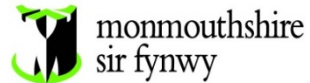


Public Document Pack



Neuadd Y Sir
Y Rhadyr
Brynbuga
NP15 1GA

Dydd Mawrth, 21 Ionawr 2020

Annwyl Cyngorydd

PENDERFYNIADIAU AELOD CABINET UNIGOL

Hysbysir drwy hyn y caiff y penderfyniadau dilynol a wnaed gan aelod o'r cabinet eu gwneud **Dydd Mercher, 29ain Ionawr, 2020,**.

AGENDA

1. AMRYWIOL FFYRDD, AR DRAWS Y SIR DIWYGIAD RHIF 1 GORCHYMYN CYFUNO 2019 (F

CABINET MEMBER: County Councillor J Pratt

AUTHOR: Paul Keeble Group Engineer, Highway & Flood Management

CONTACT DETAILS:

E-mail: Paulkeeble@monmouthshire.gov.uk

Telephone: 01633 644733

Yr eiddwch yn gywir,

Paul Matthews
Prif Weithredwr

PORTFFOLIOS CABINET

Cynghorydd Sir	Maes Cyfrifoldeb	Gwaith Partneriaeth ac Allanol	Ward
P.A. Fox (Arweinydd)	Strategaeth a Chyfeiriad Awdurdod Cyfan CCR Cyd Gabinet a Datblygu Rhanbarthol; Trosolwg Sefydliad; Gweithio Rhanbarthol; Cysylltiadau Llywodraeth; Bwrdd Gwasanaethau Cyhoeddus; WLGA	Cyngor WLGA WLGA Bwrdd Cydlynu Gwasanaethau Cyhoeddus	Porthysgewin
R.J.W. Greenland (Dirprwy Arweinydd)	Menter Cynllunio Defnydd Tir; Datblygu Economaidd; Twristiaeth; Rheoli Datblygu; Rheoli Adeiladu; Tai a Digartrefedd; Hamdden; Ieuenctid; Addysg Oedolion; Addysg Awyr Agored; Hybiau Cymunedol; Gwasanaethau Diwylliannol	Cyngor WLGA Twristiaeth Rhanbarth y Brifddinas	Devauden
P. Jordan	Llywodraethiant Cefnogaeth y Cyngor a Phenderfyniadau Gweithrediaeth; Craffu; Safonau Pwyllgor Rheoleiddiol; Llywodraethiant Cymunedol; Cefnogaeth Aelodaeth; Etholiadau; Hyrwyddo Democratiaeth ac Ymgysylltu: Y Gyfraith; Moeseg a Safonau; Perfformiad Awdurdod Cyfan; Cynllunio a Gwerthuso Gwasanaeth Awdurdod Cyfan; Cydlynu Corff Rheoleiddiol		Cantref
R. John	Plant a Phobl Ifanc Safonau Ysgolion; Gwella Ysgolion; Llywodraethiant Ysgolion; Trosolwg EAS; Blynyddoedd Cynnar; Anghenion Dysgu Ychwanegol; Cynhwysiant; Cwricwlwm Estynedig; Derbyniadau; Dalgylchoedd; Cynnig Ôl-16; Cydlynu gyda Choleg Gwent.	Cyd Grŵp Addysg (EAS) CBAC	Llanfihangel Troddi
P. Jones	Gofal Cymdeithasol, Diogelu ac Iechyd Plant; Oedolion; Maethu a Mabwysiadu; Gwasanaeth Troseddu Ieuenctid; Cefnogi Pobl; Diogelu Awdurdod Cyfan (Plant ac Oedolion); Anableddau; Iechyd Meddwl; Iechyd Cyhoeddus; Cydlynu Iechyd.		Rhaglan
P. Murphy	Adnoddau Cyllid; Technoleg Gwybodaeth (SRS); Adnoddau Dynol; Hyfforddiant; Iechyd a Diogelwch; Cynllunio Argyfwng; Caffaeliad; Archwilio; Tir ac Adeiladau (yn cynnwys Stadau, Mynwentydd, Rhandiroedd, Ffermydd); Cynnal a Chadw Eiddo; Swyddfa Ddigidol; Swyddfa Fasnachol	Consortium Prynu Prosiect Gwyrdd Cymru	Caerwent

S.B. Jones	Gweithrediadau Sir Cynnal a Chadw Priffyrdd, Rheoli Trafnidiaeth, Traffig a Rhwydwaith, Rheolaeth Stad; Gwastraff yn cynnwys Ailgylchu; Cyfleusterau Cyhoeddus; Meysydd Parcio; Parciau a Gofodau Agored; Glanhau; Cefn Gwlad; Tirluniau a Bioamrywiaeth; Risg Llifogydd.	SEWTA Prosiect Gwyrdd	Goetre Fawr
S. Jones	Cyfiawnder Cymdeithasol a Datblygu Cymunedol Ymgysylltu â'r Gymuned; Amddifadedd ar Arwahanrwydd; Diogelwch y Gymuned; Cydlyniaeth Gymdeithasol; Tlodi; Cydraddoldeb; Amrywiaeth; Y Gymraeg; Cysylltiadau Cyhoeddus; Safonau Masnach; Iechyd yr Amgylchedd; Trwyddedu; Cyfathrebu		Llanofar

Nodau a Gwerthoedd Cyngor Sir Fynwy

Ein diben

Adeiladu Cymunedau Cynaliadwy a Chydnerth

Amcanion y gweithiwn tuag atynt

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

Ein Gwerthoedd

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

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

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

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

SUBJECT: VARIOUS ROADS, COUNTY WIDE AMENDMENT NO.1 OF CONSOLIDATION ORDER 2019 (Part 2)

MEETING: Cabinet Member for Infrastructure & Neighborhood Services (Operations)

DATE: 29th January 2020

DIVISION/WARDS AFFECTED: Various

CABINET MEMBER: County Councillor Pratt

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 requests received from residents and local ward members, it has been necessary to promote an amendment order to the Authority's Consolidation Order, which was made earlier this year. A total of 26no. Orders were proposed county wide to ensure the safe, efficient and effective use of the highway network and this report seeks to implement those requests that received formal representations during the statutory consultation process, which ended 23 August 2019. The 6no. Orders receiving objections/representations are listed below in black text:

1821	THE HENDRE, LLANTILIO CROSSENNY	To amend the existing Speed Limit on various roads.
1824	CHARLES ROAD, MITCHEL TROY	To introduce a Disabled Persons Parking Place on part of the road identified above.
1827	VARIOUS ROADS, USK	To introduce a Prohibition of Waiting at Any Time and Prohibition of Waiting at specified times and days order on part of Mill Street Close and Mill Street.
1829	FITZOSBORN CLOSE, LARKFIELD, CHEPSTOW	To extend the existing Prohibition of Waiting at Any Time restrictions on part of the road identified above.
1830	ROCKWOOD ROAD, ST MARYS & LARKFIELD, CHEPSTOW	To introduce Prohibition of Waiting at Any Time restrictions on part of the road identified above.
1837	OLD SCHOOL GARDENS, ROGIET	To introduce Prohibition of Waiting at Any Time and Prohibition of Waiting at specified times restrictions on part of the road identified above.

4. REASONS:

Officers have visited all of the locations on several occasions and can see merit in promoting the proposed Orders. As such, it is requested the above named Order be made to ensure various orders are implemented along various roads throughout the County to ensure the safe and efficient use of the highway network.

This Order follows the recent decision to proceed with Part 1 of Amendment No. 1 e.g. all those orders not receiving representation during the statutory consultation process.

In light of the objections received regarding the proposed orders for:

- 1821,
- 1824, and
- 1829

It is proposed to proceed as previously planned and consulted upon.

However, for orders:

- 1827,
- 1830, and
- 1837

Following further consideration by officers, it is proposed to implement reduced lengths and/or operating times for the restrictions, in order to balance the needs of all users.

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 on Page 5 - 9.

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 all associated signing and lining works will be funded by Monmouthshire County Council's capital grant.

6. SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS

There are no sustainability issues regarding any of the proposed restrictions.

7. CONSULTEES:

Senior Leadership Team
County Councillor J Pratt, Cabinet Member for County Operations
County Councillor Ruth Edwards
County Councillor Richard John
County Councillor Brian Strong
County Councillor Paul Pavia
County Councillor Linda Guppy

Page 4

8. BACKGROUND PAPERS:

Notice of Intention, Proposed Traffic Regulation Order plans and Statement of Reasons.

9. AUTHOR:

Paul Keeble Group Engineer, Highway & Flood Management

10. CONTACT DETAILS:

E-mail: Paulkeeble@monmouthshire.gov.uk

Telephone: 01633 644733

M514 Amendment Order No.1 (Part 2)

Schedule of Comments

Name/Address	Support/Object	Comments	Officer Response
Resident, The Hendre	Objection	I am not aware of any prior consultation with the community residents over this and therefore am at a loss to understand its justification	Noted - MCC received concerns from local residents regarding the speed at which vehicles were travelling at through the area
		Whilst the area outlined is currently subject to the national speed limit the vast majority of traffic through the proposed areas proceeds at speeds less than this. There may be some speeds in excess of the proposed 40mph limit but I am not aware of any surveys having been carried out regarding vehicle speeds in the area covered by the proposal nor of any accidents due to speeding (or indeed any accidents within the area highlighted)	The Authority last monitored vehicle speeds in the Hendre in 2017, a copy of the data recorded at the time showed average speeds to be 38.2mph. Therefore, whilst I agree with your statement that the majority of motorists drive appropriately through this area, this proposal only seeks to support and reinforce this message to motorists and is designed in accordance with set guidance.
		Two of the lanes shown are single track. A) the steep lane up Llan Volda from the Hendre crossroads and b) the lane off the B4233 between Sunnyside and the opposite Kennel Cottage. Almost without exception vehicles travelling up these lanes do so at significantly less than 40 miles an hour already.	Noted - Appropriate signage is required on all entry/exit points to inform motorists of the speed limit on the road that they will be accessing/exiting.
		I cannot realistically see any prospect of the proposed speed limits therefore having any significant impact on driver behaviour nor road safety and even less of there being any enforcement activity	Noted - as mentioned this proposal will only seek to formalise existing arrangements

		<p>In my opinion road safety would be affected to a much higher degree through greater road surface and road marking maintenance (especially at road junctions). I note that there is already signage relating to concealed turns and junctions that could be better maintained. There could also be more regular gully cleansing to prevent frequent deep puddles on the road and the resulting risk of skidding.</p>	<p>Noted - Whilst I appreciate the concerns that you raise, maintenance of existing markings, road surface and the cleaning of gully's is the responsibility of colleagues in our Highway Operations team. As such, I will forward your concerns to them for their consideration.</p>
		<p>Much of the area covered by the map (drawing 1821) is a designated 'Conservation area' which includes many 'listed' properties. The placement of the necessary signage for the proposed restrictions would be to the detriment of the 'special character' of the Hendre conservation area.</p>	<p>Noted - MCC will ensure that signage is kept to a minimum wherever possible in order to preserve the aesthetics and integrity of the community.</p>
Resident, Charles Road	Objection	<p>I would like to bring to your attention that there are 10 parking spaces in front of the Bungalows. If we had 4 disabled bays it would mean the disabled residents would not have to park further away from the Bungalows and have to walk up to their homes.</p>	<p>Noted - Whilst I appreciate your request to provide 4no. Disabled parking spaces within this area, as Highway Authority we need to ensure that we balance the needs of all highway users and are therefore unable to support this request.</p>
		<p>Residents from many of the houses park in front of the bungalows even when it is vacant in front of their properties. Disabled residents arrive home to find no parking adjacent to their respective properties and have to park further down the hill and have to struggle home with their shopping.</p>	<p>Notwithstanding the above, it is considered that the provision of one disabled bay in this area will assist residents as anybody who legitimately displays a valid blue badge will be able to park here.</p>

		<p>This has been a real problem for some years now as many of the other households have changed hands and are now 2 car families. I do not think 4 disabled bays out of 10 is a bad ratio. You are always going to have residents in the bungalows having blue badges and needing disabled parking, it is the nature of the residents ages. Even with a turnover of residents you are still going to need disabled parking as new residents have to meet a disability criteria for Monmouthshire Housing Association.</p>	
Resident, Mill Street Close	Objection	<p>Strongly opposed to this and question where our vehicles may be parked should this happen. Both properties potentially have 5 vehicles with only enough off road parking space for 2.</p>	<p>Noted - In light of the concerns raised, officers have reviewed the proposed restrictions and removed the section of double yellow lines directly adjacent to nos. 19 and 19a.</p>
		<p>The road is wide enough for two vehicles and an ambulance or fire engine is able to pass in fact your refuse lorries even manage to get along. The only problem sometimes encountered is the corner entrance. To place lines down both sides of mill street close is unnecessary and bordering on ridiculous</p>	<p>In order to maintain suitable access for vehicles of all sizes, including refuse lorries it is still proposed to include a prohibition of waiting restriction (single yellow line) between certain times on the opposite side of the road. Additionally, double yellow lines will remain at the beginning of the close (adjacent with No.19) to assist with turning manoeuvres.</p>
		<p>My deeds suggest mill street close to be a private road for which the upkeep is the responsibility of the residents. I therefore question how the council can place lines on it.</p>	<p>Noted - Inspection of the Authority's highway adoption records shows the majority of Mill Street Close as forming part of the adopted public highway and therefore maintainable at public expense.</p>

		The 6 terraced houses opposite me on mill street have no parking and most have 2 cars these are consequently parked all the way down Mill Street so I would like to know where mine will go if not parked by the side of our properties.	
Resident, Fitzosborn Close	Objection	Due to the width of Vauxhall Road there are already yellow lines rightly so running its full length. If the yellow lines are also extended into the 2-way entrance into Fitzosborn Close, it will restrict any delivery, postal or BT maintenance vehicle from safely parking while providing us local residents their valuable services. The knock on effect of these new restrictions will then result in occurrences of serious safety issues with an increase in vehicles potentially stopping & blocking driveways on the already very narrow busy Vauxhall Road.	Noted - Whilst I appreciate the concerns that you raise, it is the case that all of the vehicles that you have listed within your letter will still have the opportunity to park in this location as exemptions will be included within the order to accommodate for the delivery of goods and maintenance of nearby properties or street furniture/apparatus.
		There is very rarely any traffic parked in the entrance to Fitzosborn Close, unless as stated they are dropping off, providing care to residents, carrying out maintenance or making the occasional home visit.	Noted - However, concerns have been expressed by residents of vehicles parking in this location and creating a bottleneck for anyone wishing to turn in or out of this junction.
Resident, Rockwood Road	Objection	Local residents are often telling visitors to not park forward of the steps to 5 and 7 Rockwood Road (point A). When representatives came to look we agreed to yellow lines up to the steps due to this issue because of occasions when an ambulance could not get through and we did not know who had parked there.	Noted - The previously proposed restrictions will be reduced to accommodate your request and allow for parking outside No.7

		<p>The extension goes approximately 2 car lengths beyond the steps and will potentially restrict parking spaces more than necessary and create other difficulties. For example I could still park on the opposite side of the road creating a chicane effect and potentially causing a greater issue.</p>	
		<p>I would request the prohibition of waiting to the boundary of 5/7 Rockwood Road so both lines are level.</p>	
Resident, Old School Gardens	Objection	<p>I respectfully request you consider the following amendment to the notice and suggest the restriction to be in force between the hours of 7.30am and 3.30pm as vehicles come and park at all times during the day to allow the occupants to use the trains instead of using the specific car parks at the station.</p>	<p>Noted - Whilst I appreciate your concerns, the purpose of the proposed restrictions was to address a specific complaint of rail users using old school gardens as a car park. Therefore, the proposed timing for the restriction is to prevent this from continuing, as motorists will be unable to move their vehicle(s) during the allotted times Monday to Friday. Which in turn will reduce the impact on residents whilst still addressing the use of Old School Gardens by commuting rail users. However, and to ensure that there is no confusion with the signage it is decided that the timing of 10am - 12pm be amended to 10am to 11am so that motorists do not think 12pm relates to midnight.</p>

