

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: ICMD 12 DECEMBER 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 1996.

2. RECOMMENDATIONS:

Not to hold an inquiry into the proposal

To approve and implement the proposed amended Order.

The individual objectors are sent a copy of this report to inform them of the officer response to their formal objection and recommendation, along with the representations received advising of their support or querying the proposals.

3. KEY ISSUES:

Following previous approval to commence statutory consultation procedures to introduce a new traffic regulation order on various roads within the vicinity of Cantref Primary School and Nursery, in order to support the guidance contained within the Highway Code, the Council consulted and advertised proposals on the 18th August 2017, with any objections to the proposals to be sent in writing, specifying the grounds upon which they were being made by 6th October 2017.

As a result, and following consideration of the objections received the Council sought Individual Cabinet Member approval on 9th May 2018 to proceed with the making of an amended order, which was considered to be less onerous than originally advertised.

However, it was at this time found that not all objections had been included within the report, therefore, a decision was taken to defer the report until officers had sufficient time to be able to consider any outstanding representation(s) fully.

The proposals were promoted due to concerns from the local community of illegal and/or obstructive parking occurring at various junctions near to the school and the impact this might have on vulnerable road users, particularly schoolchildren going to and from school.

4. REASONS:

Officers have visited the proposed locations on several occasions and noted the obstructive vehicle parking which occurs 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 effective and efficient use of the highway network especially at peak traffic periods, within what is a predominantly residential estate with limited carriageway width along the majority of the network.

Inappropriately parked vehicles were also observed to cause potential safety issues for pedestrians especially schoolchildren due to the lack of 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 which will not include the highway fronting the driveway to number 77 Chapel Road.

Regulation 9 of the Local Authorities' Traffic Order (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 6 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

Telephone: 01633 644733

M494 Combined Chpel Rd, Stanhope St, Cantref Rd, Avenue Rd & Harold Rd, Waiting Restrictions			
Schedule of Comments			
Name/Address	Support/Object	Comments	Officer Response
Support 1	Support	Resident 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. Resident fully supports the proposals.	Noted - The Authority will arrange for a hedge cutting notice to be issued to the relevant land owner to arrange for the cutting back of the existing vegetation.
Objector 1	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 and seeks to support the guidance contained within the Highway Code, which motorists should be aware of and adhere to.
Objector 2	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. Notwithstanding this, the proposals have been reduced at the junction of Chapel Road & Harold Road to minimise the likely impact.

Objector 3	Objection	<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 carer's. 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 guidance contained within the highway code by restricting parking opposite and/or near to 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. Notwithstanding this, and given the concerns raised the proposals have been reduced at the junction of Chapel Road & Harold Road to minimise the likely impact on local residents but at the same time improve road safety within this area.</p>
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Objector 4	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 carer's. 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 guidance contained within the highway code by restricting parking opposite and/or near to 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. Notwithstanding this, and given the concerns raised the proposals have been reduced at the junction of Chapel Road & Harold Road to minimise the likely impact on local residents but at the same time improve road safety within this area.</p>
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Objector 5	Objection	E-mail in support of another residents objection, requesting that further assessments are undertaken.	Noted - the proposals are intended to reinforce the guidance contained within the highway code by restricting parking opposite and/or near to 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. Notwithstanding this, and given the concerns raised the proposals have been reduced at the junction of Chapel Road & Harold Road to minimise the likely impact on local residents but at the same time improve road safety within this area.
Support 2	Support	Most residents in this 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 & 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.	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 and is not normally provided when adjacent hedges/foilage can be reduced in height or removed. 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 in order to further improve visibility when exiting this junction.
Objector 6	Objection	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.	Noted - the proposals are intended to reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the Harold Road junction. Therefore, it is not considered appropriate to provide limited waiting restrictions within this area. In addition, there is already a 20mph speed limit in place around the school.

