	As commuting through Monmouth for over the years I'm used to driving down the lane. The change is confusing and unnecessary, it also makes for a long journey as the t junction by bridges centre in the other direction gets quite built up with traffic especially at rush hour, the removal of another road creates more congestion coming from wonastow and gold wire lane	The Prohibition of Driving ( Except for Access) restriction is clearly signed on site and visible to motorists. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling from a side road ( Somerset Road) and traffic using Wonastow Road and Drybridge Street would experience delays at peak travel time periods. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

<p>448</p>	<p>2/22/25 20:53:01</p>	<p>No</p>	<p>My Mother in law lives in Goldwire Lane and requires Carers to visit 4 times a day.</p> <p>The restrictions presently in place to exit from Goldwire Lane now require vehicles to travel via Somerset Road on to the junction with Wonastow Road and then Right Turn to access Drybridge Street, creating extra congestion at the Wonastow Road and the Wonastow Road/Drybridge Street Junction.</p> <p>That junction itself has been badly designed as it is sometimes difficult to see cars approaching from the Right due to parked cars and presently by a Road Diversion Sign set directly in line of sight of vehicles exiting Wonastow Road onto Drybridge Street.</p> <p>I have lived in Monmouth for over 30 years and have never known of any accidents in the road running down the side of the Green Dragon, so i think it should be kept open to through traffic on to Drybridge Street, to relive the traffic at the Wonastow Road Junction.</p> <p>When Wonastow Rd was recently flooded it was impossible to exit Goldwire Lane other than the Road down the side of the Green Dragon.</p>	<p>The Prohibition of Driving ( Except for Access) permits vehicular access ( including for carers) to access properties situated within the extent of the restriction on Goldwire Lane. The length of the alternative route or through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to</p>
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				access Drybridge Street via Goldwire Lane.
449	2/22/25 21:17:02	No	Complete inconvenience and results in extra traffic on wonastow Road as well as burning more fuel and polluting more residential areas	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel

				between the Goldwire Estate and the town centre
450	2/23/25 1:50:22	No	How is anyone supposed to use the shop facility also visiting family and friends. I think this is appalling how you want to shut a road to public drivers when there have never been any issues in the however many years the road has been there	The extent of the Prohibition of Motorised Vehicles ( except for access) on part of Goldwire Lane does not affect access to the shop within the Goldwire Estate. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.
451	2/23/25 13:36:27	No	That road was very necessary, the only access out of Clawdd Du during the recent flooding in Monmouth. Trying to pull out on to the Wonastow Road can be difficult with the amount of cars coming down there, so to have an alternative option is useful. Instead of closing the road for cars, the pavement could be made easier for pedestrians to use if it was just a few inches wider with restrictions of larger vehicles in place.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate including Clawdd Du will be permitted to access Drybridge Street

				via Goldwire Lane. It is not possible to widen the narrow footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles.
452	2/25/25 12:37:16	No	We use the road on a regular basis.	The length of the alternative route or through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to

				access Drybridge Street via Goldwire Lane.
453	2/25/25 17:04:31	No	It's been a thorough fare 300years and I've here for 10 and know of any incident that would have caused a serious accident. I know of flooding here at Homeforge that caused flooding that rose around 3ft in the scooter park.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate including Clawdd Du will be permitted to access Drybridge Street via Goldwire Lane. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.
454	2/25/25 17:17:03	No	Difficulty exiting with flooding and been 31 years and no issues.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire

				<p>Estate including Clawdd Du will be permitted to access Drybridge Street via Goldwire Lane. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.</p>
455	<p>2/25/25 17:23:47</p>	No	<p>If there are as ever an accident or fire any emergency allows people to get out another way</p>	<p>If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane.</p>
456	<p>2/25/25 18:42:16</p>	No	<p>If the lane had a pedestrian path down the one side, it would be ok for everyone to use plus STOP People on bikes and e scooters coming the wrong way up a one way street . Trying to get onto the wonastow road in the morning us a nightmare with the huge lorries thundering past as the link road is also</p>	<p>It is not possible to widen the narrow footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles. Enforcement of the One Way Only permitted direction of travel</p>

			closed . Monmouth is a nightmare to get in out or around at present .	restriction would be undertaken by Heddlu Gwent Police. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling from a side road ( Somerset Road) and traffic using Wonastow Road would experience delays at peak travel time periods and due to temporary road closures on the highway network in this locality.
457	2/26/25 9:08:00	No	Because of ease of exit	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
458	2/26/25 9:23:37	No	Need to slow traffic down with traffic calming measures but the estate still needs 2 exits	The section of Goldwire Lane which is subject to this Traffic Order has a relatively narrow carriageway width and a built up urbanised character with adjacent buildings and the statutory speed limit is 20 mph therefore additional traffic calming features are not proposed over the length of highway subject to this Traffic Regulation Order. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road

closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

<p>459</p>	<p>2/26/25 12:11:23</p>	<p>No</p>	<p>Emergency vehicles need the fastest route possible so closing the road permanently would add unnecessary delays and it doesn't take into account the flooding that happens in the area.</p> <p>It is also needed as an alternative safer vehicle access route as it's a safer junction to exit onto Cinderhill Street. The junction from Somerset Road onto Wonastow Road has become more congested since the removal of the mini roundabout at the main junction. In addition, the junction at Drybridge House has become dangerous because it has limited visibility if exiting from Wonastow Road.</p> <p>I think residents who know the area well have a better idea of what will/won't work and this should be the basis of decision making regarding the road infrastructure.</p>	<p>The road is not being closed permanently, should the vehicular exit via Somerset Road onto Wonastow Road not be feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route or through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) would experience delays at peak travel time periods. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its</p>
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				<p>construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout.</p>
460	2/26/25 21:14:32	No	<p>It's another stupid MCC idea coming from somebody high up ( a consultant for MCC) who has an interest ( daughter owns/ he has shares) in the green dragon. Whose business it would suit. I will use it regardless especially as their other stupid idea of taking the roundabout away by bridges, is adding an extra 5 + mins on to a journey, it to a crap town that MCC have also destroyed. Whoever are making these decisions. Well, I'm not saying they are stupid, but .....</p>	<p>The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout.</p>
461	2/27/25 10:50:53	No	<p>It seems rather excessive. There could be more appropriate solutions to the problem such as better pavements and traffic calming and cycle lanes.</p>	<p>It is not possible to widen the narrow footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles. Current Welsh Government guidance on the default 20 mph speed limit or restricted roads does not support the installation of new</p>

				physical vertical traffic calming features on restricted roads subject to the default 20 mph speed limit. there is insufficient width to install a cycle lane and still provide sufficient carriageway width for motorised vehicles including emergency services vehicles.
463	2/28/25 14:16:13	No	It is a useful exit point especially if the Somerset Road is busy.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
464	2/28/25 16:18:15	No	Makes it difficult for residents who live on the estate to exit and have to join Wonastow Road which in my opinion is dangerous by Bridges. More people waiting to go out of the junction especially like this week with resurfacing of link road.	The scheme to reconfigure the junction of Wonastow Road with Drybridge Street ( by the Bridges Centre) from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout

				and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout.
465	2/28/25 21:38:12	No	<p>Gives residents of the Goldwire lane only one exit which puts more pressure on the traffic at the Wonastow road/ Drybridge Street junction which has become far more congested since the reintroduction of a T junction!</p> <p>Wonastow road floods most winters and when the junction with Somerset road is flooded the TRO gives residents no legal exit which is ridiculous.</p> <p>A compromise would be to pave and put speed humps and traffic calming on the TRO section of Goldwire lane to allow pedestrians and traffic to share the road which they've done for decades.</p>	<p>The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. the T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane. Current Welsh Government guidance on the default 20 mph speed</p>

				limit or restricted roads does not support the installation of new physical vertical traffic calming features on restricted roads subject to the default 20 mph speed limit.
466	3/2/25 11:13:49	No	Affects my business and I feel only one exit is not acceptable especially on a flood plane	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
467	3/2/25 11:22:38	No	Flooding, traffic down end of Somerset Road. I Am a carer and mother kids school run and call time.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and

				Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) would experience delays at peak travel time periods.
468	3/2/25 11:25:10	No	Bottle neck on Somerset Road, schools runs, flooding and care calls	In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) would experience delays at peak travel time periods. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane.
469	3/2/25 12:02:41	No	Ease of access and can take 22 mins to get of Wonastow Road!	In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) would experience delays at peak travel time periods. The length of the

				alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
470	3/2/25 12:13:33	No	No need for change it's fine as it is	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
471	3/2/25 12:16:35	No	Blocks access	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other

				emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane. Access to properties situated within the extent of the Prohibition of Motorised Vehicles (Except for Access) restriction will be permitted for motorised vehicles.
472	3/2/25 12:22:59	No	Flooding restrictions	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane.
473	3/2/25 12:34:58	No	Improved surface needed for all not just pedestrians	Maintenance of the highway network is undertaken by The Council and is subject to roads maintenance programming , funding and prioritisation.
474	3/2/25 12:45:25	No	To stop Goldwire Lane congestion and kids using as a race track	Enforcement of moving traffic violations on the highway is undertaken by Heddlu Gwent Police. At peak travel times it is not unreasonable to expect delays on the highway network in urbanised

				environments due to the volume of traffic.
475	3/2/25 12:57:59	No	Takes too long to get out of estate	In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
476	3/3/25 16:35:34	No	3 exits down to one. Never been a problem before. People are considerate and do slow down. It's important to have another viable exit at all times especially due to flooding .	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane.
477	3/3/25 16:49:15	No	I'm disabled and want people to be able to get to me unimpeded.	Motorised vehicle access will be permitted to properties located on Goldwire Lane within the extent of The Prohibition of Motorised Vehicles ( Except for Access) Traffic Regulation Order.

<p>478</p>	<p>3/3/25 17:00:31</p>	<p>Somewhat</p>	<p>A shared safe space as long as pedestrians are safer than they are at the moment. I had an experience of a van going down the lane too fast and I struggled to get onto existing pavement as too narrow for 3 wheeler dilly (walker).</p>	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
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479	3/3/25 17:22:18	No	Flooding, fire, accident reduced exit	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane. Access to properties situated within the extent of the Prohibition of Motorised Vehicles (Except for Access) restriction will be permitted for motorised vehicles including emergency services vehicles.
480 Page 75	3/3/25 17:23:59	No	Flooding	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane.
481	3/3/25 17:27:57	Somewhat	It's much safer for pedestrians if it were restricted access, but it's a valuable road link. A "Stop" sign and paint at the end by The Dragon would be a good compromise.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live

				<p>carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. A stop sign will be assessed in accordance with the criteria for the placing of a stop sign at a junction on a highway.</p>
482	3/3/25 17:32:52	No	Flooding and ease of access	<p>If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane.</p>

				The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
483	3/3/25 17:42:08	No	Ease of exit been like it forever why change it.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
484	3/3/25 17:50:50	No	Flooding	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
485	3/3/25 17:52:41	No	Flooding is becoming a bit of a pain in the town for everyday users of the paths	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
486	3/3/25 17:55:30	No	Should be shared space.	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable

				<p>highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
487	3/3/25 18:00:05	No	It limits everyone. Please don't do it.	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live</p>

				<p>carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. Access to properties situated within the extent of the Prohibition of Motorised Vehicles (Except for Access) restriction will be permitted for motorised vehicles including emergency services vehicles.</p>
488	3/3/25 18:02:49	No	Ease of exit	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
489	3/4/25 16:36:24	No	Stops the use of being able to leave Goldwire Lane when closes and floods happen ext.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road

				closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
490	3/4/25 16:38:45	No	Access to the main road ease of access for the estate	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
491	3/4/25 16:40:26	No	Ease of access	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
492	3/4/25 16:45:00	No	District Nurse so need ease of access	The length of the alternative route or through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Access to properties situated within the extent of the Prohibition of Motorised Vehicles (Except for Access) restriction will be permitted for motorised vehicles including emergency services vehicles.
493	3/4/25 16:49:20	No	Ease of exit onto main road	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and

				Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
494	3/4/25 16:52:26	Yes	There should be access as it is a through road	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
495	3/4/25 16:59:05	No	Ease of use and flood risk	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or

				inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
496	3/4/25 17:04:22	No	Flooding ease of exit	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
497	3/4/25 17:09:26	No	I see no valid reason for this to take place	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore

				<p>resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
<p>Page 84 98</p>	<p>3/4/25 17:12:33</p>	<p>No</p>	<p>Ease of exit</p>	<p>The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.</p>
<p>499</p>	<p>3/4/25 19:55:32</p>	<p>No</p>	<p>Ease of exit, if there is an accident. Flooding. Every second counts</p>	<p>The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a</p>

				planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
500	3/5/25 9:52:39	No	What if floods happen no real means of driving through	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
501	3/5/25 16:24:29	No	I do not have issues with motorists; they are very courteous & respectful when I walk down Goldwire Lane with my travelator. It is the cyclists travelling at speed both ways along this road which frighten me as I cannot see very well.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more

				welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. Enforcement of the one way only permitted travel on this section of Goldwire Lane is undertaken by Heddlu Gwent Police and the One Way Only restriction is clearly signed on site.
502	3/7/25 12:55:46	No	Ease of exit. Flooding	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
503	3/7/25 16:12:08	No	Happy for it to remain a road needs wider paths	It is not possible to widen the narrow footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles.

504	3/7/25 16:14:00	No	More exits needed and pavements need to be wider	It is not possible to widen the narrow footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
505	3/8/25 14:30:55	No	Ease of exit	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
506	3/8/25 14:41:10	No	Ease of exit. Flooding Risk	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road

				onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
507	3/8/25 14:45:10	No	Ease of exit and flooding Risk.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
508	3/8/25 15:07:40	No	Risk of flooding ease of exit	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route for through traffic to the town centre via

				Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
509	3/8/25 15:08:26	No	Risk of flooding and ease of exit	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route or through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
510	3/9/25 9:47:52	No	<p>It is highly inconvenient, and I believe no one should have a road that doesn't belong to them as their own private property.</p> <p>In which this experimental order grants the green dragon, If this was the case then any one from any background, pub owner or not could claim land that doesn't belong to them due to "loud traffic"</p> <p>This is a complete waste of time and money</p> <p>I believe if you want to own a pub in the middle of a town then you should be expected to deal with the local traffic that has been using that road for hundreds of years.</p>	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live

				<p>carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. Access to properties situated within the extent of the Prohibition of Motorised Vehicles (Except for Access) restriction will be permitted for motorised vehicles including emergency services vehicles.</p>
511	3/10/25 11:21:32	Yes	<p>Safety. A lot of people use this lane to get into town, and the footpath is not wide enough or in places in good enough repair to safely walk on which means walking in the road which is far from safe or ideal given that a lot of vehicles use this lane. If the footpath is made wider which it needs to be then the road will be narrower.</p>	Noted.
512	3/11/25 12:44:57	No	<p>People don't want it. It is not enough of a problem to warrant this kind of intervention when you have a large estate with</p>	<p>The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length,</p>

			<p>only one exit. It sits on a flood plain which means all exits should be viable at all times.</p>	<p>and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.</p>
<p>513</p>	<p>3/12/25 11:28:36</p>	<p>No</p>	<p>Access to this area and relieving traffic on Drybridge Street. Traffic slows automatically when using Goldwire Lane in general because it is narrow. So, it is not a particular danger to pedestrians in my opinion. I've lived in the area 26 years and never experienced a problem.</p>	<p>The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles</p>

				(except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
514	3/12/25 12:05:50	No	I was born on Cinderhill Street in September 1944 and have experienced the power of a flood and it is not to be messed with. Every moment counts in a rescue. I had a career in the Fire Service for 21 years and feel that this estate needs at least 2 exits at all times. Never underestimate the power of water. It can be terrifying.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
515	3/12/25 16:00:42	No	I have lived in Monmouth 23 years and have never known it to be a problem.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles.