Future Generations Evaluation (includes Equalities and Sustainability Impact

Name of the Officer completing the evaluation: Paul Keeble Phone no: 01633644733 E-mail: PaulKeeble@monmouthshire.gov.uk	Please give a brief description of the aims of the proposal To address concerns of road safety relating to static (parking) and moving (speeding) violations and to ensure the safe and efficient use of the highway network.
Name of Service Highways	Date Future Generations Evaluation form completed 3 rd December 2019






Page 10

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?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral	N/A
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Positive – Reduce levels of congestion, improve current parking arrangements and practices and reduce vehicle speeds on the highway network.	N/A
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	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
A Wales of cohesive communities	Positive – improve road safety within the	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?
Communities are attractive, viable, safe and well connected	various areas, which in turn will empower parents, children and pedestrians as a whole to walk and cycle within their respective communities more. Leading to a more connected and cohesive community in which they live.	
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	Positive – any signage provided with text will be bilingual, given prominence to Welsh above English at all times. This will also be true for any lining works required.	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?
 <p>Long-term Balancing short term need with long term and planning for the future</p>	<p>With the increase of vehicle ownership, it is imperative that the Authority ensures the safe and efficient use of its network, by providing or prohibiting parking when and where appropriate. It is also important that we seek to reduce vehicle speeds on our roads by promoting lower speed limits in order to improve road safety and encourage people to walk and cycle more.</p>	<p>Discussions with relevant stakeholders to understand the concerns raised and agree a suitable way forward for all parties following site visits and investigations by officers</p>
 <p>Collaboration Working together with other partners to deliver objectives</p>	<p>Working in partnership with the Police and Go Safe to ensure the safe and efficient use of the highway network for any moving violations. Also working with internal partners to ensure parking restrictions are enforced as and where necessary.</p>	<p>Consultation with relevant stakeholders</p>
 <p>Involvement 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 communities.</p>	<p>As indicated</p>
 <p>Prevention Putting resources into preventing problems occurring or getting worse</p>	<p>By implementing the proposed Order, it will provide suitable places for vehicles to park, or prohibit vehicles from parking close to junctions or on lengths of road that may cause road safety concerns. It will also seek to address speed complaints.</p>	<p>Discussions with relevant stakeholders to understand the concerns raised and agree a suitable way forward for all parties following site visits and investigations by officers</p>
 <p>Integration Positively impacting on people, economy and environment and trying to benefit all three</p>	<p>Seek to encourage more walking and cycling within communities as parents, children and pedestrians as a whole will feel more confident crossing at the various junctions or walking with reduced vehicle speeds.</p>	<p>Discussions with relevant stakeholders to understand the concerns raised and agree a suitable way forward for all parties following site visits and investigations by officers</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 pedestrians to walk and cycle more within their respective communities, thereby improving the level of road safety and allowing for a happier and healthier lifestyle.		N/A
Disability	Improve parking at and around junctions, where concerns have been raised in terms of visibility.		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	Any and all signs and lines associated with the Order will be bilingual, given prominence to the Welsh Language.		

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 site visits (including site visits with local community representatives and stakeholders) to the various locations and concluded the need and appropriateness of the proposals.

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 local residents to feel more empowered and safe within their respective communities as vehicle speeds will be reduced, or parking will be restricted at various locations. It will also seek to address and provide dedicated parking for mobility impaired residents in receipt of a blue badge where it has been deemed appropriate. By providing the various restrictions it will assist colleagues in the Police and Go Safe in their duties to consider and enforce any moving violations and allow the Authority's Civil Parking Enforcement Officers the ability to enforce any parking restrictions.

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

Page 15

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 & Road Safety 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:	After a period of 6 months
--	----------------------------

CYNGOR SIR FYNWY

DEDDF RHEOLEIDDIO TRAFFIG FFORDD 1984
GORCHYMYN CYFUNO (RHEOLEIDDIO TRAFFIG A THERFYN CYFYNGDER 2019 (DIWYGIAD RHIF 1)
GWAHANOL FFYRDD, SIR FYNWY

HYSBYSIR DRWY HYN bod Cyngor Sir Fynwy yn cynnig, yn unol â Gorchymyn Traffig Awdurdodau Lleol (Gweithdrefn) (Lloegr a Chymru) 1996 a Deddf Rheoleiddio Traffig Ffordd 1984 (y cyfeirir ati o hyn ymlaen fel 'y Ddeddf'), fel y'i diwygiwyd a Rhan IV Atodlen 9 y Ddeddf a'r holl bwerau galluogi eraill ac ar ôl ymgynghori gyda Phrif Swyddog yr Heddlu, i wneud y Gorchymyn uchod, ac i ddiwygio'r cyfyngiadau ar y ffyrdd dilynol fel yr amlinellir islaw ac yn yr Atodlen.

1. Mae'r Cyngor yn cynnig gwneud Gorchymyn Diwygiad Rhif 1 fydd â'r effaith cyffredinol o ddiwygio Gorchymyn Cyfuno (Traffig a Therfyn Cyflymder) 2019 Cyngor Sir Fynwy ("y Gorchymyn Cyfuno") i sicrhau defnydd diogel ac effeithiol o'r rhwydwaith prifffyrdd.
2. Mae dogfenau'n rhoi mwy o fanylion o'r cynigion ar gael ar-lein yn www.monmouthshire.gov.uk/public-consultation-traffic a gellir eu harchwilio yn ystod oriau swyddfa arferol ar ddyddiau Llun i ddyddiau Gwener cynhwysol yn Neuadd y Sir, Y Rhadyr, Brynbuga, NP15 1GA tan ddiwedd cyfnod o 21 diwrnod o'r dyddiad y cyhoeddir yr hysbysiad hwn. Bydd hyn yn cynnwys copïau o'r Gorchymyn Cyfuno, ynghyd â'r Atodleni a'r Mapiâu a gynigir yn dangos y damau o ffyrdd y mae'r Gorchymyn arfaethedig yn cyfeirio atynt, ynghyd â Datganiad Rhesymau y Cyngor am gynnig gwneud y Gorchymyn.

3. Os dymunwch ffonio i gael mwy o wybodaeth neu eglurhad, ffoniwch 01633 644644, neu anfon e-bost at LauraBazely@monmouthshire.gov.uk os gwelwch yn dda.

4. Dylai unrhyw berson sy'n dymuno gwrthwynebu'r Gorchymyn arfaethedig anfon datganiad ysgrifenedig o'u gwrthwynebiadau gan roi manylion ar ba sail y cânt eu gwneud at Matthew Phillips, Pennaeth Cyfraith a Swyddog Monitro yn Neuadd y Sir, Y Rhadyr, Brynbuga, NP15 1GA. Dylai unrhyw sylwadau gael eu hanfon a chyrraedd o fewn 21 diwrnod o gyhoeddi'r hysbysiad a'u marcio'n glir: "Er sylw Matthew Phillips - Gorchymyn Cyfuno Diwygiad Rhif 1". Bydd y Cyngor Sir yn ystyried gwrthwynebiadau a sylwadau a dderbyniwyd mewn ymateb i'r Hysbysiad hwn. Gall y rhain gael eu lleadau'n eang ar gyfer dibenion hyn a bod ar gael i'r cyhoedd.

