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County Hall
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Tuesday, 1 March 2022

Dear Councillor

INDIVIDUAL CABINET MEMBER DECISIONS

Notice is hereby given that the following decisions made by a member of the cabinet will be made on Wednesday, 9 March 2022.

1. **PROPOSED MCC 20, 30, 40 &50 MPH SPEED LIMIT ORDER** 1 - 50

Division/Wards Affected:

CABINET MEMBER: County Councillor Jane Pratt

AUTHOR:

Paul Keeble, Group Engineer Highways

CONTACT DETAILS:

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2. **Revisions to the South East Wales Education Achievement Service Collaboration and Members Agreement (the CAMA)** 51 - 54

Division/Wards Affected: All Wards

CABINET MEMBER: County Councillor Paul Pavia

**AUTHOR: Will McLean, Chief Officer, Children and Young People,
Monmouthshire County Council**

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3. **DISABLED FACILITIES GRANTS - REMOVAL OF MEANS TESTING** 55 - 72

Division/Wards Affected: All Wards

CABINET MEMBER: County Councillor Lisa Dymock

AUTHOR: Ian Bakewell, Housing & Communities Manager

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4. **PROPOSED PROVISION AND AMENDMENTS TO WAITING RESTRICTIONS IN USK AND LLANELLY HILL**

73 - 90

Division/Wards Affected: All Wards

CABINET MEMBER: County Councillor Jane Pratt

AUTHOR: Paul Keeble, Group Engineer Highways

CONTACT DETAILS:

E-mail: paulkeeble@monmouthshire.gov.uk

Yours sincerely,

Paul Matthews
Chief Executive

CABINET PORTFOLIOS

County Councillor	Area of Responsibility	Ward
Richard John	<p>Leader Lead Officer – Paul Matthews, Matthew Gatehouse</p> <p>Whole Authority Strategy and Direction Whole authority performance review and evaluation CCR Joint Cabinet & Regional development Regional working Government relations LGA, WLGA and Public Service Board lead</p>	Mitchel Troy
Sara Jones	<p>Cabinet Member for Economy, Deputy Leader Lead Officer – Frances O’Brien</p> <p>Economic resilience and growth Place-making and Regeneration Town Centre investment and stewardship Development Management and Building Control Public relations / communications / marketing Skills and Employment Community broadband connectivity</p>	Llanover
Robert Greenland	<p>Cabinet Member for Governance & Strategic Planning, Deputy Leader Lead Officers – Frances O’Brien, Matthew Phillips, Matthew Gatehouse</p> <p>Local Development Plan and Strategic Development Plan Council and Executive decision-making Constitution review and implementation of change Law, ethics and standards Democracy promotion and citizen engagement Community Hubs and Contact Centre Whole authority customer service and experience</p>	Devauden
Philip Murphy	<p>Cabinet Member for Resources Lead Officers – Peter Davies, Frances O’Brien, Matthew Phillips, Julie Boothroyd</p> <p>Finance Digital and Information technology (including SRS) Human Resources, Payroll, Health and Safety Emergency Planning Strategic Procurement Land and Buildings (including - Estate, Cemeteries, Allotments, Farms) Fleet Management</p>	Caerwent

	<p>School and Community Transport (including commissioning and delivery) Property Maintenance Facilities Management (including Building Cleaning and Catering)</p>	
Paul Pavia	<p>Cabinet Member for Education Lead Officers – Will McLean, Ian Saunders</p> <p>Early Years education All age statutory education Additional learning needs / Inclusion Post 16 entitlement / offer School Standards & Improvement (incl Education Achievement Service commissioning) Community learning 21st Century Schools Programme Youth service / Outdoor Education Service / Duke of Edinburgh Award scheme</p>	Larkfield
Lisa Dymock	<p>Cabinet Member for Community Wellbeing and Social Justice Lead Officers – Frances O'Brien, Ian Saunders, Julie Boothroyd, Matt Gatehouse</p> <p>Community inequality (health, income, nutrition, disadvantage, discrimination, isolation) Advancement of the welsh language Housing Strategy, delivery /Homelessness prevention Trading standards / Environmental Health / Animal Welfare / Public Health / Licensing Community safety (including Police liaison) Registrars Service Physical activity (including Leisure centres, Sport, Active travel, Play) Countryside, biodiversity, public rights of way Tourist Information /Museums / Theatre / Attractions</p>	The Elms
Penny Jones	<p>Cabinet Member for Social Care, Safeguarding and Health Lead Officer – Julie Boothroyd</p> <p>Children's services Fostering & adoption Youth Offending Service Adult Services Whole authority safeguarding (children and adults) Disabilities Mental Health</p>	Raglan