				<p>Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
<p>516</p> <p>Page 93</p>	<p>3/13/25 14:13:32</p>	<p>No</p>	<p>Ease of exit from a busy estate. I used to use it a lot. Visibility is better out of the Goldwire Lane junction than the new Wonastow road junction .</p>	<p>The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. The visibility for highway users exiting Goldwire Lane on to Drybridge Street is extremely restricted due to the geometry of the junction and the adjacent buildings. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T</p>

				<p>junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout.</p>
517	3/13/25 15:26:45	No	I am thinking of moving to Homeforge House and the flood risk is of concern to me	<p>If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.</p>
518	3/14/25 15:26:38	No	It has been used as a public access road for many years and very convenient for all traffic to include small lorries and ambulances. It is very necessary and to take it away from the people of Monmouth would be wrong.	<p>The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired</p>

				<p>vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
<p>519</p> <p>Page 95</p>	<p>3/14/25 15:29:41</p>	<p>No</p>	<p>I do not see the advantages of closing it to vehicles it has been well used by vehicles and pedestrians for many years with no problems</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more</p>

				welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
520	3/16/25 18:58:25	No	Traffic will back up onto Wonastow Road which now they have removed the roundabout is a nightmare to get out of, especially at home time and early evenings.	The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods.

521	3/16/25 19:02:10	No	We need access as Wonastow Road floods and with the extra traffic on the road plus the new arrangement exiting Wonastow we need an occasional route out.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
522	3/16/25 19:05:56	No	It is essential for us as it is an escape route when we have problems with traffic on Wonastow Road. The new system makes it difficult to access Drybridge Street.	The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods.

523	3/19/25 10:48:20	No	Flooding, need more exits	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
524	3/19/25 10:50:15	No	Build up traffic and flooding	In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
525	3/20/25 9:15:18	No	Flooding and congestion onto the Wonastow Road	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge

				<p>Street via Goldwire Lane. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods.</p>
526	3/20/25 9:17:12	No	I believe it needs to be a shared space for vehicles and pedestrians	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active</p>

				Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
527	3/20/25 9:18:51	No	I believe that it should continue to be a shared space for vehicles and pedestrians	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more

				welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
528	3/20/25 9:21:02	No	Shared space for vehicles and pedestrians	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane.</p> <p>These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
529	3/20/25 9:22:24	No	Shared space required	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
530	3/20/25 9:24:05	No	Cars and pedestrians	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

531	3/20/25 9:25:36	No	Cars and pedestrians	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
532	3/20/25 9:54:31	No	<p>This is a total waste of taxpayers' money when the public highways are in the poorest state in decades! totally not needed!</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore</p>

				<p>resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
<p>Page 33 Page 105</p>	<p>3/20/25 9:57:36</p>	<p>No</p>	<p>The project is a total waste of money when the current system works just fine. Fill in your potholes and spend the money on essential maintenance not unnecessary projects.</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles</p>

				(except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
534	3/20/25 9:58:59	No	Shared space for cars and pedestrians	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's</p>

				<p>commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
535	3/20/25 10:00:54	No	Shared space for pedestrians and vehicle users	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
536	3/20/25 10:05:53	No	shared space for pedestrians and cars needed	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
537	3/20/25 10:07:19	No	Shared space for pedestrians and cars	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
538	3/20/25 10:08:40	No	Shared space cars and pedestrians	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
539	3/20/25 10:48:33	No	Shared space cars and pedestrians	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
540	3/20/25 10:50:09	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
541	3/20/25 10:51:11	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
542	3/20/25 10:52:30	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
543	3/20/25 10:53:54	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
544	3/20/25 10:55:09	No	Used regularly	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
545	3/20/25 10:57:10	No	Inconvenience, use road regularly	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
546	3/20/25 13:44:32	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway

				<p>due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre.</p>
	<p>3/20/25 13:46:12</p>	<p>No</p>	<p>shared space</p>	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing</p>

				<p>the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
<p>Page 48 Page 118</p>	<p>3/20/25 13:47:38</p>	<p>No</p>	<p>Flow of traffic, parked cars and pedestrians</p>	<p>The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident</p>

				or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
549	3/20/25 13:50:08	No	Shared space for vehicles and pedestrians	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane.</p> <p>These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging</p>

				sustainable travel between the Goldwire Estate and the town centre
550	3/20/25 13:51:59	No	Required shared space for vehicles and pedestrians	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
551	3/20/25 13:53:10	No	It has been a shared space for many years	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
552	3/20/25 13:54:54	No	Shared space for cars and pedestrians	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
553	3/20/25 13:56:31	No	Lived on Drybridge Street for many years- why change now - should continue to be a shared space	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

<p>554</p>	<p>3/20/25 13:57:41</p>	<p>No</p>	<p>shared space for cars and pedestrians</p>	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
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555	3/20/25 13:58:50	No	Should be shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
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556	3/20/25 14:20:49	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
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557	3/20/25 14:22:26	No	keep open for all users	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
558	3/20/25 14:23:38	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly</p>

				<p>pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
559	3/20/25 14:25:15	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre</p>

				<p>via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
560	3/20/25 14:26:44	No	..	No comments added to this objection.
561	3/20/25 14:28:13	No	It should remain a shared space for all users	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre

				<p>via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
562	3/20/25 14:29:34	No	It's a shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 131</p>				<p>are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
	<p>3/20/25 14:30:40</p>	<p>No</p>	<p>Shared space</p>	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway</p>

				<p>width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
<p>Page 64 132</p>	<p>3/20/25 15:03:47</p>	<p>No</p>	<p>Shared space</p>	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised</p>

				<p>vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
565	3/20/25 15:04:45	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also</p>

				<p>liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
<p>566</p> <p>Page 134</p>	<p>3/20/25 15:06:34</p>	<p>No</p>	<p>Shared space</p>	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this</p>

				<p>one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
567	3/20/25 15:08:02	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles</p>

				(except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
568	3/20/25 15:09:54	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's</p>

				<p>commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
569	3/20/25 15:11:06	No	Cars and people	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>

570	3/20/25 15:12:40	No	Cars and people	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
571	3/20/25 15:14:16	No	Shared space traffic and people	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly</p>

				<p>pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
572	3/20/25 15:15:43	No	It should be a shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre</p>

				<p>via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
573	3/20/25 15:16:43	No	Do not support	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also</p>

				<p>liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
<p>574</p> <p>Page 141</p>	<p>3/20/25 15:18:00</p>	<p>No</p>	<p>.</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
575	3/20/25 15:19:25	No	shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane.</p> <p>These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more</p>

				welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
576	3/20/25 15:20:43	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane.</p> <p>These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
577	3/20/25 15:51:25	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
578	3/20/25 15:52:28	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
579	3/20/25 15:53:40	No	shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
580	3/20/25 15:54:49	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
581	3/20/25 15:56:06	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
582	3/20/25 16:03:55	No	Shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
583	3/20/25 16:05:36	No	It would restrict access to emergency services and shared space	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
584	3/20/25 16:07:19	No	It would restrict access to emergency services, and we want a shared space	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to

				<p>access Drybridge Street via Goldwire Lane. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic.</p>
585	3/20/25 16:08:35	No	We want a shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active</p>

				Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
586	3/20/25 16:10:36	No	Because it would restrict access to emergency services and local residents.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
587	3/20/25 16:12:29	No	Well used access to road at the far end especially when Wonastow Road is flooded.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.

