

**SUBJECT: PROHIBITION OF WAITING AT ANY TIME (CHAPEL ROAD, STANHOPE STREET, CANTREF ROAD, AVENUE ROAD, HAROLD ROAD) ABERGAVENNY**

**MEETING: Cabinet Member for County Operations**

**DATE: 9<sup>th</sup> May 2018**

**DIVISION/WARDS AFFECTED: Bryn y Cwm, Cantref**

**1. PURPOSE:**

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

**2. RECOMMENDATIONS:**

Not to hold an inquiry into the proposal

To approve the proposed amended Order and to implement the amended Order.

**3. KEY ISSUES:**

Monmouthshire County Council has previously received concerns regarding the level of road safety for school children and other highway users on the various streets in the locality and vicinity of Cantref School. Concerns have been also received regarding illegal and obstructive vehicle parking on the various junctions in this locality. The area is also experiencing issues with some parents of school

children parking illegally and inappropriately at school opening and closing times thereby endangering vulnerable highway users specifically the school children.

#### **4. REASONS:**

Officers have visited this location on several occasions and noted the illegal vehicle parking at the junctions referred to in the schedule of prohibition of waiting at any time. The current level of obstructive vehicle parking is also restricting the free flow of traffic especially at peak traffic periods on these streets which are relatively narrow in character. Inappropriately parked vehicles were also observed to cause potential safety issues for pedestrians especially school children due to the serious lack of conspicuity/visibility whilst attempting to cross the carriageways at these locations.

In light of the objections received regarding the proposed double yellow lines on Chapel Road opposite the exit from Harold Road and having carefully considered all the views expressed during the public consultation it is now proposed to implement a reduced length of double yellow lines here which will not include the highway fronting the driveway to number 77 Harold Road.

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

A schedule of responses including objections received is included in this report.

Officers consider that in view of the fact that objections can be resolved as set out in the report, that the Council's proposals do not warrant the holding of any inquiry.

#### **5. RESOURCE IMPLICATIONS:**

The costs of the proposed Traffic Regulation Order and road markings are being funded by Monmouthshire County Council.

#### **6. SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS**

There are no sustainability issues regarding installing the new double yellow lines.

**7. CONSULTEES:**

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

**8. BACKGROUND PAPERS:**

Notice of Intention, Schedule of Objections/Comments, Proposed Resident Only Parking Scheme location plan, Schedule of Order, Statement of Reasons.

**9. AUTHOR:**

Paul Keeble Traffic & Network Manager

**10. CONTACT DETAILS:**

E-mail: [Paulkeeble@monmouthshire.gov.uk](mailto:Paulkeeble@monmouthshire.gov.uk)  
Telephone: 01633 644733

<b>M494 Combined Chapel Rd, Stanhope St, Cantref Rd, Avenue Rd &amp; Harold Rd, Waiting Restrictions</b>			
<b>Schedule of Comments</b>			
<b>Name/Address</b>	<b>Support/Object</b>	<b>Comments</b>	<b>Officer Response</b>
Godfrey	Support	Mrs Godfrey has been involved in 2 incidents at the junction of Chapel Rd & Harold Rd. Visibility is restricted by the adjacent hedge and parked cars create an additional hazard. Mrs Godfrey fully supports the proposals.	Noted
Woodier	Objection	Placing restrictions in Chapel Rd in the areas suggested will make the road more dangerous for pedestrians. Currently, parked cars control the speed of traffic much better than the traffic bumps. Removing the parked cars will only allow traffic to travel more quickly increasing the danger. The parked cars in Chapel Rd act as very effective sleeping policemen.	Noted - Chapel Road is subject to a 20mph speed limit and has provision of physical traffic calming features, therefore it is anticipated travelling speeds are at or around 20mph. Whilst it is acknowledged that on street parking does have the additional effect of reducing travelling speeds, the proposals to introduce waiting restrictions are intended to improve visibility for all motorists when exiting Harold Road.
Doyle	Objection	MHA own a number of flats on Chapel Rd that have no designated parking assigned. They are unable to provide any parking areas as there is no available space. Any further restrictions would result in there being no on street parking for the residents of the flats. ANY maintenance repairs or servicing required to be carried out would mean the workforce will have to park away from the flats and carry their equipment incurring additional manual handling issues.	Noted - Monmouthshire County Council have no duty or responsibility to provide on street parking for residents/tenants/landlords. The road safety benefits the proposals have significantly outweigh the resultant consequences in terms of the loss of on street parking.