Dyddiedig: 1 Awst 2019

Matthew Phillips, Pennaeth Cyfraith a Swyddog Monitro, Cyngor Sir Fynwy

ATODLEN 1

1812	FFYRDD AMRYWIOL, LLANGWM, Y FENNI	Diwygio'r Terfyn Cyflymder presennol ar ran o'r B4235, Y Dyffryn a ffordd heb ei henwi.
1813	SALEYARD, MAESYGWARTHA, GOGLEDD CLYDACH, DE CLYDACH, HEN A465, Y FENNI	Diwygio'r Terfyn Cyflymder presennol.
1814	HEOL YR ORSAF A HEN HEOL TRAP, GILWERN, Y FENNI	Diwygio'r Terfyn Cyflymder presennol ar rannau o'r ffyrdd a ddynodir uchod.
1815	LAUNDRY PLACE, GROFIELD, Y FENNI	Cyflwyno cyfyngiadau Gwahardd Aros ar amserau penodol ar ran o'r ffordd a ddynodir uchod.
1816	TERAS Y DRINDOD, STRYD BAKER, GROFIELD, ABERGAVENNY	Cyflwyno baeau parcio trwydded i breswylwyr yn unig (ar bob amser) i breswylwyr rhif au 10, 11, 12, 13, 14, 15 a 17 yn unig a diddymu Man Parcio Per Son Anabl tu allan i rif 10 a chyfyngiad Gwahardd Aros ar ran o'r ffordd a ddynodir uchod.
1817	STRYD Y DRINDOD, GROFIELD, Y FENNI	Ymestyn y cyfyngiad Gwahardd Aros ar Unrhyw Amser ar ran o'r ffordd a ddynodir uchod.
1818	R1, CRUCORNAU, Y FENNI	Cyflwyno cyfyngiadau Gwahardd Aros ar Unrhyw Amser ar ran o'r ffordd a ddynodir uchod.
1819	CILGANT BELMONT, Y CASTELL, Y FENNI	Cyflwyno cyfyngiadau Gwahardd Aros ar Unrhyw Amser ar rannau o'r ffyrdd a ddynodir uchod.
1820	STRYD GROES, PRIORDY, Y FENNI	Cyflwyno bae parcio cerbyd Heddlu yn unig ar ran o'r ffordd a ddynodir uchod.
1821	YR HENDRE, LLANDEILO CRUCORNAU	Diwygio'r Terfyn Cyflymder presennol ar wahanol ffyrdd yn Llansoi.
1822	HEOL GLYNWOOD (C53-4), ST ARVANS	Cyflwyno cyfyngiad Gwahardd Cerbydau Modur ar ran o'r ffordd a nodir uchod.
1823	GWAHANOL FFYRDD, LLANSOI, DEVAUDEN	Diwygio'r Terfyn Cyflymder presennol ar wahanol ffyrdd yn Llansoi
1824	HEOL CHARLES, LLANFIHANGEL TRODDI	Cyflwyno Man Parcio Person Anabl ar ran o'r ffordd a ddynodir uchod
1825	FFORDD DRENEWYDD, GOETRE FAWR	Cyflwyno cyfyngiadau Gwahardd Aros ar Unrhyw Amser ar ran o'r ffordd a ddynodir uchod
1826	R108, TREDYNOG, LLANGYBI FAWR	Diwygio'r Terfyn Cyflymder presennol ar ran o'r ffordd a ddynodir uchod.
1827	GWAHANOL FFYRDD, BRYNBUGA	Cyflwyno cyfyngiadau Gwahardd Aros ar Unrhyw Amser ar ran o'r ffordd a ddynodir uchod.
1828	HEOL MATHARN, LńN HIGH BEECH A FFORDD, FYNEDIAD Y FYNWENT, LARKFIELD, CAS-GWENT	Cyflwyno cyfyngiadau Gwahardd Aros ar Unrhyw Amser ar ran o'r ffyrdd a ddynodir uchod.
1829	CLOS FITZOSBORN, LARKFIELD, CAS-GWENT	Ymestyn cyfyngiadau presennol Gwahardd Aros ar Unrhyw Amser ar ran o'r ffyrdd a ddynodir uchod.
1830	HEOL ROCKWOOD, SANTES FAIR A LARKFIELD, CAS-GWENT	Cyflwyno cyfyngiadau Gwahardd Aros ar Unrhyw Amser ar ran o'r ffordd a ddynodir uchod.
1832	RHODFA CONWY, THORNWELL, CAS-GWENT	Cyflwyno clirffordd wledig 24-awr fel rhan o'r ffordd a ddynodir uchod
1833	FFORDD FYNEDIAD ST PIERRE, DRENEWYDD, GELLIFARCH, CAS-GWENT	Cyflwyno cyfyngiadu Gwahardd Troi i'r Dde ar ran o'r ffordd a ddynodir uchod
1834	GWAHANOL FFYRDD, DRYBRIDGE, TREFYNWY	Cyflwyno man parcio i Goetsis yn unig yn Stryd Blestium a Man Parcio i Bob Anabl yn Stryd Mynwy.
1835	GWAHANOL FFYRDD, GREEN LANE A CHASTELL, CIL-Y-COED, CIL-Y-COED	Cyflwyno Terfyn Cyflymder ar draws yr ardal ar wahanol ffyrdd o fewn y war diau a nodir uchod
1836	HEOL CASNEWYDD A HEOL NEWYDD, WEST END A DEWSTOW, CIL-Y-COED	Cyflwyno cyfyngiadau Gwahardd ar Unrhyw Amser ar ran o'r ffyrdd a ddynodir uchod
1837	GERDDI HEN YSGOL, ROGIET	Cyflwyno cyfyngiadau Gwahardd Aros ar Unrhyw Amser a Gwahardd Aros ar amserau penodol ar ran o'r ffordd a ddynodir uchod
1838	GWAHANOL FFYRDD, ROGIET	Cyflwyno Terfyn Cyflymder ar draws yr ardal ar wahanol ffyrdd o fewn y war diau a nodir uchod

MONMOUTHSHIRE COUNTY COUNCIL ROAD AND TRAFFIC REGULATION ACT 1984
 VARIOUS ROADS, MONMOUTHSHIRE (TRAFFIC REGULATION AND SPEED LIMIT)
 CONSOLIDATION ORDER 2019 (AMENDMENT NO. 1)

NOTICE IS HEREBY GIVEN that Monmouthshire County Council propose that 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, to make the above Order, and to amend the restrictions on the following roads as outlined below and in the Schedule.

1. The Council proposes to make Amendment Order No.1 which shall have the general effect of amending the Monmouthshire County Council (Traffic and Speed Limit) Consolidation Order 2019 ("the Consolidation Order") to ensure the safe and efficient use of the highway network.

2. Documents giving more details of the proposals are available on-line at www.monmouthshire.gov.uk/public-consultation-traffic and can be inspected during normal office hours on Monday to Friday inclusive, at County Hall, The Rhadyr, Usk, NP15 1GA until the expiration of a period of 21 days from the date on which this notice is published. They will include copies of the Consolidation Order, alongside the proposed Schedules and Maps indicating the lengths of road to which the proposed Order relates to, together with the Council's Statement of Reasons for proposing to make the Order.

3. If you wish to telephone to obtain further information or clarification, please call 01633 644644, alternatively email LauraBazely@monmouthshire.gov.uk.