588	3/20/25 16:13:57	No	No sensible reason to implement TRO.	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
589	3/20/25 16:16:00	No	Shared traffic/pedestrian usage should be retained as is historic	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly</p>

Page 154				<p>pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
590	3/20/25 16:17:07	No	Should be a shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre</p>

3/20/25  
16:17:59

No

Shared space

via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups

				<p>are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
92	3/20/25 16:19:45	No	Should be a shared access	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway</p>

				width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
Page 157	3/20/25 16:20:54	No	Should stay shared access	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic.
594	3/20/25 16:21:54	No	Should remain a shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and

				<p>young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
595	3/20/25 18:22:43	No	It's an access for local people and closing it will cause inconvenience	<p>The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then</p>

				through traffic will be permitted to access Drybridge Street via Goldwire Lane.
596	3/20/25 18:24:49	No	Should remain in situ	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

<p>597</p>	<p>3/20/25 18:26:05</p>	<p>No</p>	<p>Should remain shared access</p>	<p>The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more</p>
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				welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
598	3/20/25 18:28:05	No	People should be able to walk or drive this short road - respectfully.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging

				sustainable travel between the Goldwire Estate and the town centre
599	3/20/25 18:31:01	No	The closure will leave only one way of leaving the area near the lane- as was proved during the recent flooding. There have been no issues with dual use in the 50 years I have lived in Monmouth.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. If vehicular exit from the Goldwire Estate via Somerset Road onto

				<p>Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.</p>
600	3/20/25 18:32:25	No	Should remain a shared space	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's</p>

				<p>commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
<p>601</p>	<p>3/20/25 18:34:22</p>	<p>No</p>	<p>Please concentrate on more urgent problems e.g. Iceland delivery point opposite a bus stop- etc, etc, etc, etc (pot holes?)</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to</p>

				<p>a flooding incident or other emergency incident or due to a planned road closure event then through traffic will be permitted to access Drybridge Street via Goldwire Lane The Council as highway authority maintains the highway network (except trunk roads network) within the County.</p>
602	3/20/25 18:37:29	No	Should remain as is	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre.</p>

				<p>If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.</p>
<p>603</p> <p>Page 166</p>	<p>3/20/25 18:39:31</p>	<p>No</p>	<p>Monmouth has been ruined enough as it is please leave well enough alone!</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>

604	3/20/25 18:41:29	No	WORKS PERFECTLY WELL AS IT IS! DONT CHANGE!!	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
605	3/20/25 18:43:52	No	THERE IS NO RECORD OF ANY TRAFFIC INCIDENT AT THIS JUNCTION- IF IT AIN'T BROKE WHY FIX IT.	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore</p>

				<p>resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
<p>Page 168 06</p>	<p>3/20/25 18:45:13</p>	<p>No</p>	<p>IT CURRENTLY WORKS FINE, DO NOT CHANGE IT!</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles</p>

				(except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
607	3/22/25 9:43:15	No	Inconvenience	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
608	3/25/25 13:18:15	No	We need this road to access our clients.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a

				planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
609	3/25/25 13:20:23	No	It is ridiculous to change this; there has never been any issues that I am aware of and used this regularly	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

<p>610</p>	<p>3/25/25 13:23:14</p>	<p>No</p>	<p>Wonastow Road floods, as a carer it is important that we have access to allow us to get to our calls. I have lived in Monmouth 50years, and this road has never been an issue. This road is actually safer than the new T junction and pedestrian crossing that's just been put in place by Drybridge.</p>	<p>The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) travelling along a side road ( Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times</p>
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				and volumes have not been found to be excessive or inappropriate for the new junction layout.
611	3/25/25 13:26:29	No	When the Wonastow Road floods this road is vital to us, as carers, as it is the only access to allow us to move around the town. Also, in 30+years of living in Monmouth, this road has never been an issue and with the ridiculous changes to the T junction and dangerous pedestrian crossing this road is actually safer!	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout.

612	3/25/25 13:27:59	No	I am a support worker and use the road to get to my calls.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
613 Page 173	3/25/25 13:29:27	No	I am a carer and when the road floods I need to use the road to get to my calls	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.

614	3/25/25 13:30:44	No	It has always been a short cut. It is not an issue. Just take the pavement away.	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and</p>
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				Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
615	3/25/25 13:32:32	No	I use this road regularly; it is easier than trying to use the T-junction with pedestrian crossing on top of it!	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout.
616	3/25/25 13:34:13	No	As a carer I use this road, especially when it floods. It is not overly use so does not need to be closed.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length,

				and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
617	3/25/25 13:35:56	No	I live close and use that road to take my kids to school.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.

618	3/25/25 13:42:22	Somewhat	<p>1. Within Homeforge House there 49 flats, accommodation for the purpose of Independent Living, most of the residents being over the age of 60yrs. to assist with their independence a number of the residents require help of a walker. Due to the narrowness of the pavement in some areas of the lane the residents are compelled to walk in the road. This is dangerous especially as very high percentage are hard of hearing, and so do not always hear a vehicle approaching from behind, especially electric motorised cats etc.</p> <p>2. The reduction for the speed of the traffic would help but a camera may need to be installed to monitor the situation.</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
619	3/25/25 13:52:08	No	<p>The road system in this area is very narrow and windy, particularly Somerset Road- where there are often vehicles parked on the road. This causes chicanes where vehicles are parked on opposite sides. This makes driving up and down Somerset Road dangerous as there are many blind spots. Access through Goldwire Lane alleviates this. Goldwire Lane must have pavements withdrawn with access for all. I would suggest a special lane for cyclists who are the biggest bane</p>	<p>Somerset Road is a highway in a residential area where parking is permitted at appropriate locations. If vehicles are parked in a dangerous location or causing an unnecessary obstruction of the highway, they are liable to prosecution by Heddlu Gwent Police. Somerset Road at its junction</p>

locally. Speeding and weaving in and out around pedestrians. Please get lines also put on a wider pavement and return wonastow junction to Drybridge back to a roundabout as visibility coming out of this junction is dangerous. Also do something about cyclists whizzing over Monnow Bridge with no regard for pedestrians

with Wonastow Road and at its junction with Goldwire Lane has prohibition of waiting at any time restrictions insitu and vehicles parked within the extent of these restrictions are liable to being issued with a penalty charge notice by MCC Civil Enforcement Officers. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. Enforcement of the highway law for moving traffic violations e.g.

				cyclists riding dangerously can only be undertaken by Heddlu Gwent Police.
620	3/25/25 13:54:13	Yes	I put yes, but with reservations regards flooding, if Wonastow Road floods. Cutting off Somerset Road what way will residence be able to get cars out?	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
621	3/25/25 15:22:02	Yes	To make drivers aware of how dangerous it is for the older generation who are blind and deaf, as they are unable to see or hear traffic coming from behind who have use the road as the pavement is unsuitable at the end of the lane. It is also a dangerous junction. I have actually witnessed a blind lady with two cars in front and one behind who were within inches of her. I do not think white painted lines is the answer. It needs proper paving.	Noted.