<b>Petition (20 names, )</b>	<b>Objection</b>	<p>The order will remove all available on street parking serving tenants occupying the block of 12 flats at Chapel Rd. The tenants of the flats will be hard hit by removing the parking opportunities for essential visitors including taxis for the elderly, meals on wheels, health workers and personal carers. The order will increase the vulnerability of residents forced to park away from their homes, including shift workers arriving home late at night or in the early hours. Removing parked cars will encourage faster movement of vehicles currently slowing down by the narrowing of the road. This includes vehicles turning onto Chapel Rd from Harold Rd as well as cars travelling along Chapel Rd. Residents parking will be forced along Chapel Rd and into the adjoining streets, areas already near to their capacity, or creating additional traffic problems, safety concerns and potentially cause unnecessary tension between neighbours.</p>	<p>Noted - the proposals are intended to reinforce the highway code by restricting parking within 10m and opposite the Harold Road junction. Whilst it is acknowledged some on street parking will be removed by the introduction of the waiting restrictions, the road safety benefits outweigh the loss of any on street parking.</p>
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Davies	Objection	<p>Chapel Rd is already a safe road and the order is therefore unnecessary. Official data reported to the police about road traffic incidents occurring on Chapel Rd/Harold Rd/Avenue Rd and Stanhope St show there have been no recorded incidents in the last 10 years. The order will remove all available on street parking serving tenants occupying the block of 12 flats located at Chapel Rd and outside other residential properties. The tenants of the flats will be hard hit by removing the parking opportunities for essential visitors including taxis for the elderly, meals on wheels, health workers and personal carers. The order will increase the vulnerability of residents forced to park away from their homes, including shift workers arriving home late at night or in the early hours. Residents parking will be forced along Chapel Rd and into the adjoining streets, areas already near to their capacity, or creating additional traffic problems, safety concerns and potentially cause unnecessary tension between neighbours.</p>	<p>Noted - the proposals are intended to reinforce the highway code by restricting parking within 10m and opposite the Harold Road junction. Whilst it is acknowledged some on street parking will be removed by the introduction of the waiting restrictions, the road safety benefits outweigh the loss of any on street parking.</p>
Simcock	Objection	<p>E-mail in support of Mr Owen Davies' objection, requesting that further assessments are undertaken.</p>	<p>Noted - the proposals are intended to reinforce the highway code by restricting parking within 10m and opposite the Harold Road junction. Whilst it is acknowledged some on street parking will be removed by the introduction of the waiting restrictions, the road safety benefits outweigh the loss of any on street parking.</p>

<p><b>Scott</b></p>	<p><b>Support</b></p>	<p>Most residents in his area of Chapel Road appear to be in favour of the restrictions. However, would like to see a stop sign at the end of Harold Rd &amp; the owner of the property on the corner of Harold Rd/Chapel Rd to cut his hedge back in order to improve drivers visibility up Chapel Rd.</p>	<p>Noted - there are already carriageway markings in place at the junction of Chapel Rd and Harold Rd indicating to motorists that they should "give way". A stop line is only normally implemented where visibility at a junction is significantly restricted. in this instance a "give way" line is considered appropriate. A request will be sent to Highways operations colleagues to issue a hedge cutting notice to the resident.</p>
<p><b>Kirk</b></p>	<p><b>Objection</b></p>	<p>Double yellow lines seem like an unnecessary obstruction, when in fact the only time there is any significant parking is for school drop off and collection. I haven't seen a problem or traffic incident there at all in the 17 years I have used the road, or the 30 years my wife has. A more sensible approach would be to have a single yellow line time specific restrictions around school hours. I would also suggest creating a 20mph zone for the school area itself.</p>	<p>Noted - there is already a 20mph speed limit in place around the school.</p>
<p><b>Jordan</b></p>	<p><b>Support</b></p>	<p>Councillor Jordan supported the originally proposed extents of the double yellow lines as consulted upon. The proposed extent of the double yellow lines now recommended to be implemented is not as per that originally consulted upon (the extent of the double yellow lining to be implemented has been reduced from that originally consulted upon).</p>	<p>The proposed extents of the double yellow lines to be implemented are not as that originally consulted upon. The extent of the double yellow lines proposed in this report has been reduced on the western side of Chapel Road opposite the exit from Harold Road compared to those originally consulted upon. Officers consider that the reduced extents of double yellow lines are more proportionate at the junction referred to above.</p>