Objector 7	Objection	<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 I'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 Pen y Pound 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</p>	<p>Noted - Whilst we appreciate the concerns that you raise with regards to parking, Monmouthshire County Council have no duty or responsibility to provide on-street parking for residents. Therefore, the area will continue to operate on a first-come first-serve basis and the introduction of the proposed parking restrictions will reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the Harold Road junction. Notwithstanding this, and given the concerns raised the proposals have been reduced to minimise the impact on local residents but at the same time improve road safety within this area.</p>
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		go ahead!!!	
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Objector 8	Objection	<p>Objects to the order and the method of advertising, submitted an FOI for additional information. Chapel Road in relation to parking is not unlike many other streets in Abergavenny, IN particular you need only look at Stanhope Street, Cantref Road and Mount Street where the parking and flow of traffic are in the same terms as exist in Chapel Road. The Council is asked to display its policy on these types of road and why Chapel Street appears to be picked out of the hat in isolation to many other streets. I have to say that there is very little difference to traffic flows today as compared with 10 years ago. What has changed?</p>	<p>Noted - I can advise that the Authority has followed due process and its statutory procedures when advertising the proposed parking restrictions. In response to the request to be provided with a copy of the Authority's policy when considering requests for parking restrictions, I can advise that whilst no formal policy exists at present; it is currently being reviewed. Notwithstanding this, the proposals are intended to reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the various road junctions.</p>
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<p>Objector 9</p>	<p>Objection</p>	<p>Objection 1 - failure to include raised pedestrian facilities at either end of Stanhope Street. These are locations where parents and children cross Stanhope Street to get to and from Cantref Primary School and to and from town. MCC's response that there is no need to provide such facilities because of the existence of the 20 mph limit misses the point that drivers should be encouraged slow down where children cross Stanhope Street. Removing parked vehicles from the proximity of the junctions will encourage an increase in vehicle speeds and a commensurate increase in collision frequency and severity risk. On that basis, to offset the effects of the additional carriageway space created by the double yellow lines and in the light of the guidance set out in Manual for Streets, raised footways should be provided at these critical locations to improve conditions for existing pedestrians and, in addition, encourage more walking particularly by the elderly and others needing to take more physical exercise.</p> <p>Objection 2 - No mention of the use of the area as a short cut alternative to Brecon Road at peak times and the effect of that traffic on residents and those travelling to and from Cantref school. The road safety impacts of that traffic significantly outweigh the effects of parking near junctions which the TRO is designed to address. On that basis the TRO fails to adequately address the problems in the area</p>	<p>Noted - Response 1 - Whilst we appreciate the concerns raised with regard to pedestrian safety, the proposed parking restrictions are intended to reinforce the guidance contained within the highway code by restricting parking near to the junctions. Therefore, it is not considered that this will encourage higher vehicle speeds or lead to an increase in collision frequency and severity, but instead improve visibility for both pedestrians and motorists when using these junctions and protect the existing informal dropped kerb arrangement, on either end of Stanhope Street. On this basis, it is considered that the proposals will encourage more sustainable modes of transport as it will lead to safer crossing points for all highway users.</p> <p>Response 2 - The issue of motorists using routes as 'short-cuts' to arrive at their final destination is one that the Authority is aware of; however, is very difficult to prevent providing that vehicles are being driven in accordance with the posted speed limit and to the prevailing highway conditions. In terms of the issue of motorists parking wholly on the footway, I can advise that this will be discussed with colleagues in Gwent Police to consider what enforcement action they can</p>
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		<p>and, by speeding up and increasing the flow of traffic, will make them more acute. The use of Mount Street as a short cut for traffic gaining access to Brecon Road should be addressed particularly as pedestrians are compelled to walk in the road as vehicles park on the full width of the pavement. Reducing the use of Chapel Road and Stanhope Street as a short cut from Brecon Road would release capacity for use by those currently using Mount Street.</p>	<p>undertake, as enforcement authority for this function.</p>
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		<p>Objection 3 - Failure to reference requirements of the Active Travel Act in scheme design and appraisal. The area within which the TRO is proposed is wholly residential in nature and also contains a Primary School. Consequently there are significant numbers of walking, cycling and scooter movements although journeys to and from the school are predominantly by private car – there are no school buses. On that basis, and given the requirements of the Active Travel Act, any measure aimed at changing the public realm should explicitly acknowledge the requirements of the Act and demonstrate they have been considered in the design of the proposals.</p> <p>Objection 4 (Relating to Chapel Road) - No quantified evidence of any kind is provided in support of the need for the TRO. This is contrary to government guidance and the Council’s own constitution. With funding of all forms in very short supply the Council is required to show that the proposed TRO deals with an existing problem in a proportionate way and therefore offers value for money. No evidence is provided to that effect. Simply because some local residents have requested the parking prohibition is insufficient justification.</p>	<p>Response 3 - Whilst we appreciate the need for the Authority to be mindful of the various legislation when considering new highway / road safety improvement schemes, the Active Travel (Wales) Act 2013 being one. Such proposals are being made in accordance with the Road Traffic Regulation Act 1984, which allows for Orders to be promoted to avoid danger to persons or other traffic using the road, which is felt is addressed as part of this proposal.</p> <p>Response 4 - The Authority received numerous concerns from local residents and Members regarding indiscriminate parking occurring at the various locations shown within the proposals, and after considering and discussing the concerns with Gwent Police colleagues, and following MCC site investigations it was considered appropriate to promote the proposals to which you have made your representations known.</p>