4. Any person desiring to object to the proposed Order should send a statement in writing of their objections specifying the grounds on which they are made to Matthew Phillips, Head of Law and Monitoring Officer at County Hall, The Rhadyr, Usk, NP15 1GA. Any representations should be sent and arrive within 21 days of the notice being published and be clearly marked: "FAO Matthew Phillips – Consolidation Order Amendment No. 1". The County Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

Dated: 1 August 2019

Matthew Phillips, Head of Law and Monitoring Officer, Monmouthshire County Council

SCHEDULE 1

1812	VARIOUS ROADS, LLANGWM, ABERGAVENNY	To amend the existing Speed Limit on a section of the B4235, The Dyffryn and Unnamed road.
1813	SALEYARD, MAESYGWARTHA, CLYDACH NORTH, CLYDACH SOUTH, OLD A465, ABERGAVENNY	To amend the existing Speed Limit.
1814	STATION ROAD AND OLD TRAP ROAD, GILWERN, ABERGAVENNY	To amend the existing Speed Limit on parts of the roads identified above.
1815	LAUNDRY PLACE, GROFIELD, ABERGAVENNY	To introduce Prohibition of Waiting restrictions at specified times on part of the road identified above.
1816	TRINITY TERRACE, BAKER STREET, GROFIELD, ABERGAVENNY	To introduce residents only permit parking bays (at all times) for residents of numbers 10, 11, 12, 13, 14, 15 and 17 only and revoke a Disabled Persons Parking Place outside no.10 and Prohibition of Waiting restriction on part of the road identified above.
1817	TRINITY STREET, GROFIELD, ABERGAVENNY	To extend the existing Prohibition of Waiting at Any Time restriction on a section of the road identified above.
1818	R1, CRUCORNEY, ABERGAVENNY	To introduce Prohibition of Waiting at Any Time restrictions on part of the road identified above.
1819	BELMONT CRESCENT, CASTLE, ABERGAVENNY	To introduce Prohibition of Waiting at Any Time restrictions on parts of the road identified above.
1820	CROSS STREET, PRIORY, ABERGAVENNY	To introduce a Police vehicle only parking bay on part of the road identified above.
1821	THE HENDRE, LLANTILIO CROSSENNY	To amend the existing Speed Limit on various roads.
1822	GLYNWOOD ROAD (C53-4), ST ARVANS	To introduce a Prohibition of Motor Vehicles restriction on part of the road identified above.
1823	VARIOUS ROADS, LLANSOY, DEVAUDEN	To amend the existing Speed Limit on various roads in Llansoy.
1824	CHARLES ROAD, MITCHEL TROY	To introduce a Disabled Persons Parking Place on part of the road identified above.
1825	NEWTOWN ROAD, GOETRE FAWR	To introduce Prohibition of Waiting at Any Time restrictions on part of the road identified above.
1826	R108, TREDUNNOCK, LLANGYBI FAWR	To amend the existing Speed Limit on part of the road identified above.
1827	VARIOUS ROADS, USK	To introduce a Prohibition of Waiting at Any Time and Prohibition of Waiting at specified times and days order on part of Mill Street Close and Mill Street.
1828	MATHERN ROAD, HIGH BEECH LANE AND CEMETERY ACCESS ROAD, LARKFIELD, CHEPSTOW	To introduce Prohibition of Waiting at Any Time restrictions on part of the roads identified above.
1829	FITZOSBORN CLOSE, LARKFIELD, CHEPSTOW	To extend the existing Prohibition of Waiting at Any Time restrictions on part of the road identified above.
1830	ROCKWOOD ROAD, ST MARYS & LARKFIELD, CHEPSTOW	To introduce Prohibition of Waiting at Any Time restrictions on part of the road identified above.
1831	CONWAY DRIVE, THORNWELL, CHEPSTOW	To introduce a 24-hour rural clearway of part of the road identified above.
1833	ST PIERRE ACCESS ROAD, SHIRENEWTON, CHEPSTOW	To introduce a Prohibition of Right Turn restriction on part of the road identified above.
1834	VARIOUS ROADS, DRYBRIDGE, CHEPSTOW, MONMOUTH	To introduce a Coaches only parking place in Blestium Street and a Disabled Persons Parking Place in Monnow Street.
1835	VARIOUS ROADS, GREEN LANE & CALDICOT CASTLE, CALDICOT	To introduce an area wide Speed Limit on various roads within the wards mentioned above.
1836	NEWPORT ROAD AND NEW ROAD, WEST END AND DEWSTOW, CALDICOT	To introduce Prohibition of Waiting at Any Time restrictions on part of the roads identified above.
1837	OLD SCHOOL GARDENS, ROGIET	To introduce Prohibition of Waiting at Any Time and Prohibition of Waiting at specified times restrictions on part of the road identified above.
1838	VARIOUS ROADS, ROGIET	To introduce an area wide Speed Limit on various roads within the ward mentioned above.

Enclosed drawings

Nos. 1821, 1824, 1827, 1829, 1830 and 1837

MONMOUTHSHIRE COUNTY COUNCIL
VARIOUS ROADS, MONMOUTHSHIRE
(TRAFFIC REGULATION AND SPEED LIMIT)

CONSOLIDATION ORDER 2019 (AMENDMENT NO. 1)

Statement of Reasons

The Council considers that the above named Order should be made to ensure various orders are implemented, amended or removed along various roads throughout the County to ensure the safe and efficient use of the highway network.

This Order follows the recent consolidation order process that was undertaken by the Highway Authority for all existing permanent traffic regulation orders within the County.

Unfortunately, in processing and completing the recent consolidation order it was not possible to promote, amend or remove any orders within the County for some time, which resulted in a backlog of orders being accumulated. However, this order seeks to address the majority of the requests and it is therefore a requirement to progress an amendment order to the existing 'Monmouthshire County Council (Traffic Regulation and Speed Limit) (Consolidation) Order 2019.