<b>Rogers</b>	<b>Objection</b>	<p>The proposal of yellow lines outside my property in Chapel Rd, Abergavenny, and the surrounding areas are of great concern to me. As a disabled driver i struggle to park as it is, as all the surrounding streets are already clogged with cars nose to tail. These include, Stanhope st; North st. Orchard close, and Cantref rd. The residents in Cantref road are constantly voicing their objections to us for parking there and several times have been asked to move. My vehicle has been damaged several times parked in Cantref rd and i did inform the police each time it was keyed, mirrors stolen and scratched many other people have also have their vehicles damaged just for parking in Cantref Rd. As a disabled driver i need to be able to park close to my address as i have a mobility problem. My car is my life line and l'm constantly stressing about where to park it. Yellow lines is just going to make my problems a lot worse! And for other residents .I do understand there is a traffic problem in the area, but if other people didn't park here to go to town, dentist, walking up mountains etc the congestion wouldn't be so bad! Also many residents have multiple vehicles including trucks and vans brought home from work! This road is also used as a short cut from brecon road to pennypound which causes the most awful congestion in the afternoon, surely this could be changed! Please advise me as to where i am supposed to park if the yellow lines go ahead!!!</p>	<b>Noted</b>
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Callard	Objection	Mr Callard submitted an objection requesting additional information, some of which is unavailable (One Way Orders). He indicated he cannot provide a full objection without first having additional information.	Noted - A draft response has been produced, however, has not been sent to date.
Thurston	Objection	<p>I live on Chapel Road and would be grateful for more information on the proposed traffic order prohibiting waiting at any time.</p> <p>As well as living on the road concerned I am also Chairman of Abergavenny Cycle Group, a local charity that campaigns to improve conditions for cycling in the town and surrounding area. I am especially keen to know what impact (positive or negative) the proposals will have on cyclists.</p> <p>There are a number of problems in that part of the town, chief among them is pavement parking, also congestion at certain times of day, and speeding in a 20mph zone. Have the proposals been designed to address these problems?</p> <p>I look forward to hearing from you.</p>	Noted
Abergavenny Town Council	Support	The Town Council supports the proposals as per those originally consulted upon. It also wishes it noted that it is concerned regarding the level of enforcement.	Noted. The recommendation in this report is to proceed to implement a reduced length of double yellow lines (than that originally consulted upon) on the western side of Chapel Road at its junction with Harold Road.

<b>Matthews</b>	<b>Support</b>	<p>I have walked the area with the local officer and parking on the street is at a premium however most of the proposed additions would seem to enhance the safe use of the road junctions, there are some signs in the area yellow in colour and of a similar size to your notices to encourage residents to provide a response on the reduction of on street parking.</p> <p>The junction of Stanhope Street and Chapel Road has already some time ago had the prohibition of waiting area extended, I assume that this area is currently not enforceable.</p> <p>The proposed amendments would seem to be in place to provide additional safety for vehicle and pedestrian movements at the road junctions which would seem to be appropriate. I did notice also at the junction of Stanhope Street and Chapel road the uncontrolled crossing of Stanhope Street only has one line of tactile paving. Local Officers advise that at School leaving times of Harold Road Junior School, Avenue Road becomes congested with parked vehicles and as with all schools parents and guardians seem to come to the area some twenty minutes before the pupils come out, this makes through vehicle movements very difficult and pupils having to cross the road between parked vehicles so creating a danger. Is it possible additional waiting restrictions at these times could be put in place that would create passing places and so not increase vehicle speeds. I also note that outside Harold road school there are School Keep Clear carriageway markings but there are no signs to advise drivers at what time these markings become enforceable which is required in the TSRGD of 2016.</p>	<b>Noted</b>
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## Future Generations Evaluation ( includes Equalities and Sustainability Impact