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		<p>Objection 5 - No description of the potential for an increase in pavement parking which is endemic throughout the area and, in certain locations, compels pedestrians to walk in the road with consequent road safety risks. The order fails to acknowledge that the proposed TRO will encourage further pavement parking with subsequent impacts on pedestrian safety and amenity. The aim of any intervention in the area should be to increase the priority afforded to active travel rather than the contrary. With pavement parking being a necessity for many households the Council should consider implementing a scheme which gives active travel modes priority over the car on streets where pavement parking is required. There is ample provision in the current legislation and guidance in that respect. In any event the Council will be required to consider how they plan to manage pavement parking when central government adopts emerging policy designed to address the problem in the near future.</p>	<p>Response 5 - Whilst it is appreciated that parking restrictions often displace parking practices elsewhere within the locality, it is the responsibility of the motorist to identify and determine where it is appropriate and safe to park, which takes into consideration the needs of all highway users. If motorists park in a manner that may be considered inappropriate, obstructive or dangerous then such matters should be referred to the Police as enforcement authority for this function.</p>
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		<p>Objection 6 - No acknowledgement of the high volumes of car traffic travelling to and from Cantref School and their contribution to problems in the area. Many of the vehicles travelling to the school are large, '4x4' vehicles which are intimidating to pedestrians, scooter riders and cyclists. The Council should acknowledge the requirements of the Active Travel Act and work with the school and parents to reduce car traffic to the school which would in turn reduce the numbers of vehicles in the area and therefore the risks to those using active modes.</p> <p>Objection 7 - No acknowledgement of the role and function of the streets included in the order in respect of providing for pedestrians and cyclists. This is a significant omission given the overwhelming residential nature of the area.</p> <p>Objection 8 - Through failing to address the issues above the Council demonstrates a lack of understanding of the need for a strategic transport planning approach to addressing the problems in the Cantref Ward.</p>	<p>Response 6 - Unfortunately, whilst the Authority is an avid advocate of parents and children walking to and from school, we are unable to prevent parents and school staff from driving to school. Therefore, whilst the Authorities Road Safety team actively work with Cantref Primary School in order to deliver various road safety education and training initiatives to their children, it is not possible to change the mindset of every parent/motorist.</p> <p>Response 7 - It is acknowledged that the roads within this area are residential in nature and facilitate the daily passage of pedestrians, cyclists and motorists travelling to and from school, work and their interests.</p> <p>Response 8 - The Authority is satisfied that it has addressed all of the concerns raised and provided a considered and justified response to all representations made as part of the statutory consultation process.</p>
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Query 1	Query	<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>	<p>Noted - the proposals are intended to reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the various road junctions. Therefore, whilst the proposals have been designed to control parking, an inherent factor will be that visibility will be improved at the junctions in question, encouraging the use of more sustainable modes of transport, one of which being cycling. It is also considered that the proposals will support the Police when considering concerns and undertaking enforcement within this area. Notwithstanding this, I will inform colleagues in the Police of the issues that you have expressed with regards to parking and speeding; however, should you wish to contact them direct in the future, they can be contacted on 101 for all non-emergency enquiries.</p>
Objector 10	Objection	<p>This would significantly disadvantage my family, as I have M.E. and therefore am physically unable to walk my children to school on most days, and yet we do not live far enough from the school to get transport through the council. The only way that I can take my children to school is by either driving and parking just next to the school or else by being dropped off just by the school with my children. For many people with disabilities such as mine, blue badges are denied due to the fluctuating nature of the condition (meaning that there are occasional days when walking is possible). However, this does not make it any more possible to make that walk on bad days (most</p>	<p>Noted - the proposals are intended to reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the various road junctions, in order to improve pedestrian safety when crossing, this is particularly pertinent when children choose to walk to and from school. Notwithstanding this, and given the concerns raised the proposals have been reduced at the junction of Chapel Road & Harold Road to minimise the impact on local residents but at the same time improve road safety within this area.</p>