Jane Pratt	<p>Cabinet Member for Infrastructure and Neighbourhood Services – Jane Pratt Lead Officer – Frances O’Brien, Matthew Gatehouse</p> <p>Whole authority climate change / decarbonisation lead Strategic Integrated Transport (including transport planning) Traffic network management (including road safety, car parking & civil enforcement) Public Transport Highways – County Operations / South Wales Trunk Road Authority (SWTRA) Waste collection / Recycling / Street Cleansing / Street Lighting Grounds Maintenance, parks, open spaces and public conveniences Flood alleviation, management and recovery</p>	Llanelly Hill
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Aims and Values of Monmouthshire County Council

Our purpose

Building Sustainable and Resilient Communities

Objectives we are working towards

- Giving people the best possible start in life
- A thriving and connected county
- Maximise the Potential of the natural and built environment
- Lifelong well-being
- A future focused council

Our Values

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

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

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

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

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

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SUBJECT: PROPOSED MCC 20, 30, 40 & 50 MPH SPEED LIMIT ORDER

MEETING: INDIVIDUAL CABINET MEMBER DECISION

DATE: 9TH MARCH 2022

DIVISION/WARDS AFFECTED: DIXTON WITH OSBASTON, DRYBRIDGE, WYESHAM, OVERMONNOW, DEVAUDEN, ST MARYS, ST KINGSMARK, LARKFIELD, ST CHRISTOPHERS, THORNWELL, SHIRENEWTON, CAERWENT, LLANOVER, LLANGYBI FAWR, PORTSKEWETT

1. PURPOSE:

- 1.1 To consider the proposed 20, 30, 40 & 50mph speed limit Orders subsequent to advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2. RECOMMENDATIONS:

- 2.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed Orders.

3. KEY ISSUES:

- 3.1 In May 2019 the First Minister announced that 20mph should be the default speed limit for all residential roads in Wales. A task force was then established and reported back on an implementation plan for the legal process for the project to commence in 2023.
- 3.2 The proposals form a key part of the Welsh Government's policy for Road Safety and Active Travel by aiming to create a culture for slower speeds, reducing the number and severity of road casualties and supporting alternative travel modes such as walking and cycling by making the roads less intimidating to non-vehicle users.
- 3.3 The 20mph proposals are intended to reduce travelling speeds through the identified communities, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of these communities. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.
- 3.4 The speed limit proposals for the 30, 40 & 50mph limits are intended to lower travelling speeds through the identified communities and routes. These schemes will lower existing speed limits and encourage lower travelling speeds, therefore, contributing to improving highway safety and reducing the severity of traffic collisions.
- 3.5 A summary of consultation responses can be found in Appendix 1 together with Officer responses. None of issues or comments raised cannot be overcome or that change the Officer recommendation to proceed with making the speed limit changes.

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

- 4.1 The proposal aims to support the national policy for reducing speed and thereby improving road safety as well as contributing towards providing a safer environment to encourage

people to walk and cycle in line with the objectives of the Active Travel Act. The new lower speed limits will also protect the interest of groups such as those with limited mobility, additional learning needs, dementia and visual impairment.

5. OPTIONS APPRAISAL

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

Options	Benefits	Risks	Comments/Mitigation
Do Nothing	<ul style="list-style-type: none"> Less demand on office time and resource 	<ul style="list-style-type: none"> Communities remain at risk from identified problematic traffic speeds. Walking and cycling is disincentivised due to real and perceived safety concerns, increasing car usage contrary to national and local policy objectives. 	The benefits outweigh the resource implications.
Delay progress until the statutory speed limit changes in 2023	<ul style="list-style-type: none"> Less demand on office time and resource Potentially funded by Welsh Government, but this is not yet definite 	<ul style="list-style-type: none"> Identified issues are not addressed and solutions not implemented. Communities feel let down having been advised the proposals will be delivered in 21/22. 	The reputational benefits of proceeding as promised, and safety benefits from the proposals, are considered to outweigh the unconfirmed financial benefit of delaying to see if future WG funding is available.
Adopt the proposals	<ul style="list-style-type: none"> Ensure the speed limit reductions are introduced as planned. Collect traffic data to ascertain levels of compliance. Collect casualty data to understand the general effect of the lower speed limits Collect usage data to understand what impact lowered speed limits have in respect of modal shift 	<ul style="list-style-type: none"> None 	This is the preferred option.