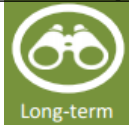
<p><b>Name of the Officer</b> completing the evaluation Paul Keeble</p> <p><b>Phone no:</b>01633644733 <b>E-mail:</b>PaulKeeble@monmouthshire.gov.uk</p>	<p><b>Please give a brief description of the aims of the proposal</b> To address the road safety concerns regarding illegal parking and obstructive parking at specific locations on the public highway.</p>
<p><b>Name of Service</b> Highways</p>	<p><b>Date Future Generations Evaluation</b> form completed 26<sup>th</sup> February 2018</p>





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

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

<b>Well Being Goal</b>	<b>How does the proposal contribute to this goal? (positive and negative)</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	Positive	N/A
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	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	Neutral	N/A
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Neutral	N/A

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

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

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

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

<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	Encourage more school children to walk to school by improving the level of road safety thereby having health benefits.		N/A
Disability	N/A		N/A
Gender reassignment	N/A		
Marriage or civil partnership	N/A		
Race	N/A		
Religion or Belief	N/A		
Sex	N/A		
Sexual Orientation	N/A		
Welsh Language	N/A		



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

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

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

Officers have undertaken several visits (including site visits with local community representatives) to this location and observed the issues of illegal and obstructive parking on the highway and the resulting difficulties in vehicle turning manoeuvres and in pedestrian safety.

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

The proposed traffic regulation order will enable increased forward visibility at road junctions and the new prohibition of waiting at any time road markings will clearly inform drivers to not park at these locations on the highway and will make police enforcement of the restrictions easier and more efficient.

**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>	<b>Progress</b>
Implement order and appropriate works	Following publication of notice of making.	Traffic & Network Team	On-going

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

The impacts of this proposal will be evaluated on: April/May 2019.

**SECTION 1. - ROAD TRAFFIC REGULATION ACT 1984**

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

**MONMOUTHSHIRE COUNTY COUNCIL  
PROHIBITION OF WAITING AT ANY TIME  
(CHAPEL ROAD, STANHOPE STREET, CANTREF ROAD, AVENUE ROAD,  
HAROLD ROAD, ABERGAVENNY)**

**TRAFFIC REGULATION ORDER 2017**

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

**EFFECT OF THE ORDER:** Extend the current prohibition of waiting restrictions on Chapel Road, Stanhope Street, Cantref Road, Avenue Road and Harold Road Abergavenny by restricting vehicular parking outlined in the proposed Schedule of restrictions. The Council has received concerns from community representatives regarding the adverse effect on the flow of highway users of the existing situation of vehicular parking.

Further details of the proposed Order comprising a plan, statement of reasons for proposing to make the Order and the Monmouthshire County Council (Chapel Road, Stanhope Street and Cantref Road) (Prohibition of Waiting) Order 2003 and the (Avenue Road and Harold Road) Prohibition of Waiting Order 2003 which is to be revoked by this proposal may be examined during normal office hours at the County Hall, The Rhadyr, Usk, NP15 1GA and the Councils Abergavenny Community Hub, Baker Street, Abergavenny, NP7 5BD. If you wish to telephone to obtain further information about this proposal please telephone 01633 – 644026 or alternatively email [clairewilliams@monmouthshire.gov.uk](mailto:clairewilliams@monmouthshire.gov.uk).

Any objections in respect of this proposal should be made in writing, stating the grounds on which the objection is being made and should be sent to Head of Legal Services, Monmouthshire County Council, PO Box 106, Caldicot, NP26 9AN not later than the 6<sup>th</sup> of October 2017. Please quote reference CW/H45/60.0844 on any correspondence.