		<p>days, in my case), and this traffic regulation order would make it physically impossible for me to take my children to school most days of the school week. This traffic regulation order is significantly discriminatory against parents and children with M.E. and other similar chronic illnesses. Please, please do not institute it, for the sake of my family and many others.</p>	
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Support 3	Support	<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</p>	<p>Noted - It is not considered appropriate at this time to introduce any further restrictions to control vehicular movements during school operating times, however, the area will continue to be monitored by officers following the implementation of the proposed Order, to consider whether any further works are required. The issue of the School Keep Clear markings will be addressed as part of the Authorities application to Welsh Government to decriminalise parking within the County.</p>
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		<p>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>	
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Future Generations Evaluation (includes Equalities and Sustainability Impact


<p>Name of the Officer completing the evaluation Paul Keeble</p> <p>Phone no:01633644733 E-mail:PaulKeeble@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal To address the road safety concerns regarding illegal parking and obstructive parking at specific locations on the public highway.</p>
<p>Name of Service Highways</p>	<p>Date Future Generations Evaluation form completed 26th September 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>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	Neutral	N/A
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	Positive – Reduce the level of congestion within the predominantly residential area of Abergavenny by providing parking restrictions at the various junctions.	N/A
<p>A healthier Wales People’s physical and mental wellbeing is maximized and health impacts are understood</p>	Positive – Seek to reduce the reliance on the private car and encourage the use of more sustainable modes of transport, such as walking and cycling.	N/A

Well Being Goal	How does the proposal contribute to this goal? (positive and negative)	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive – improve road safety within the area, which in turn will empower parents and children to walk and cycle to school and feel more connected with the local community in which they live.	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	N/A
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	N/A
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Neutral	N/A

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

Sustainable Development Principle	How does your proposal demonstrate you have met this principle?	What has been done to better to meet this principle?
 Balancing short term need with long term and planning for the future	With the increase of vehicle ownership, it is imperative that the Authority ensures the safe and efficient use of its network, by prohibiting parking at junctions.	

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>	<p>Working in partnership with the Police to ensure the safe and efficient use of the highway network.</p>	
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>The Authority has undertaken a statutory consultation process to determine and consider the needs of the local community</p>	
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>By implementing the proposed Order, it will prohibit vehicles from parking near to the junctions</p>	
 <p>Integration</p> <p>Positively impacting on people, economy and environment and trying to benefit all three</p>	<p>Seek to encourage more walking and cycling to Cantref Primary School and Nursery as parents and children will feel more confident crossing at the various junctions.</p>	

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

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	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>

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

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

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.

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

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

The impacts of this proposal will be evaluated on: 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.

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 6th of October 2017. Please quote reference CW/H45/60.0844 on any correspondence.

Date: 18th August 2017
R Tranter
Head of Legal Services

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.