622	3/25/25 15:25:39	Yes	Due to state of road surface, inadequate pavements and speeding cars, road requires re-surfacing and clear precise markings for vehicle and pedestrian use, minus pavements. Plus, a 10mph speed limit imposed and policed with adequate fines for offenders	Noted. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. The statutory speed limit for this highway is 20 mph which is in accordance with the Welsh Governments guidance and regulations on setting speed limits in urbanised areas. Enforcement of the speed limit on the highway network in Monmouthshire is undertaken by Heddlu Gwent Police.
623	3/25/25 15:28:39	Yes	Wider footway for pedestrians for complete length of Goldwire Lane from Abbeyfield to the exit by the Green Dragon. 10mph as maximum speed suggested for the entire length of the road or even 5mph. Mandatory bells on the handlebars of all cyclists.	The statutory speed limit for this highway is 20 mph which is in accordance with the Welsh Governments guidance and regulations on setting speed limits in urbanised areas. It is not feasible to widen the existing footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles.
624	3/25/25 15:33:36	Yes	<ol style="list-style-type: none"> <li>1 Wider footway area for safe pedestrian access for complete length of the part of Goldwire Lane from Abbeyfield to exit at the Green Dragon.</li> <li>2. Suitable footway with for safe usage of "walkers" and mobility scooters etc.</li> <li>3. Consider a 10mph speed limit for the entirety of its length</li> </ol>	It is not feasible to widen the existing footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles. The statutory speed limit for this highway is 20 mph which is in

			<p>accompanied by clear and unambiguous signage: (even better - 5mph limit)</p> <p>4. No electric vehicles without artificial sounding device incorporated.</p>	<p>accordance with the Welsh Governments guidance and regulations on setting speed limits in urbanised areas. The regulations governing electric vehicles registered in the Uk are the responsibility of the United Kingdom government.</p>
625	3/25/25 15:35:08	No	/	<p>Objection has been received but no additional comments or statements were made by the objector in addition to the "No" comment received. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
626	3/25/25 15:41:56	Somewhat	Yes, and somewhat, as I have a mobility scooter at moment cannot use it on a pavement to narrow. I would like a flat road with a road with allocation on it showing cars,bikes,prams/pedestrians, mobility scooters/walkers	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more

				welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
627	3/25/25 19:25:56	No	Should be a shared space for pedestrians and motorists	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane.</p> <p>These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable</p>

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
628	3/25/25 20:04:10	No	Both vehicles and pedestrians should be able to use this route. It cuts off residents in an unworkable way to close it.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
629	3/26/25 18:51:03	No	Works at a continually shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups

				<p>are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
<p>30</p>	<p>3/26/25 18:52:15</p>	<p>No</p>	<p>Waste of council money</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this</p>

				<p>one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
<p>631</p> <p>Page 186</p>	<p>3/26/25 18:54:08</p>	<p>No</p>	<p>It's always been shared access, and it should remain the same.</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging</p>

				sustainable travel between the Goldwire Estate and the town centre
632	4/7/25 20:06:30	No	Having own a flat in Somerset Road that I have my mother living in I feel that road should be open to traffic for easy access to town and emergency vehicles	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
633	4/17/25 10:26:08	No	Easy access should the road be flooded. I have lived in Monmouth since 1967 and have witnessed water up our steps even on Kings Fee. No way should any exits be impeded in anyway as you simple could not get out.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then

				through traffic will be permitted to access Drybridge Street via Goldwire Lane.
Email response number 1	10/18/25 07:34	Yes	My husband and I live in Victoria Estate and walk our dog daily and very often into town. We would like to register our support for the closure to traffic in Goldwire Lane as the sensible and safest option due to the difficulties of walking to town with a dog. child in a buggy, disabled buggy or walker when a car enters and proceeds down the lane making pedestrians squash up on the narrow path. Many times, we have had to help the less abled out of the way to enable a car to pass. The road is just too narrow at the far end for pedestrians and traffic; we have this Order becomes permanent in the not too distant future.	Noted.

Email response number 2	10/20/2025 23:44	No	<p>Objection video received.  <a href="https://youtu.be/BtiGOLnAvq0?si=M3gbzB6kAxssvm6T">https://youtu.be/BtiGOLnAvq0?si=M3gbzB6kAxssvm6T</a>  Received and considered at Council meeting dated 23rd January 2025.  <a href="https://youtu.be/BtiGOLnAvq0?si=M3gbzB6kAxssvm6T">https://youtu.be/BtiGOLnAvq0?si=M3gbzB6kAxssvm6T</a></p>	<p>The scheme to reconfigure the junction of Wonastow Road with Rockfield Road from a mini roundabout to a T junction has been designed and engineered to current highway design standards. It has also been subject to safety audits. The T junction layout and traffic flows have also been modelled by independent transport consultants, traffic queues times and volumes have not been found to be excessive or inappropriate for the new junction layout.</p> <p>Cyclists riding against the permitted direction of travel on this one way only street are committing a moving traffic offence, and are therefore, liable to receive enforcement action via Heddlu Gwent Police</p> <p>Installing a road marking line to segregate pedestrians from vehicles is not in accordance with standard practice for a shared space scheme and therefore would not constitute a shared space.</p> <p>There is insufficient width on the section of Goldwire Lane in question to widen the existing narrow footway and still maintain sufficient carriageway width for vehicles to use the narrow section of Goldwire Lane.</p> <p>The length of the alternative route for</p>
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through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event then through traffic will be permitted to access Drybridge Street via Goldwire Lane.

There is no evidence of a road safety issue where vehicular traffic including emergency service vehicles have found it impossible to use the T junction at the junction of Somerset Road with Wonastow Road. Emergency service vehicles displaying blue lights in an emergency situation would have priority over normal traffic on the highway network.

There is a car park area on Somerset Road available for residents, visitors and carers. The majority of houses on Somerset Road have an off road parking facility. The double yellow lines situated on parts of Somerset Road are located at junctions in order to ensure the free flow of traffic. Vehicles parked on double yellow lines

				<p>on Somerset Road are liable to receiving a fixed penalty notice. The Prohibition of Motorised Vehicles Except for Access restriction does not prohibit access by motorised vehicles to the grocery store which is situated with Goldwire Estate.</p>
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Email response number 3	1/31/2025 22:21	No	<p>Email objection received by Traffic team was sent to Democratic Services for inclusion on the agenda for the Council meeting of the 23rd January 2025. Presentation pdf attached in Appendix 5 and has been received and was considered by Councillors at the Council meeting dated 23rd January 2025. Presentation and petitions were noted and received and considered by The Council Committee of 23rd January 2025 at which Mrs. Johnson also made a presentation in person.</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other</p>
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emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway ( Wonastow Road) from a residential estate side road e.g. Somerset Road would experience delays at peak travel time periods. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction

layout. The regulatory signs ( Prohibition of Motorised Vehicles Except for Access) installed at the commencement of the Traffic Regulation Order on the public highway are fully in compliance with the requirements of The Traffic Signs and General Directions 2016 Statutory Instrument and are clearly visible to oncoming highway users. The Wonastow Road/Somerset Road junction is of a higher standard and wider than the junction of Goldwire Lane/Drybridge Street Junction ( which has very restricted visibility to the right or to the left for vehicles exiting Goldwire Lane onto Drybridge Street) and visibility to the right and to the left upon exiting Somerset Road is protected by prohibition of waiting at any time road markings on Wonastow Road at its junction with Somerset Road. Cyclists are subject to highway law and the highway code and should ride accordingly on the public highway network. Drivers of motorised vehicle and all other classes of highway users have a responsibility to drive within the prevailing road conditions and to drive within the statutory speed limit and in an urbanised built up environment it is not unreasonable for

drivers to anticipate encountering pedestrians ( including children) on the public highway or playing adjacent to and near the extent of the public highway. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. There is insufficient width available to widen the existing footway(s) and still retain sufficient width for motorised vehicles.