**Date: 18<sup>th</sup> August 2017**

**R Tranter**



## **ADRAN 1. - DEDDF RHEOLEIDDIO TRAFFIG FFORDD 1984**

### **HYSBYSIAD O BENDERFYNIAD I WNEUD GORCHYMYN PARHAOL**

#### **CYNGOR SIR FYNWY**

#### **GWAHARDD AROS AR UNRHYW ADEG**

**(HEOL Y CAPEL, STRYD STANHOPE, HEOL Y CANTREF, HEOL Y GOEDLAN,  
HEOL HAROLD, Y FENNI)**

#### **GORCHYMYN RHEOLI TRAFFIG 2017**

**HYSBYSIR DRWY HYN** fod Cyngor Sir Fynwy, Neuadd y Sir, Y Rhadyr, Brynbuga, NP15 1GA ("y Cyngor") yn bwriadu gwneud Gorchymyn Rheoleiddio Traffig Ffordd fel a ganlyn:

**EFFAITH Y GORCHYMYN:** Ymestyn y gwaharddiad presennol o gyfyngiadau aros ar Heol y Capel, Stryd Stanhope, Heol y Cantref, Heol y Goedlan a Heol Harold, Y Fenni trwy gyfyngu ar barcio cerbydau a amlinellir yn yr Atodlen gyfyngiadau arfaethedig. Mae'r Cyngor wedi derbyn pryderon