This page is intentionally left blank



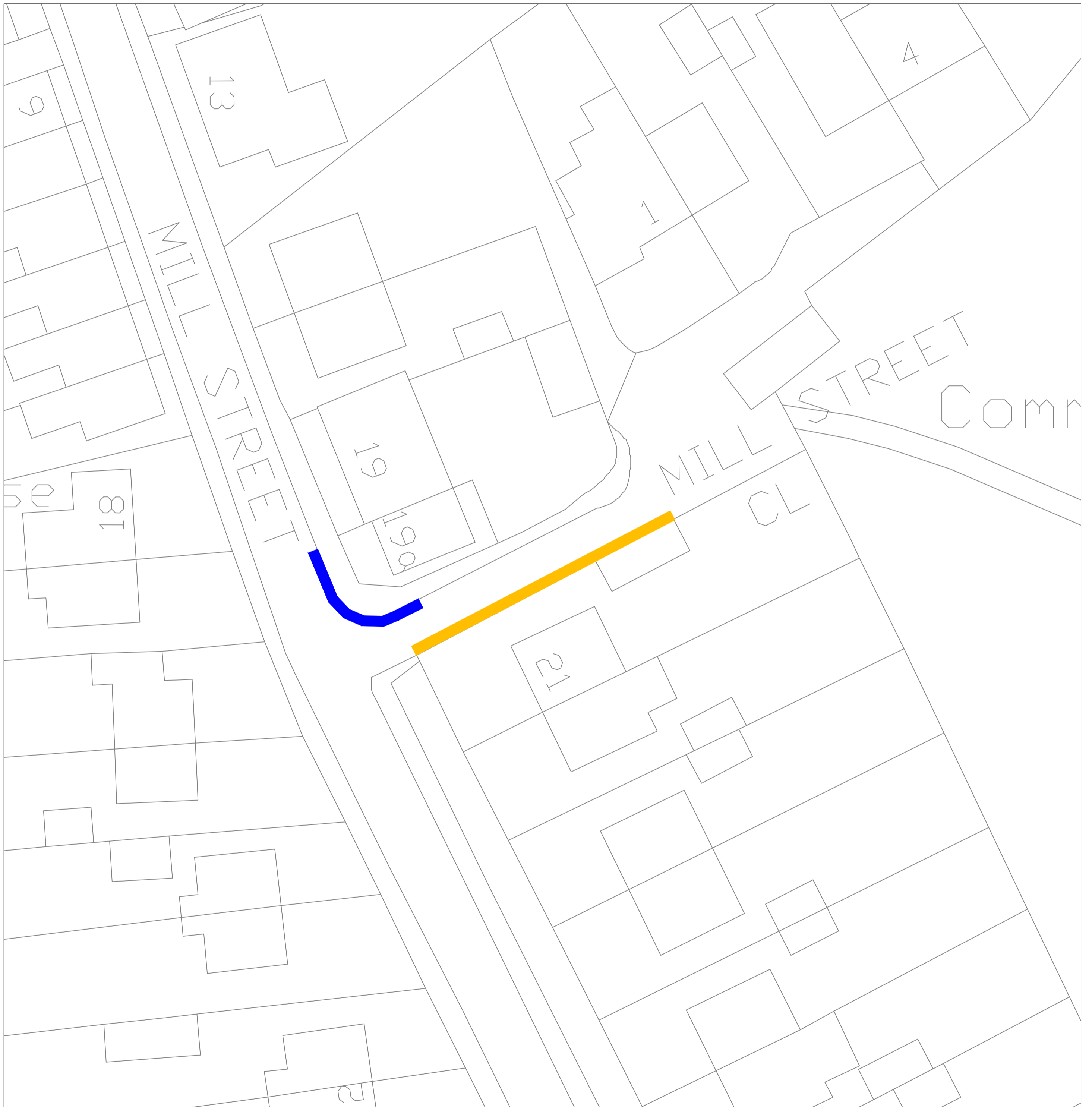
KEY




PROHIBITION OF WAITING AT ANY TIME

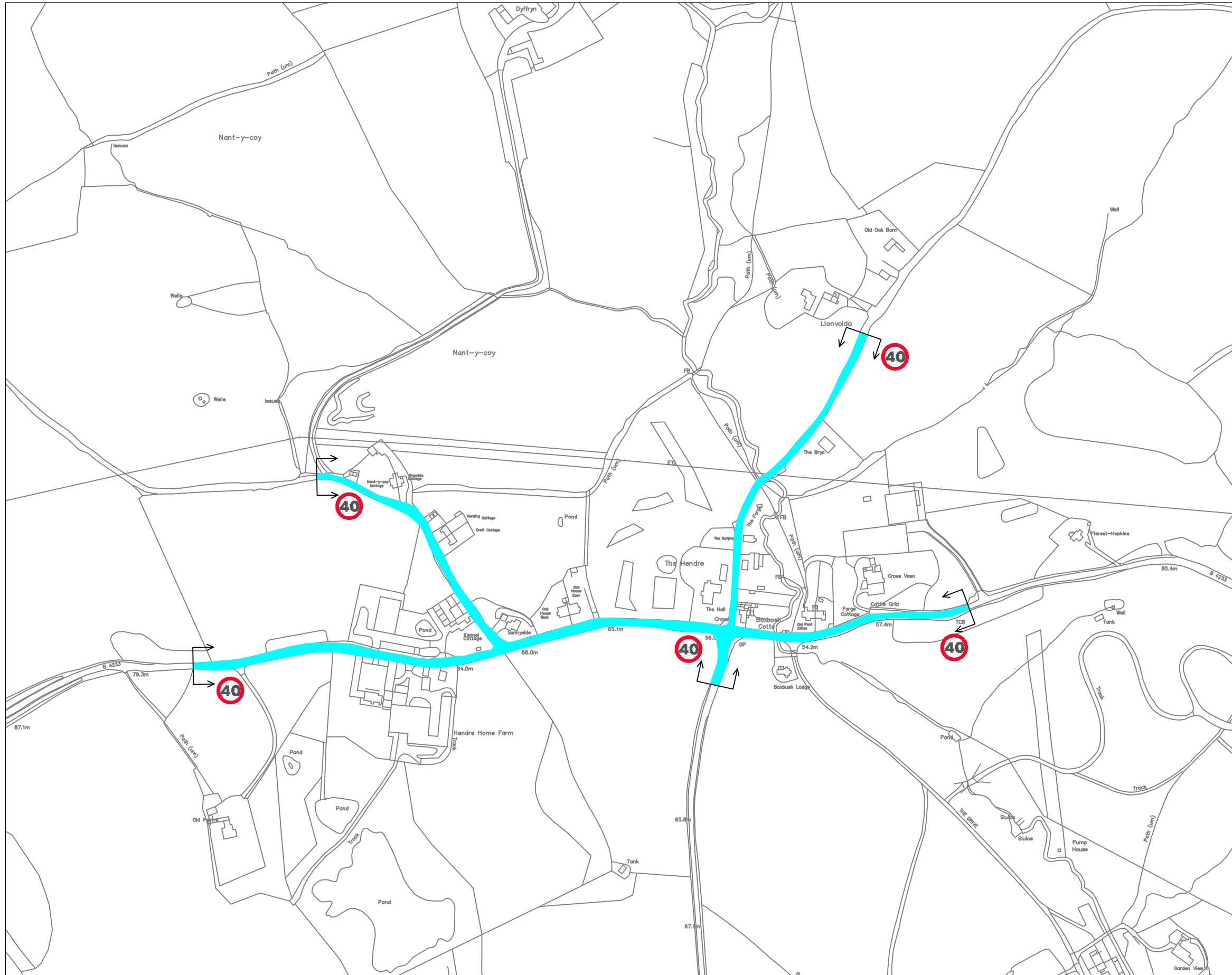


PROHIBITION OF WAITING 09:00 - 16:30 MON - FRI ONLY




Rev No.	Date	Description	Drawn	Chkd
 monmouthshire COUNTY COUNCIL <i>sir fynywi</i>				
Job Title MILL STREET CLOSE, USK, MONMOUTHSHIRE				
Drawing Title PROPOSED PROHIBITION OF WAITING				
Drawn By DF		Checked		
Scale NTS		Date 26.11.2019		
Drawing No. 1809				Rev REV.A
ROGER HOGGINS HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY				
<small>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL, WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATISTICAL OFFICE. COPYRIGHT UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL, LAWS/13/2019</small>				