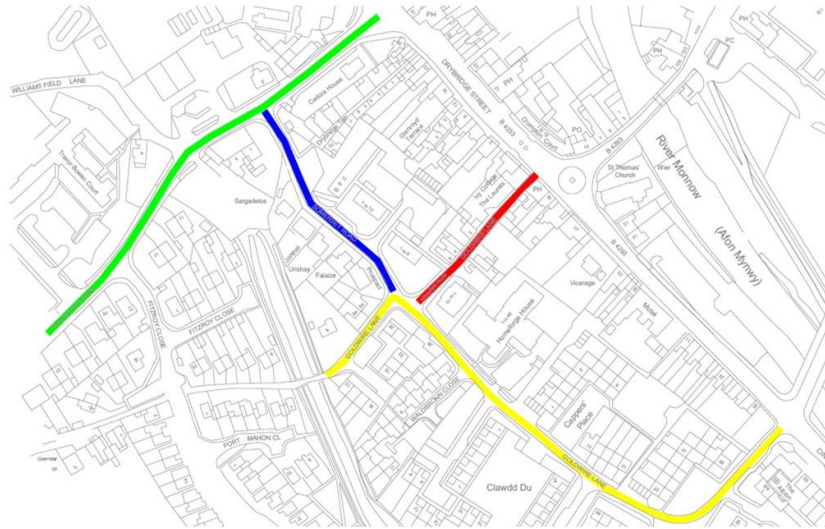
<p>Email response number 4</p>	<p>03/11/2025 14:25</p>	<p>No</p>	<p>In the absence of a permanent alternative exit from Goldwire Lane that is not impacted by flooding and in recognising the current restrictions on trial are not a successful solution, Monmouthshire County Council should consider making the exit from Goldwire Lane onto Drybridge Street a safe shared space with appropriate signage, changes to road surface and traffic calming measures to ensure the safety of all users. To clarify the references to the restrictions being unsuccessful, Town Councillors have witnessed the continued regular use of the road which demonstrates the Order is being ignored and not enforced.</p>	<p>Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Current guidance from the Welsh Government to local Authorities does not support the provision of new vertical traffic calming features on highways subject to the default 20 mph speed limit or restricted roads within Wales. The Prohibition of Motorised Vehicles ( Except for Access) is currently clearly signed on site and signage is clearly visible to oncoming highway users. The powers to enforce this Traffic Regulation Order lie with Heddlu Gwent Police.</p>
<p>Email response number 5</p>	<p>10/14/2024 20:03</p>	<p>No</p>	<p>I wish to protest at the decision to restrict access to Goldwire Lane ,Monmouth. This is a ludicrous idea.</p>	<p>Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow</p>

				<p>available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre</p>
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**Appendix 2: Summary of Consultation Responses**

Location	Agree	Somewhat Agree	Disagree
2219 Prohibition of Driving (except for access) Goldwire Lane, Monmouth.	13	5	227

Appendix 3:



### Goldwire Lane, Monmouth

Goldwire Lane is a residential street in Monmouth (yellow)

Currently one way for vehicles

This TRO is about the short section of Lane at right angles (red), which cuts back down to Drybridge Street

Part of old route that continues from small pedestrian bridge over ditch linking bigger residential area to town

Exit for vehicles along Somerset Rd (blue) onto Wonastow Rd (green), to access town, industrial estate, Link Rd to A40 etc



Narrow exit to Drybridge Street





## Goldwire Lane – why an intervention?

Elderly residents came to advice surgery at community centre, followed by joint letter

Asked us to make lane safer for them , as their route into town, church , community centre

Pavement too narrow for wheelchairs, mobility scooters, prams, walking frames

Reported near misses and minor accidents with cars, and feeling unsafe

2 examples of being hit by car: one was disability scooter

## Goldwire Lane, Monmouth – what we found

Blocks of elderly people's accommodation and large residential area needing this as walking and wheeling route, to schools and facilities.

Few properties on this section needing direct access, but many using it as a short cut. Cars using this as short cut present a danger:

- to people walking or wheeling along the lane
- to people crossing pavement to pavement on Drybridge Street
- to traffic on Drybridge Street by pulling out from narrow exit close to roundabout, from unexpected source with poor visibility

More suitable route for vehicles onto Somerset Rd and Wonastow Rd, for access in all directions: to town, Wonastow Industrial Estate, Link Rd etc. These are roads with full width for vehicles. Minimal extra distance compared to using 'short cut'.



## Goldwire Lane, Monmouth – experimental TRO, started Oct 2024

*‘After the trial, if the effect on the adjacent highway network has not been disproportionate, we will proceed to make the Order permanent’*

Overall there has been a reduction in vehicle traffic on Goldwire and Somerset Rd

Addressing concerns:

Access if Wonastow Road floods?

- emergency vehicles access as required
- confirm that residents can use this as emergency access in case of flood on Wonastow
- in severe floods, residents are asked not to drive unless essential. Pedestrian routes become even more important, and stranded cars are extra hazard.
- in recent flood Drybridge Street and entrance to Goldwire also flooded

Somerset Rd traffic congestion will result?

- no evidence of this occurring in practice
- monitoring indicated slight reduction in traffic on Somerset Rd

## Goldwire Lane, Monmouth – what we are trying to achieve

A safe, quiet lane for walkers and wheelers, safe in the knowledge that they have priority and don't have to jump out of the way of vehicles.

Increasing freedom for non drivers, including children and some very elderly.

More people from surrounding areas using this as pedestrian route, further reducing traffic, and improving air quality.

*'I use this almost every day and have always thought priority should be given to pedestrians, with cycle and mobility bikes allowed to use it. I don't see any need for cars to use it as a short cut. ...at the moment pedestrians have to move to let vehicles pass'*

*'one lady who is nearly blind and has to use a walker was seen to have one car in front of her and 3 cars behind ...'*

*'Thank you for listening to the pedestrians who have to use mobility scooters and walkers to get to the shops' .... Elderly resident, aged 97*

*'our society will be judged on how we treat our most vulnerable' Lord Alf Dubs*

**Appendix 3a: Photos of proposed alternative route to the side of Riverside Hotel**



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## Appendix 4:

### Place Scrutiny Meeting 19<sup>th</sup> March – Goldwire Lane summary

The Cabinet Member presented the report, explaining that the experimental TRO had been introduced for road safety reasons, following a request from elderly local residents, who used this route to travel on foot or on mobility scooters to the community centre, church and into town. It was noted on investigation that the road was too narrow to allow vehicles to pass other road users, and that cars attempting to exit onto Drybridge Street also posed a hazard to oncoming traffic and to those using the pavement. It was considered that the main vehicle route along Somerset Road was more suitable for cars, being full width, while other road users needed their own safe route, provided by this Lane, which continues directly on from the old pedestrian bridge over Clawdd Ddu.

Some members reported their own experience at this location, including one member being hit by a car herself. Another member reported residents saying that they felt unsafe and forced to get out of the way for vehicles, and that a large number of elderly people and children use this route.

During the discussion, a number of members raised concerns about the adequacy and scope of the consultation process, expressing the view that key voices – particularly those of children and vulnerable pedestrians – had not been fully captured. The Cabinet Member explained that the formal consultation had been targeted at those directly affected as residents of the specific section of the lane, and that extending the exercise to all potential users, including all children in the wider area, would have been disproportionate for a small-scale safety intervention. The Cabinet Member also clarified that while members of the wider public were able to comment during the statutory Traffic Regulation Order process, the objections largely came from drivers who used the route, rather than from those residents most directly affected by pedestrian safety on the lane.

A member questioned whether decisions were being made on the basis of anecdotal evidence rather than the consultation results, which had shown significant public opposition. The Cabinet Member replied that consultation is not intended to be a referendum, rather it is used to gather specific concerns so that officers can examine the evidence and address those issues directly. The Cabinet Member noted that where consultation raised discrete matters – such as flooding or the feasibility of a shared-space design – the council had investigated those points and found that the physical constraints of the lane, not anecdotal comment, remained the decisive factors. In particular the concern that there would be a negative traffic impact on other local roads had not been borne out in practice. The other main concern, that residents need an alternative exit if Wonastow Road is flooded, had been addressed by confirming that the restriction would not apply in that situation.

A recurring concern centred on the omission of the Riverside Hotel footpath as a potential alternative pedestrian route. Some members argued that this route appeared serviceable, potentially negotiable with the landowner, and therefore should be properly examined before ruling it out. The Cabinet Member responded that this route had indeed been considered – however, the footpath that runs down the side of the hotel is a

public right of way and not part of the adopted public highway (though the link on to Goldwire Lane along the rear of Cappers Place is private) and contains narrow or unsafe sections where accidents have previously been reported. For those reasons, the council could not require alterations to it, and even with hypothetical improvements it could not fulfil the same safe and direct function as Goldwire Lane for mobility-aid users, children and elderly residents. Other members supported this position, arguing that the alternative route was significantly less practical and did not reflect the natural desire lines of residents travelling through the area.