gan gynrychiolwyr y gymuned ynghylch yr effaith andwyol ar lif y defnyddwyr priffyrdd o ran sefyllfa bresennol parcio cerbydau.

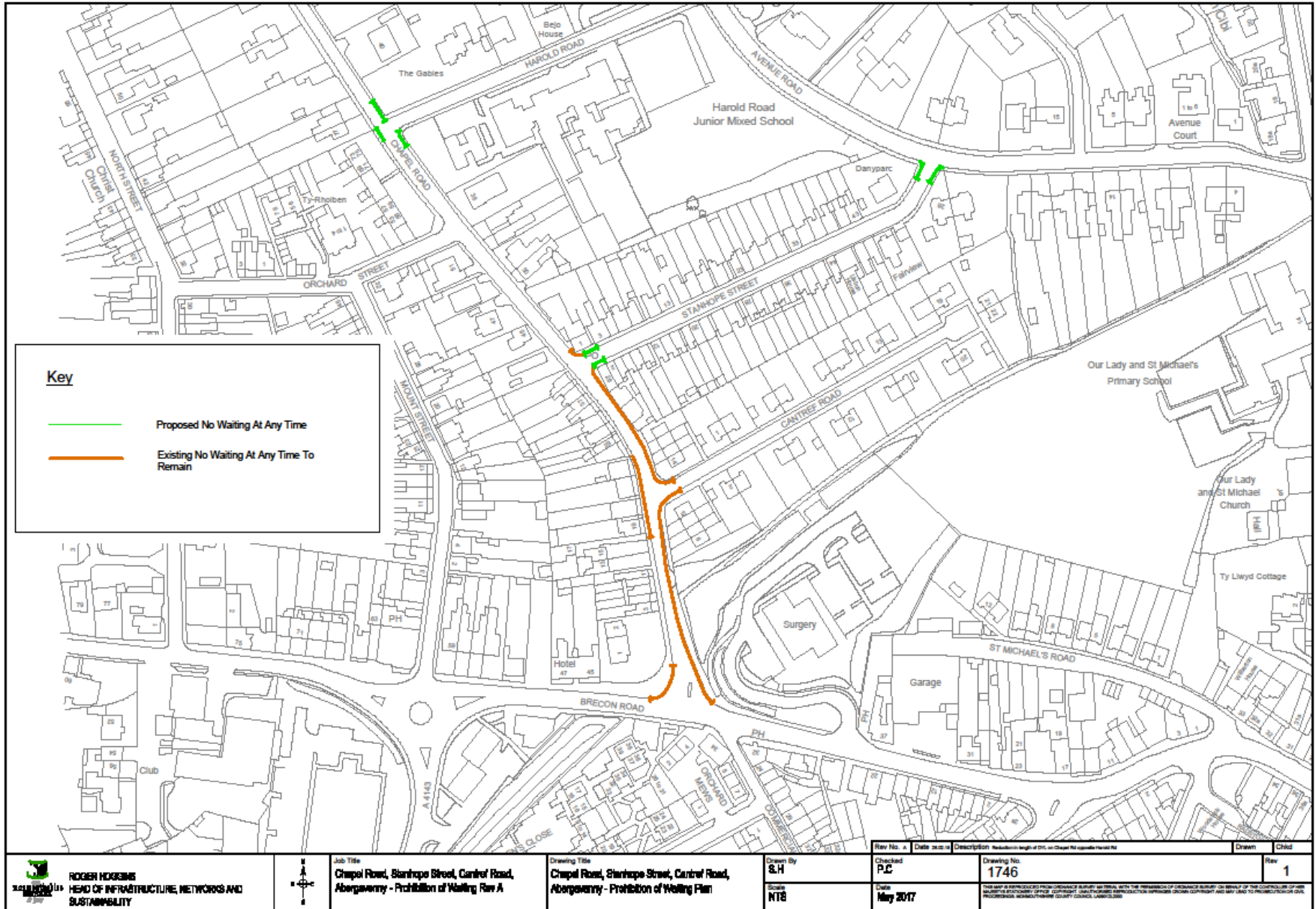
Gellir gweld rhagor o fanylion am y Gorchymyn arfaethedig sy'n cynnwys cynllun, datganiad o resymau dros gynnig i wneud Gorchymyn, a Gorchymyn Cyngor Sir Fynwy (Heol y Capel, Stryd Stanhope, Heol y Cantref) (Gwahardd Aros) 2003 a Gorchymyn Gwahardd Aros (Heol y Goedlan a Heol Harold) 2003 a ddiddymir gan y cynnig hwn, yn ystod oriau swyddfa arferol yn Neuadd y Sir, Y Rhadyr, Brynbuga, NP15 1GA a Chanolfan Gymunedol y Fenni, Baker Street, Y Fenni, NP7 5BD. Os hoffech ffonio i gael rhagor o wybodaeth am y cynnig hwn, ffoniwch 01633 644026 neu anfonwch e-bost at [clairewilliams@monmouthshire.gov.uk](mailto:clairewilliams@monmouthshire.gov.uk).