6. REASONS:

6.1 The proposed speed limit orders will support Welsh Government's proposal of reducing the national urban speed limit to 20mph in 2023. And furthermore, where the 30, 40 & 50mph speed limits are proposed, this will contribute to creating a safer highway environment for all road users.

7. RESOURCE IMPLICATIONS:

7.1 Unlike the Welsh Government funded 20mph pilots areas in Abergavenny and Severnside, the proposals subject of this report are funded by the Council's Highways budget.

7.2 Further £356k Welsh Government funding has been offered for 2022/23 but Welsh Government officers have recently confirmed that this funding is to be used in preparation for the proposed Wales-wide legislative change to make 20mph the new default speed limit in existing 30mph built up ('restricted') areas.

8. CONSULTEES:

- Cabinet Member for Infrastructure and Neighbourhood Services
- Enterprise DMT
- SLT
- The Traffic Orders were publicised in accordance with the statutory process.

9. BACKGROUND PAPERS:

Appendix 1; Schedule of consultation responses (to be forwarded on completion of consultation period), Appendix 2: Notice of Intention, Appendix 3: Statement of Reasons, Appendix 4: Drawing no's 1926, 1848, 1927, 1928, 1925, 1929, 1930, 1892, 1901, 1876, 1899, Appendix 5: WFGE Impact Assessment

10. AUTHORS:

Paul Keeble, Group Engineer Highways

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Appendix 1: summary of consultation responses and the officer recommendation

Appendix 2: Notice of intention to make the Traffic Order

Appendix 3: Schedule of drawings and statement of reasons

Appendix 4: Drawings

Appendix 5: Wellbeing of Future Generations Equality Impact Assessment

Appendix 1: Summary of Consultation Responses

Name/Details	Representations	Officer's Response
1.Resident (Somewhat Support via website)	<p><u>Crick 30/40mph</u></p> <p>I welcome the proposal to reduce speed on the A48 in Crick. However the plan shows the speed change point between 40 and 50 mph limits at the western end of Crick to be to the east of the old MOD railway bridge - opposite the old McAlpine depot. Past speed monitoring at this point showed 1 in 8 cars was travelling in excess of 55mph. I would suggest the change point would be better placed to the west of the old railway bridge so that cars entering the village environs would have already slowed before doing so.</p>	<p>The commencement point of the 40mph speed limit is at the beginning of the built up environment, and therefore, is considered appropriate. The immediate highway characteristics at this location suggest to the motorist that a change is apparent, which supports the proposed reduction in travelling speed.</p>
2.Resident (Somewhat Support via website)	<p><u>Crick 30/40mph</u></p> <p>Re Crick element of TRO</p> <ul style="list-style-type: none"> - 40mph through Crick is an improvement but it really needs to be recognised as a residential settlement and have a speed limit of 30mph applied. Crossing the A48 on foot is akin to playing a game of Crossy Road on a child's tablet in so far as one has to scuttle to the centre of the road (avoiding being sucked into the slip stream of a HGV while waiting for a gap in the traffic) and then dart across the remainder of the road when safe to do so. - the proposed 40mph limit starts after cars will have entered Crick village when travelling in an easterly direction. If you examine the map you will note that the green shading starts after cars will have passed the gardens of two residential properties. This decision seems ill conceived and nonsensical. A more sensible and practical "on the ground" approach would be to start the new limit at or just before the railway bridge, which I believe is where the Crick village sign is 	<p>The commencement point of the 40mph speed limit is at the beginning of the built up environment, and therefore, is considered appropriate. The immediate highway characteristics at this location suggest to the motorist that a change is apparent, which supports the proposed reduction in travelling speed. Additional highway infrastructure improvements such as pedestrian islands, can be considered separately to the speed limit reduction. However, the casualty record between 2016-2020 does not show any incidents involving pedestrians crossing the A48.</p>