Questions were also raised about whether the council would be liable if safety improvements were reversed and a collision subsequently occurred. Officers explained that while a formal risk assessment might not necessarily be required, a full report would be needed to justify any decision to reopen the lane, including an assessment of possible outcomes. They added that collisions on the highway are generally attributed to driver or pedestrian error, though environmental factors can occasionally feature, and the Cabinet Member reiterated that any proposal to reverse the restriction would need further, much broader, consultation.

Members also challenged the feasibility of engineering solutions such as bollards, segregated walkways, or shared-space arrangements, citing examples from their own wards. Officers clarified that Goldwire Lane is already one-way and that the narrow footway and road width would not make it possible to create a safe segregated pedestrian corridor while maintaining vehicle access. They also stated that shared-space models require considerably wider roads and sustained cultural adaptation, and are therefore unsuitable for this location. The Cabinet Member noted that earlier consideration had been given to shared-space concepts, but that they were discounted on safety grounds.

Some members expressed doubts about the clarity of the signage, particularly in relation to flood exemptions. Officers explained that traffic signage is governed by national regulations, and that only prescribed signs may be used; no sign exists that would lawfully indicate “except during flooding.” As a result, the council is unable to provide additional wording, even if it might assist public understanding. It was questioned whether the lane could genuinely serve as a route during flooding. The Cabinet Member responded that in severe flooding events, no route is safe and emergency services generally advise against travel. Only short-duration access situations are relevant, and the council’s investigations had shown that the perceived dependence on the lane during floods had been overstated.

Alongside these concerns, several members highlighted positive experiences following the introduction of the restriction. They described the lane as being quieter and safer, with many children and vulnerable residents now able to use it without intimidation from vehicles. They also referred to personal observations of drivers ignoring restrictions previously, creating undue pressure on pedestrians. These members stated that the restriction had improved safety and aligned with the council’s legal duty to promote active travel, and that they had not heard compelling arguments that outweighed this duty.

Conversely, some members argued that the scheme was not ready for a final decision, citing strong public opposition, unresolved questions about alternative routes, and a need for further investigation. They felt that prematurely endorsing closure would risk disregarding residents’

views and failing to demonstrate that all possible options had been examined. Some members suggested that the Experimental Order might need to be extended to allow additional time, but officers noted that an Experimental TRO cannot continue beyond 18 months, and that restarting it would require a return to unrestricted traffic conditions for a period.

A formal recommendation from the committee to Cabinet was proposed: 'The committee does not endorse making the order permanent, and recommends that Cabinet reviews all options further.' A vote was taken on adopting the recommendation; with 4 in favour, 4 against, and one abstention, the vote was carried by the Chair's casting vote.

### **Appendix 5: Notice of Making**

#### **SECTION 9 – ROAD TRAFFIC REGULATION ACT 1984**

#### **NOTICE OF MAKING AN EXPERIMENTAL ORDER**

#### **MONMOUTHSHIRE COUNTY COUNCIL**

#### **(TRAFFIC REGULATION ORDER)**

#### **(GOLDWIRE LANE, MONMOUTH, MONMOUTHSHIRE)**

#### **(EXPERIMENTAL) TRAFFIC ORDER 2024**

**NOTICE IS HEREBY GIVEN** that **MONMOUTHSHIRE COUNTY COUNCIL** in accordance with the Local Authorities Traffic Order (Procedure) (England & Wales) Regulations 1996 and the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act"), as amended, and Part IV of Schedule 9 to the Act and of all other enabling powers and after consultation with the Chief Officer of Police, has made an Experimental Order which shall come into force on the 25<sup>th</sup> October 2024 and shall remain in force for not more than eighteen months.

The **EFFECT OF THE ORDER** shall be:

**GOLDWIRE LANE, MONMOUTH**

To implement a Prohibition of Driving (except for access) Order on Goldwire Lane from its junction with Somerset Road to its junction with Drybridge Street.

If made permanent, the Order shall have the effect of amending the Monmouthshire County Council (Various Roads) (Traffic Regulation and Speed Limit) Consolidation Order 2019, or any later Consolidation Order made to revoke and re-enact the provisions of that order, in that the Map Schedules specified in the First Schedule shall be amended and the Map Schedule specified in the Second Schedule to this Order shall be implemented.

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A copy of the proposed Order, Maps indicating the new restrictions, together with the Statement of Reasons for proposing to make the Order, may be inspected during normal office hours at County Hall, The Rhadyr, Usk, NP15 1GA or online via the Monmouthshire County Council website [www.monmouthshire.gov.uk/public-consultation-traffic/](http://www.monmouthshire.gov.uk/public-consultation-traffic/) which can also be accessed by scanning the QR code shown.

If any person wishes to question the validity of this Order or of any of its provisions on the ground that it or they are not within the powers conferred by the Act, or that any requirement of the Act or of any instrument made under the Act has not been complied with, that person may, within six weeks from the date of this notice apply for the purpose to the High Court.

The Order will come into effect on the 25th October 2024 and will remain in operation for a period of up to eighteen months. If the provisions of the Order continue in operation for a period of at least six months, the Council will consider in due course whether the provision of the experimental order should be continued in force indefinitely by means of a permanent Order. Any person desiring to object to the making of an Order for the purpose of such indefinite continuation may, within six months of the Order coming into operation, send a statement in writing of the objection and the grounds on which it is made to the Chief Officer,



Law and Governance at County Hall, The Rhadyr, Usk, NP15 1GA or by email to [Traffic@monmouthshire.gov.uk](mailto:Traffic@monmouthshire.gov.uk) quoting the reference Goldwire Lane, Monmouth (Experimental Traffic Order) 2024.

By virtue of Section 11 of the Road Traffic Regulation Act 1984, any person who contravenes a restriction or prohibition imposed under Sections 9 and 10 of the Act shall be guilty of an offence.

Dated: 9<sup>th</sup> October 2024

Carl Touhig  
Head of Neighbourhood Services  
Monmouthshire County Council  
PO Box 106  
Caldicot  
Monmouthshire  
NP26 9AN