Dylid gwneud unrhyw wrthwynebiadau mewn perthynas â'r cynnig hwn yn ysgrifenedig, gan nodi'r sail y mae'r gwrthwynebiad yn cael ei wneud arni, a dylid ei anfon at Bennaeth Gwasanaethau Cyfreithiol, Cyngor Sir Fynwy, Blwch Post 106, Cil-y-coed, NP26 9AN heb fod yn hwyrach na'r 6<sup>ed</sup> Hydref 2017. Dyfynnwch gyfeirnod CW/H45/60.0844 ar unrhyw ohebiaeth.

**Dyddiad:** 18<sup>fed</sup> Awst 2017

**R Tranter**

**Pennaeth Gwasanaethau Cyfreithiol**



**ROGER HOGKINS**  
 HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY



**Job Title**  
 Chapel Road, Stanhope Street, Cantref Road, Abergavenny - Prohibition of Waiting Rev A

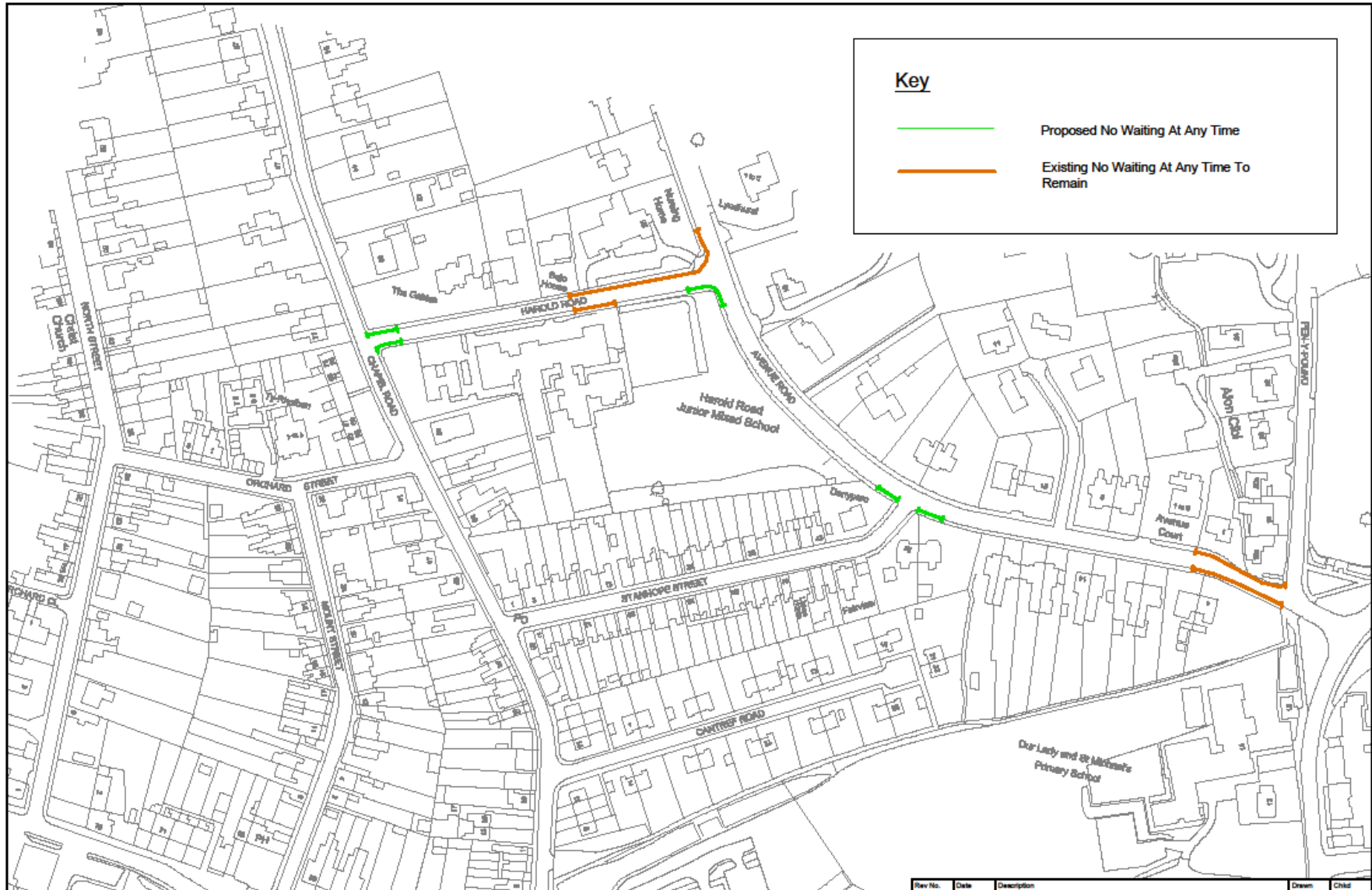
**Drawing Title**  
 Chapel Road, Stanhope Street, Cantref Road, Abergavenny - Prohibition of Waiting Plan

**Drawn By**  
 S.H

**Scale**  
 NTS

Rev No. x	Date	Description	Drawn	Chkd
1	May 2017	Prohibition of Waiting at DTL on Chapel Rd opposite Harold Rd	P.C	S.H
		<b>Drawing No.</b>		
		1746		
		<b>Date</b>		
		May 2017		

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**Key**

— Proposed No Waiting At Any Time

— Existing No Waiting At Any Time To Remain

**ROGER HOGGAN**  
HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY



Job Title  
**Avenue Road & Harold Road Abrogation  
Prohibition of Waiting**

Drawing Title  
**Avenue Road & Harold Road Abrogation  
Prohibition of Waiting Plan**

Drawn By  
**SLH**  
Scale  
**NTS**

Rev No.	Date	Description	Drawn	Check
1	May 2017	PC	SLH	PC

Drawing No. **1747**

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**MONMOUTHSHIRE COUNTY COUNCIL.**