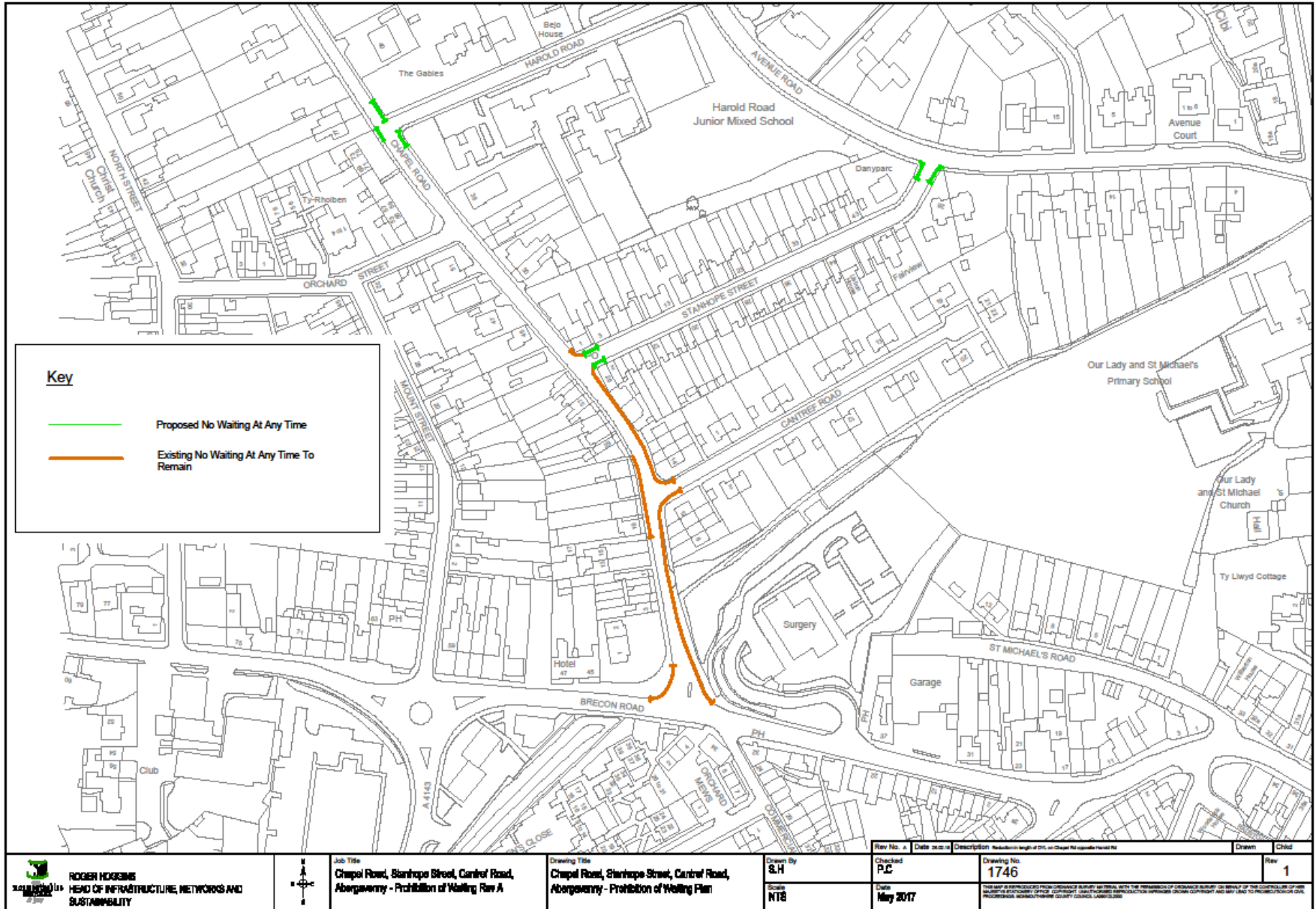
Gellir gweld rhagor o fanylion am y Gorchymyn arfaethedig sy'n cynnwys cynllun, datganiad o resymau dros gynnig i wneud Gorchymyn, a Gorchymyn Cyngor Sir Fynwy (Heol y Capel, Stryd Stanhope, Heol y Cantref) (Gwahardd Aros) 2003 a Gorchymyn Gwahardd Aros (Heol y Goedlan a Heol Harold) 2003 a ddiddymir 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.

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^{ed} Hydref 2017. Dyfynnwch gyfeirnod CW/H45/60.0844 ar unrhyw ohebiaeth.