## **SCHEDULE**

### **FIRST SCHEDULE**

Map Schedule to be amended

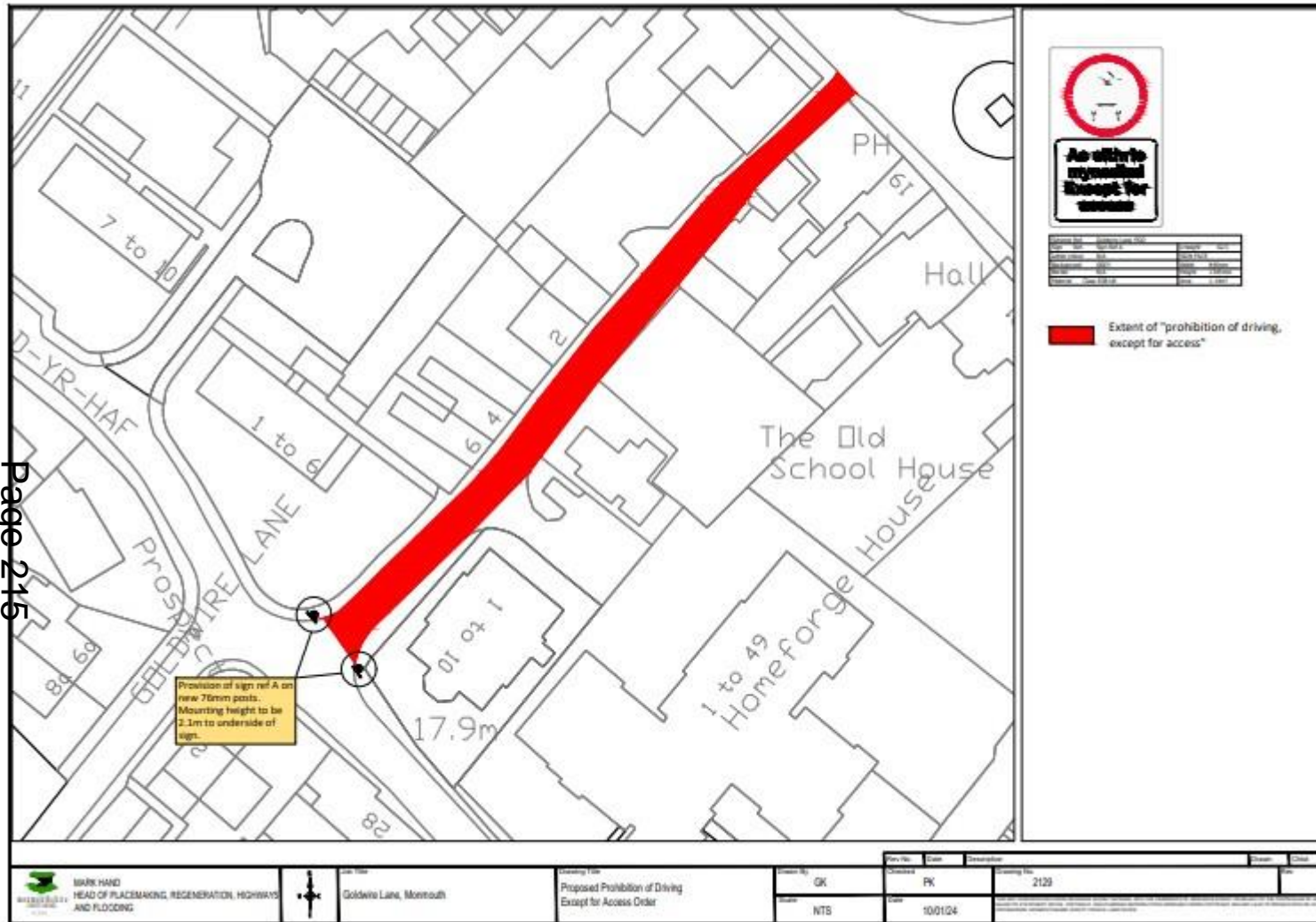
BC109B

**SECOND SCHEDULE**

Map Schedule to be inserted

BC 109C

Appendix 6: Drawing



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## Appendix 7: Objection Presentation to Committee



Presentation to  
Council Committee.p

## Appendix 8: Vivacity automated data camera counter of usage of Goldwire Lane at its exit on to Drybridge Street



Page 216  
trend-avg-daily-cou  
nts-by-class\_directio



trend-avg-daily-cou  
nts-by-class\_directio

## Appendix 9: Wellbeing of Future Generations Equalities Impact Assessment



monmouthshire  
sir fynwy

## Equality and Future Generations Evaluation

**Name of the Officer** completing the evaluation

**Phaedra Cleary**  
**Phone no: 01633 644731**  
**E-mail: phaedracleary@monmouthshire.gov.uk**

**Please give a brief description of the aims of the proposal**

To make permanent the Monmouthshire County Council (Traffic Regulation Order )( Goldwire Lane, Monmouth, Monmouthshire) Experimental ( Traffic Order) 2024.

<b>Name of Service area</b> Neighbourhood Services	<b>08/04/2026</b>
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1. **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.

<b>Protected Characteristics</b>	<b>Describe any positive impacts your proposal has on the protected characteristic</b>	<b>Describe any negative impacts your proposal has on the protected characteristic</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</b>
Age	This proposal will provide a safe environment for all age groups to use this section of highway.	None identified at this stage	N/A
Disability	This proposal will provide a safe environment for disabled highway users and therefore encourage and support the use of the highway under consideration.	None identified at this stage.	N/a
Gender reassignment	None identified at this stage	None identified at this stage	N/A
Marriage or civil partnership	None identified at this stage	None identified at this stage	N/A
Pregnancy or maternity	None identified at this stage	None identified at this stage	N/A
Race	None identified at this stage	None identified at this stage	N/A
Religion or Belief	None identified at this stage	None identified at this stage	N/A
Sex	None identified at this stage	None identified at this stage	N/A
Sexual Orientation	None identified at this stage	None identified at this stage	N/A

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

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

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
<b>Socio-economic Duty and Social Justice</b>	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 identified at this stage	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><b>Policy Making</b></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>The new highway signs installed are bi-lingual with Welsh appearing in front of English as per current guidance.</p>	<p>N/A</p>	<p>N/A</p>
<p><b>Operational</b></p> <p>Recruitment &amp; Training of Workforce</p>	<p>None identified at this stage</p>	<p>None identified at this stage</p>	<p>N/A</p>
<p><b>Service delivery</b></p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	<p>Any new highway signs and carriageway markings will be bi-lingual with Welsh appearing in front of English as per current guidance.</p>	<p>None identified at this stage</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?
<b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral.	N/A
<b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g., climate change)	Neutral.	N/A
<b>A Healthier Wales</b> People's physical and mental wellbeing is maximized, and health impacts are understood	Positive: Safer highway environments will be more attractive for alternate transport modes such as cycling, walking, and scooting by the development of Active Travel Routes.	N/A
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe, and well connected	Positive: Development of Active Travel Routes facilitated.	N/A
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic, and environmental wellbeing	Positive: Improved accessibility for residents will improve local social wellbeing.	N/A
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage, and Welsh language are promoted and protected. People are encouraged to do sport, art, and recreation	Positive: All street signs and road markings will be bilingual with Welsh above English.	N/A

Well, Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Positive: Easier and safer travelling route from the Goldwire Estate to and from the town centre (via the zebra crossing on Drybridge street) for vulnerable highway user groups.	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 221</p> <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	N/A	N/A
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	N/A	N/A
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	Statutory consultation has been undertaken with all necessary stakeholders including the general public.	N/A

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>Proposals will be enforced by Heddlu Gwent Police.</p>	<p>None</p>
 <p><b>Integration</b></p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The proposal will have a positive impact on wellbeing by supporting connectivity and active travel between the town centre and the Goldwire estate.</p>	<p>None</p>

**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?**

	<b>Describe any positive impacts your proposal has</b>	<b>Describe any negative impacts your proposal has</b>	<b>What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?</b>
Social Justice	None identified at this stage	None identified at this stage	N/A
Safeguarding	None identified at this stage	None identified at this stage	N/A
Corporate Parenting	None identified at this stage	None identified at this stage	N/A

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

Page 223  
 officer observations and correspondence from the respective communities and their elected representatives.  
 prior consultation and data recorded as part of the proposed making permanent of the Experimental Traffic Regulation Order.

**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 restriction on motorised vehicles (except for access) will contribute to providing a safer highway environment for all vulnerable highway user groups. It will also support the aims of the Active Travel Act and encourage more sustainable modes of travel.

1.1 **Negative impacts:** The proposal will require motor vehicles users to travel a further 0.3 miles, which will lead to increased journey times.

On balance improving safety for walking, cyclists and wheeling and encouraging increased active travel trips outweighs the increased inconvenience to motor vehicle users.

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

<b>What are you going to do</b>	<b>When are you going to do it?</b>	<b>Who is responsible</b>
Implement the proposals as advertised	Following the making and publication of the traffic regulation order.	Traffic Team (Graham Kinsella, Phaedra Cleary, Gareth Freeman, Georgina Edwards)

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

<b>Version No.</b>	<b>Decision making stage</b>	<b>Date considered</b>	<b>Brief description of any amendments made following consideration</b>
1	Place Scrutiny Committee	19/03/2026	The recommendation to make the road closure permanent was not agreed by Scrutiny Committee due to concerns over the inconvenience to motorists, limiting exit points and the impact of flooding events. There was also concern that the majority of consultees were opposed to the proposal. The concerns raised have been addressed in the report and in line with WG's Transport Strategy, active travel takes priority in the travel hierarchy. The proposed recommendation to close Goldwire Lane to through traffic remains unchanged.
2	ICMD	08/04/2026	
3			