This page is intentionally left blank



KEY

PROPOSED 40 MPH SPEED LIMIT


ROGER HOGGINS
 HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY



Job Title
PROPOSED-40MPH-SPEED-LIMIT

Drawing Title
THE-HENDRE

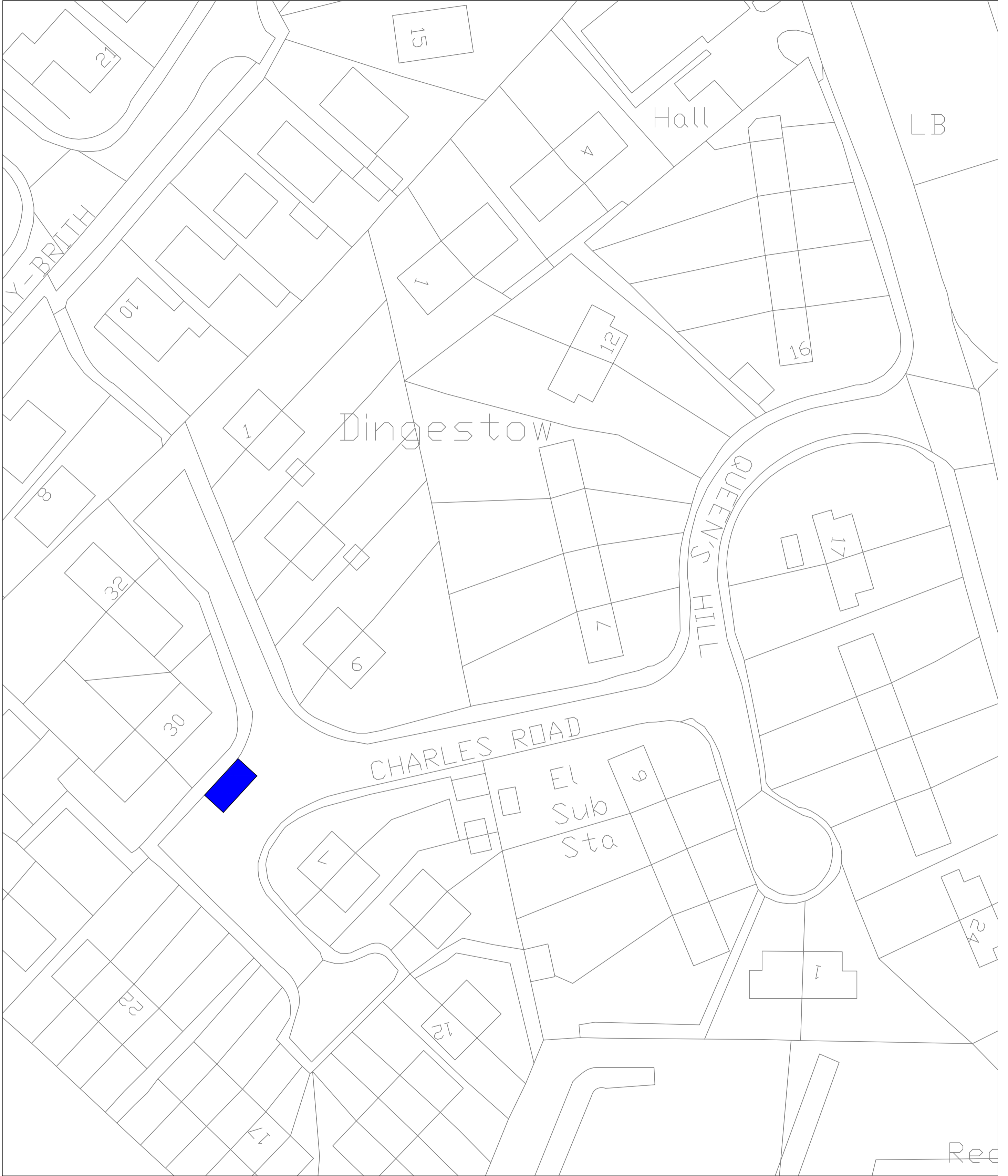
Drawn By
DF
 Scale
NTS


Rev No.	Date	Description	Drawn	Chkd
Checked	Date	Drawing No.		Rev
	11/03/2019	1821		
<small>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. COPYRIGHT, UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL LA09012L2000</small>				

This page is intentionally left blank



KEY
 PROPOSED DPPP BAY

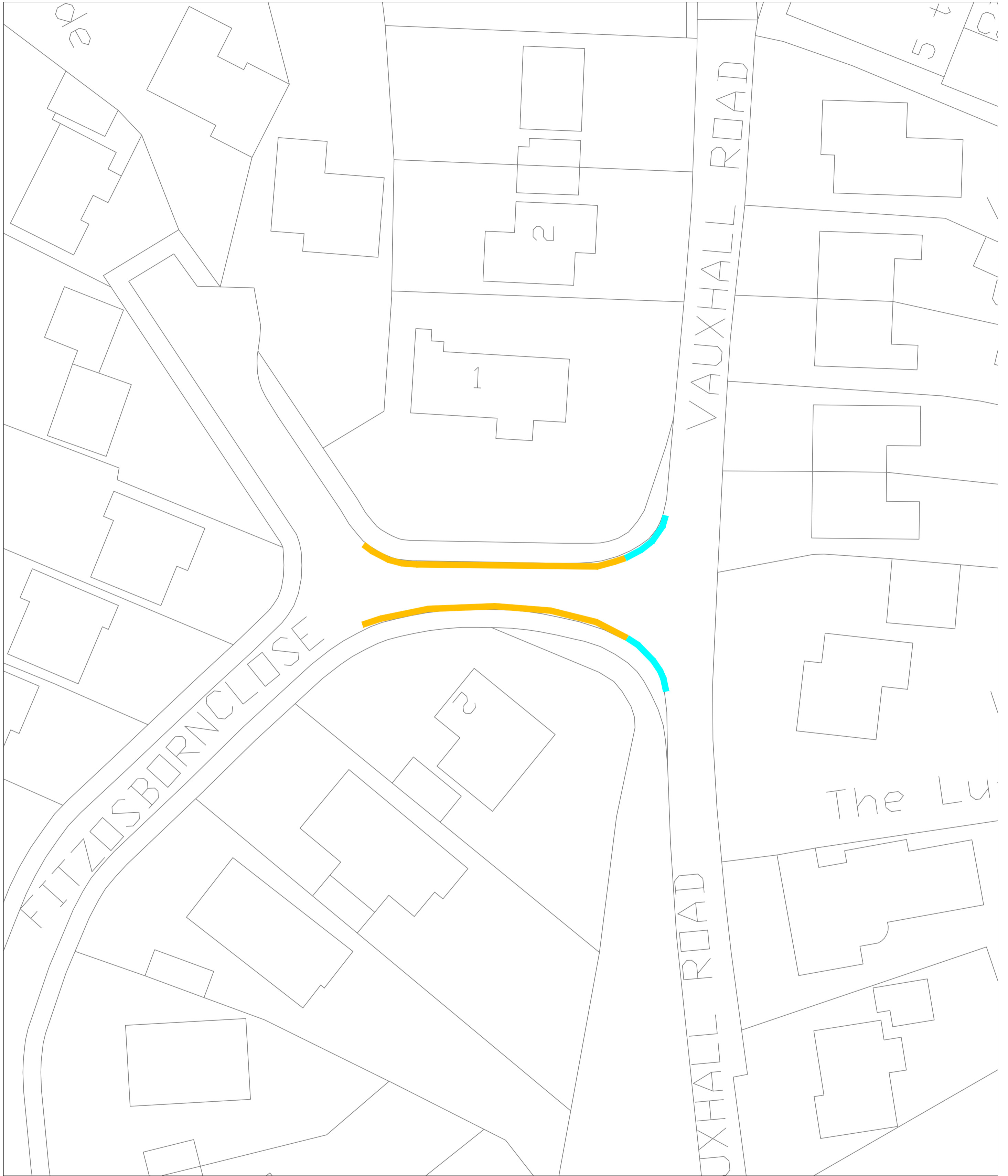


Rev No.	Date	Description	Drawn	Chkd
 monmouthshire COUNTY COUNCIL <i>sir fynywi</i>				
Job Title 30 CHARLES ROAD DINGESTOW MONMOUTHSHIRE				
Drawing Title PROPOSED DPPP BAY				
Drawn By DF		Checked 		
Scale NTS		Date 17.05.19		
Drawing No. 1824				Rev REV
<small>ROGER HOGGINS HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY</small>				
<small>THIS MAP IS REPRODUCED FROM ORIGINALLY SURVEYED MATERIAL, WITH THE PERMISSION OF OSNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATUTORY OFFICE. COPYRIGHT UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL, LAWS/03/2009</small>				