Dyddiad: 18^{fed} Awst 2017

R Tranter

Pennaeth Gwasanaethau Cyfreithiol



Key

- Proposed No Waiting At Any Time
- Existing No Waiting At Any Time To Remain

ROGER HOGKINS
 HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY



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

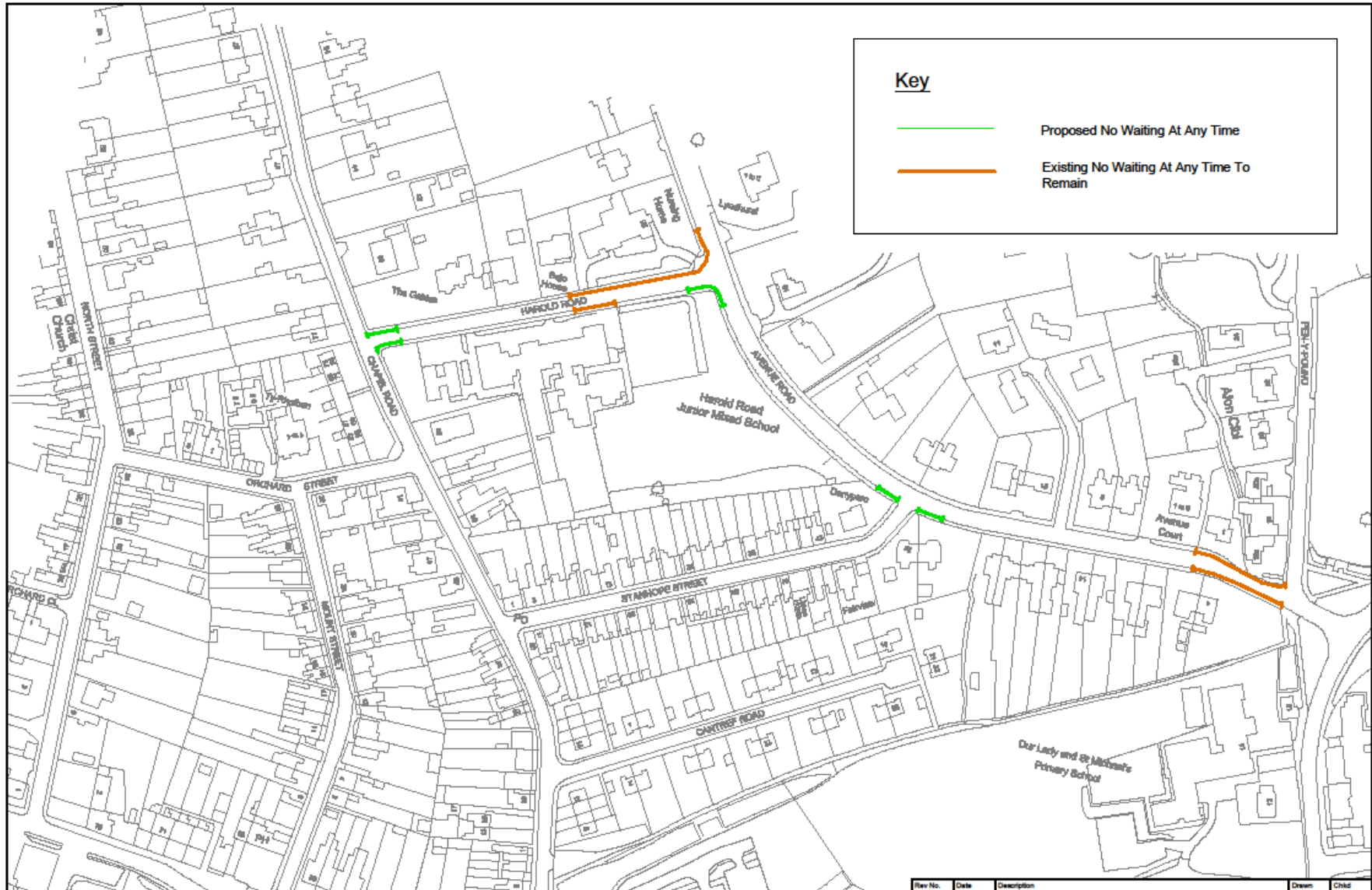
Drawing Title
 Chapel Road, Stanhope Street, Cantref Road, Abergavenny - Prohibition of Waiting Plan

Drawn By
 S.H

Scale
 NTS

Rev No.	Date	Description	Drawn	Chkd
1	May 2017	Prohibition of Waiting at any time on Chapel Rd opposite Harold Rd	P.C	1
Drawing No.		1746		
Date		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 & Herold Road Abrogerny Prohibition of Waiting

Drawing Title
Avenue Road & Herold Road Abrogerny 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.