**(CHAPEL ROAD, STANHOPE STREET, CANTREF ROAD, AVENUE ROAD, HAROLD ROAD, ABERGAVENNY  
(PROHIBITION OF WAITING) ORDER 2017**

This order hereby revokes:-

**THE MONMOUTHSHIRE COUNTY COUNCIL.  
(CHAPEL ROAD, STANHOPE STREET AND CANTREF ROAD)  
(PROHIBITION OF WAITING) ORDER 2003  
THE MONMOUTHSHIRE COUNTY COUNCIL  
(AVENUE ROAD AND HAROLD ROAD)  
(PROHIBITION OF WAITING) ORDER 2003**

**SCHEDULE.  
PROHIBITION OF WAITING AT ANY TIME.**

**1. Chapel Road.**

- (a) East side, from a point eight metres north of the northern kerb line of Stanhope Street to its junction with the northern kerb line of Stanhope Street.
- (b) East side, from its junction with the southern kerb line of Stanhope Street to its junction with the northern kerb line of Cantref Road.
- (c) East side, from its junction with the southern kerb line of Cantref Road to its junction with the northern kerb line of Brecon Road.
- (d) West side, from a point one hundred and twenty three metres south of the southern kerb line of Orchard Street, for a distance of thirty five metres in a southerly direction.
- (e) West side, from its junction with the northern kerb line of Brecon Road, for a distance of twenty metres in a northerly direction.
- (f) East side, from its junction with the northern kerb line of Harold Road for a distance of ten metres in a northerly direction.
- (g) East side, from its junction with the southern kerb line of Harold Road for a distance of ten metres in a southerly direction.
- (h) West side, from a point 56.7 metres north west of the center line of Orchard Street for a distance of five metres in a south easterly direction.

**2. Stanhope Street.**

- (a) North side, from its junction with the eastern kerb line of Chapel Road, for a distance of nine metres in an easterly direction.
- (b) South side, from its junction with the eastern kerb line of Chapel Road, for a distance of seven metres in an easterly direction.
- (c) North side, from its junction with the southern kerb line of Avenue Road for a distance of ten metres in a south westerly direction.



(d) South side, from its junction with the southern kerb line of Avenue Road for a distance of ten metres in a south westerly direction.

### **3. Cantref Road.**

(a) North side, from its junction with the eastern kerb line of Chapel Road, for a distance of seven metres in an easterly direction.

(b) South side, from its junction with the eastern kerb line of Chapel Road, for a distance of nine metres in an easterly direction.

### **4. Avenue Road**

(a) Both sides, from its junction with Pen-y-Pound, for a distance of 45 metres in a north-easterly direction.

(b) South-west side, from the northern kerb line of Harold Road, for a distance of 15 metres in a north-westerly direction.

(c) South-west side, from its junction with the southern kerb line of Stanhope Street for a distance of 10 metres in a south-easterly direction.

(d) South-west side, from its junction with the northern kerb line of Stanhope Street for a distance of 10 metres in a north-westerly direction.

(e) South-west side, from its junction with the southern kerb line of Harold Road for a distance of 10 metres in a south-easterly direction.

### **5. Harold Road**

(a) North-west side, from its junction with Avenue Road for a distance of 57 metres in a south-westerly direction.

(b) North-west side, from its junction with the eastern kerb line of Chapel road for a distance of 10 metres in a north-easterly direction.

(c) South-east side, from its junction with the Avenue Road for a distance of 10 metres in a south-westerly direction.

(d) South-east side, from a point 43 metres south east of its junction with Avenue Road for a distance of 15 metres in a south-easterly direction.

### **STATEMENT OF REASONS**

Monmouthshire County Council has received road safety related concerns from local community representatives and residents regarding inappropriate and obstructive vehicle parking and the safety of vulnerable highway users including pedestrians and school children attending Cantref School. The Council proposes to restrict vehicular parking at the locations listed in the proposed Schedule of restrictions. The Council has also received concerns from community representatives regarding the adverse effect on the flow of highway users of the existing situation of vehicular parking.