	<p>located. This would also help slow down Caldicot bound cars in advance of the busy right turn into Crick Rd.</p> <p>So, I'm broadly supportive but don't believe the speed limit reduction goes far enough. Precedent exists elsewhere in south east Monmouthshire to justify a 30mph speed limit. Caerwent, Pwllmeyric, Tintern, Devauden, Shirenewton etc all have main roads passing through residential areas of the village and benefit from a 30mph or lower speed limit.</p> <p>As an aside, any reduced speed limit in Crick will need to be supported by highway improvements. The A48 in the between the Shirenewton and Crick Rd junctions is incredibly wide. Some form of central reservation with a pedestrian crossing(s) should be installed to allow pedestrians to cross safely, with the option of taking refuge at a mid point. This is especially important given existence of a care home for the elderly in Crick. I often see elderly residents going for a walk (either on foot at an understandably very slow pace or in a wheel chair) with a friend, relative or carer, and have witnessed them dicing with death when crossing the A48.</p>	
<p>3.Resident (Somewhat Support via website)</p>	<p><u>Crick 30/40mph</u></p> <ol style="list-style-type: none"> 1. It should be 30 mph to harmonise with the approaches of Shirenewton Road & Crick Road at their junction with the A48 through Crick. Also to harmonise with the A48 at Pwllmeyric Hill & Caerwent. Why are Crick residents any less important when it comes to road safety. What about the school children who cross the road outside Crick Nursing Home? 2. It should start in the easterly direction at least at the village sign and logically at the start of the double to single lane hatching to slow traffic safely. 3. With regard to the left spur just before 	<p>The A48 through Crick does not currently meet the criteria for a 30mph speed limit, with limited direct frontage development. However, school pick up/drop off points have now been amended so school transport now uses the dedicated bus pull in opposite the residential home. The commencement point of the 40mph speed limit is at the beginning of the built up environment, and therefore, is considered appropriate. The immediate highway characteristics at this location</p>

	<p>Shirenewton Road which is 60 yards long and is basically a common driveway to 3 households, what is the thinking behind making this 40 mph with presumably signage? Has anybody actually visited the site? I would recommend they do.</p> <p>4. Old Shirenewton Road is a cul de sac, barely wide enough for two cars to pass, of 150 yards before it turns into a short track severing vehicle access to the last house. Again is it cost effective to put up a 30 mph sign? No responsible driver would ever drive down at this speed, it would probably be impossible to accelerate to such a speed anyway in 150 yards. Virtually all traffic down it is residents who live in it. Again has anyone visit site? I would recommend they do. In conclusion, speed reduction from 50 mph is well overdue but Crick deserves better than just knocking 10 mph off. The whole village should be 30 mph or don't the resident's lives and those of our children and those who work at the Nursing home count? Why is the A48 through Caerwent and Pwllmeyric already 30mph but not proposed for Crick?</p>	<p>suggest to the motorist that a change is apparent, which supports the proposed reduction in travelling speed. Whilst the 40mph speed limit covers the old road alignment, it is not anticipated that vehicles will travel along this section of highway at that speed. The volume of vehicles and the fact that is a no through road only serving 3 properties suggests minimal vehicular usage. It should be noted that motorists have a duty to drive to the prevailing highway conditions and that speed limits are not a target speed which motorists should be striving to achieve. Old Shirenewton Road was included as a 30mph due to the frontage development along the road.</p>
<p>4.Resident (Support via website)</p>	<p><u>Crick 30/40mph</u></p> <p>I live at the corner of A48/Shirenewton Road T Junction.</p> <p>We have lived here for 30+ years with constant horns being sounded, lights being flashed and sharp breaking noises heard and seen on a daily basis.</p> <p>Not sure if proposed speed reduction limit is going to be 40 or 30mph but in my opinion it should be 30mph through Crick Village but action is really needed for road safety and safer usage for all T Junctions and side/home access routes to homes on the A48</p> <p>One of the worst areas is when traffic travelling from Caerwent towards</p>	<p>The commencement point of the 40mph speed limit is at the beginning of the built up environment, and therefore, is considered appropriate. The immediate highway characteristics at this location suggest to the motorist that a change is apparent, which supports the proposed reduction in travelling speed.</p>