This page is intentionally left blank



KEY	
	EXISTING PROHIBITION OF WAITING AT ANY TIME TO REMAIN
	PROPOSED PROHIBITION OF WAITING AT ANY TIME



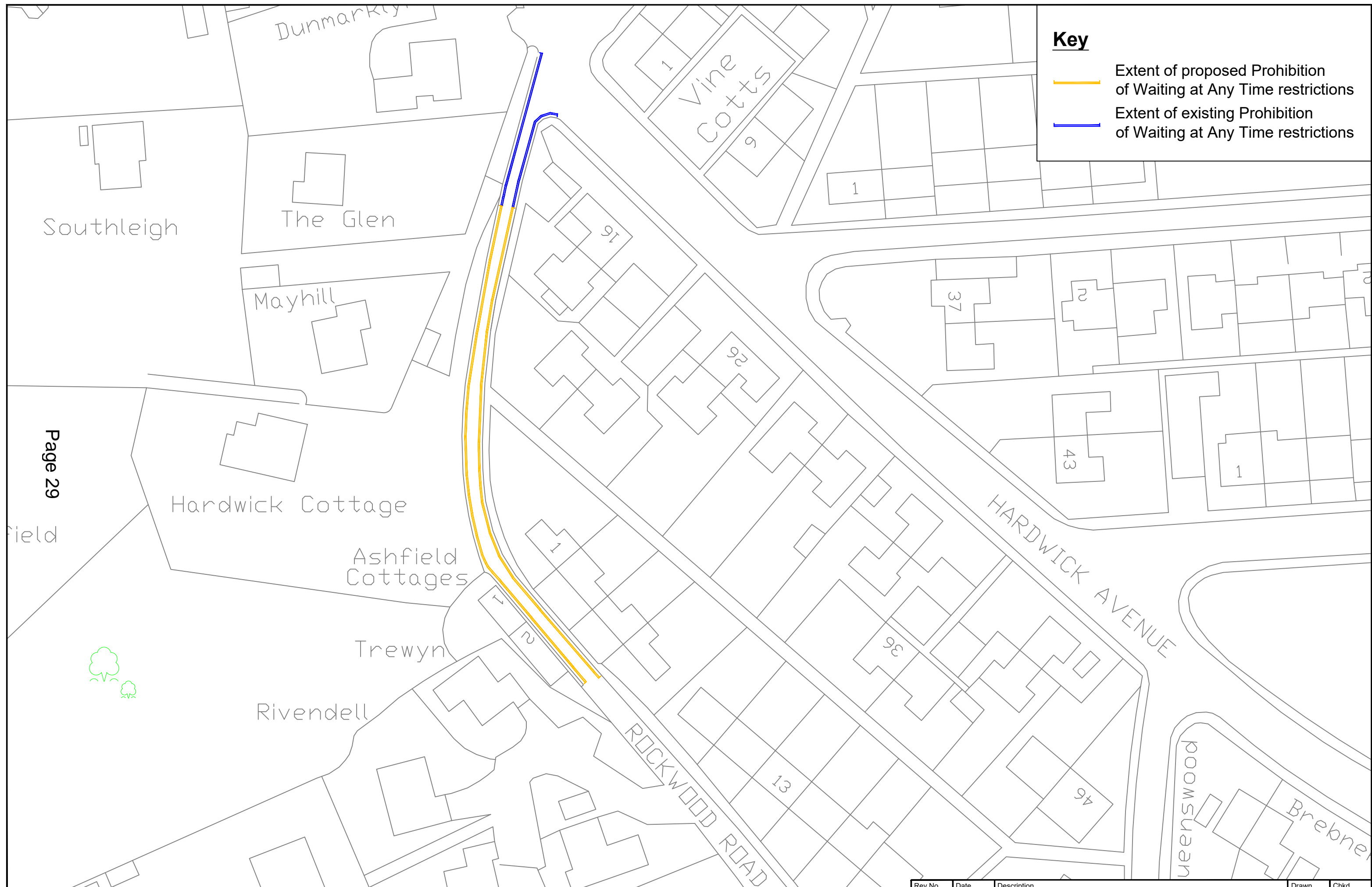
Rev No.	Date	Description	Drawn	Chkd

 monmouthshire COUNTY COUNCIL <i>sir fynyw</i>		Job Title FITZOBORN CLOSE CHEPSTOW MONMOUTHSHIRE
Drawn By DF		Checked
Scale NTS	Date 31/05/2019	
Drawing No. 1829	Rev REV	

ROGER HOGGINS
HEAD OF INFRASTRUCTURE, NETWORKS AND
SUSTAINABILITY

THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL, WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATUTORY OFFICE. COPYRIGHT AND UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL, LAWS/13/2019

This page is intentionally left blank




Key

- Extent of proposed Prohibition of Waiting at Any Time restrictions
- Extent of existing Prohibition of Waiting at Any Time restrictions

Page 29

field



ROGER HOGGINS
HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY



Job Title
ROCKWOOD ROAD, ST MARYS & LARKFIELD, CHEPSTOW

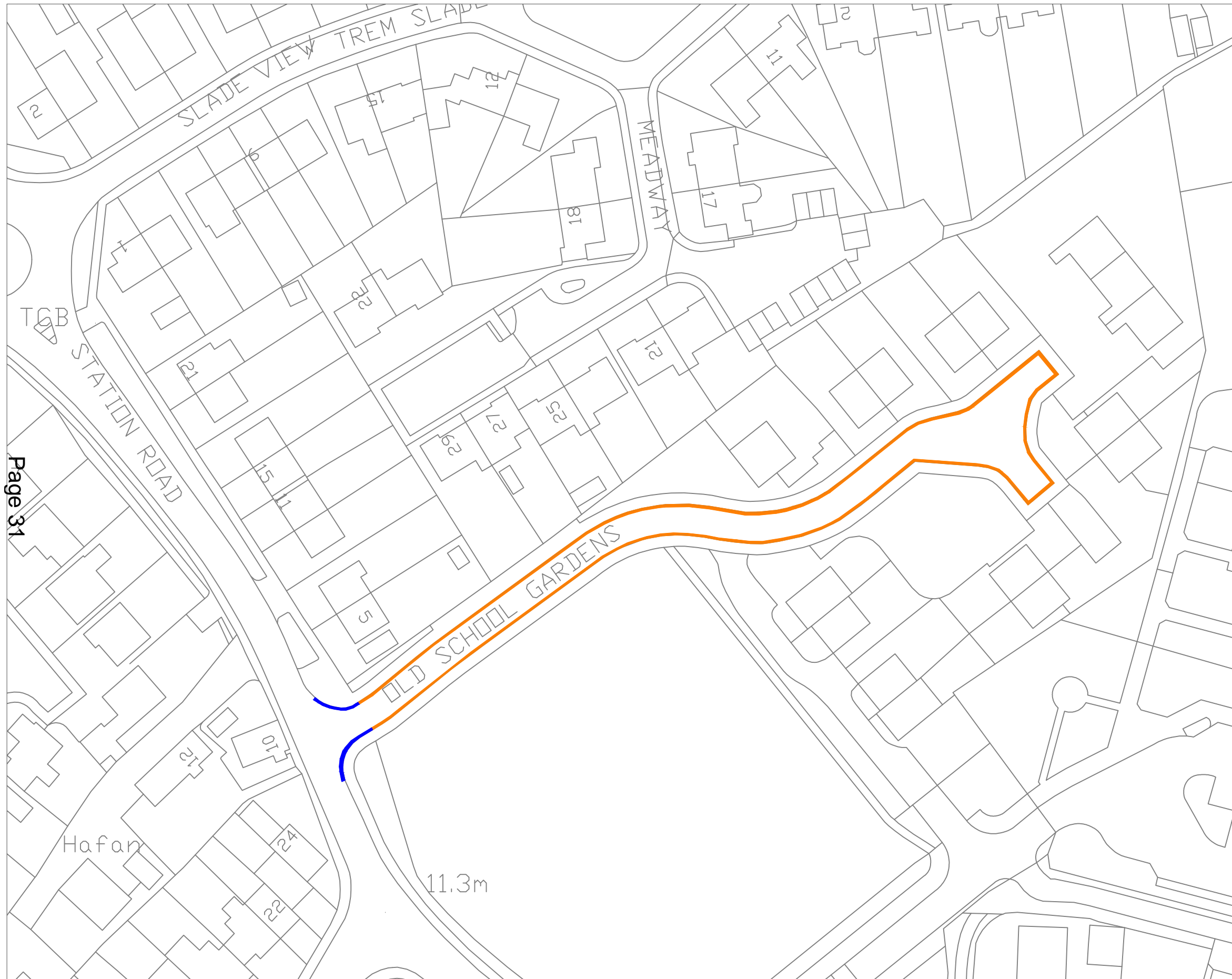
Drawing Title
PROPOSED PROHIBITION OF WAITING AT ANY TIME RESTRICTIONS



Drawn By
MC

Scale
NTS

Rev No.	Date	Description	Drawn	Chkd
Checked				
Date	18.07.19			
Drawing No.		1830		
Rev		REV.A		
<small>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. COPYRIGHT, UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL LA09012L2000</small>				

This page is intentionally left blank



KEY	
	PROPOSED PROHIBITION OF WAITING AT ANY TIME
	PROPOSED PROHIBITION OF WAITING (10:00am-11:00am, MONDAY TO FRIDAY ONLY)

Page 31



ROGER HOGGINS
 HEAD OF INFRASTRUCTURE, NETWORKS AND
 SUSTAINABILITY



Job Title
 PROPOSED-PROHIBITION-OF-WAITING

Drawing Title
 OLD-SCHOOL-GARDENS
 ROGIET

Drawn By
 DF
 Scale
 NTS

Rev No.	Date	Description	Drawn	Chkd
		CHECKED-BY		
	05-04-2019			
		Drawing No. 1794		Rev REV.A

THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL LA99013.2000

This page is intentionally left blank