	<p>Chepstow comes off the end of the dual carriageway usually travelling 50mph but quite a lot come down at 55-60mph! :-</p> <ol style="list-style-type: none"> 1. Buses slowing down for bus stop just below Crick Garage get overtaken on hatched/no overtaking road section 2. Traffic slowing down for Shirenewton Road T Junction get overtaken on hatched/no overtaking road section 3. I personally have a 270 degree turning circle to get onto A48 when going to Chepstow, so I might only be in 1st/2nd gear for a short while where I constantly get flashing lights from behind and horn sounded as traffic comes so fast off dual carriageway and must think I am just going slowing rather than just joining to road. <p>The speed limit on the A48 through Caerwent is 30mph which has far fewer junctions and side/home access routes onto A48 than when travelling through Crick!</p>	
<p>5.Resident (Support via website)</p>	<p><u>Mathern 20mph</u></p> <p>Traffic through Mathern has increased over the last few years with the congestion at Highbeech roundabout. It is used as a 'rat run' through to Bulwark, Thornwell and onto the Motorway. Drivers are speeding through the village at often more than 40 let alone 30!! We live on the main road through the village so this affects us greatly. It is very worrying as there are lots of people including the elderly residents, children walking for the school bus or playing, cyclists and a lot of local horse riders who enjoy walking/riding through the village, but the speed the traffic comes through is getting dangerous. It desperately needs a 20mph speed limit before someone is seriously hurt or worse.</p>	<p>Noted</p>

<p>6. Resident (Somewhat Support via website)</p>	<p><u>Crick 30/40mph</u></p> <p>The speed limit reduction should be down to 30 mph to be in keeping with the A48 at Caerwent and Pwllmeyric and should be implemented on the easterly approach where the start of the double to single lane hatching currently starts. Crossing the A48 in Crick can be a nightmare at busy times for pedestrians including the school children catching their buses. Also turning off the A48 to access our house safely can be extremely difficult with fast traffic coming from behind. In conclusion a reduction in speed limit to 40mph would be welcome but a further reduction to 30mph would be much better.</p>	<p>The A48 through Crick does not currently meet the criteria for a 30mph speed limit, with limited direct frontage development. However, the commencement point of the 40mph speed limit is at the beginning of the built up environment, and therefore, is considered appropriate. The immediate highway characteristics at this location suggest to the motorist that a change is apparent, which supports the proposed reduction in travelling speed.</p>
<p>7. Resident (Support via website)</p>	<p><u>Mathern 20mph</u></p> <p>I fully support the proposed 40 and 20 mph speed limits for Mathern</p>	<p>Noted</p>
<p>8. Resident (Support via website)</p>	<p><u>Mathern 20mph</u></p> <p>Mathern is used as a 'rat run' which has meant a higher volume of traffic passing through in recent years and with that more than half of the motorists travelling through the village already exceed the 30mph limit already.</p> <p>It is becoming increasingly dangerous for the residents. It is not safe for children to cross the road to get to their school buses or the play park.</p> <p>We have a lot of road side parking which causes issues in itself but with the current speed of the traffic it makes it even more dangerous for all pedestrians trying to cross the road and other motorist exiting side streets/junctions.</p> <p>The 20mph limit should be enforced in the village to make it safer for everybody. It is a busy village with lots of activity.</p> <p>I am also strongly in favour (whether it is rightly changed to 20mph or remains at 30mph) of more being done to force</p>	<p>The proposals to introduce a 20mph speed limit are intended to improve road safety and lessen the severity of road traffic collisions. The proposals will encourage the use of alternate modes of transport, such as walking, cycling and scooting, and contribute to overall improvements of general health and wellbeing. Reduced speed limits through this community should positively impact on community cohesion and improve opportunities for active travel. The proposals are being introduced in advance of the Welsh Government's intention to reduce the national urban speed limit from 30mph to 20mph in 2023.</p>

	<p>drivers to adhere to the speed limits (speed bumps/ camera) and of a pedestrian crossing being considered near the play park and village bus stop.</p>	
<p>9.Resident (Somewhat Support via website)</p>	<p><u>Mathern 20mph</u></p> <p>We support the imposition of the 20mph speed limit but would suggest the 20mph limit should extend all the way up Chapel Lane from Mathern to Pwllmeyric. Also that the 20mph limit should extend all the way from Baileys Hay to The Buftons.</p>	<p>The commencement point of the 20 mph speed limit on Chapel Lane is correctly located where the urbanised developed residential properties commence at Mathern village it is not considered appropriate to extend the proposed 20 mph limit further to encompass the remainder of Chapel Lane environment which is rural in character, nature and setting prior to reaching Pwllmeyric. The start point of the 20 mph speed limit on Chapel Lane entering Mathern is located where there is a clear change in environment which is apparent to the motorist that they are entering an urbanised developed village environment. This also applies to the Buftons/Baileys Hay and it is not permissible to extend the proposed 20 mph speed limit further along Baileys Lane (beyond that point shown on the consultation plan) into open countryside which is rural in nature and character and is not set in an urbanised environment.</p> <p>Responsibility will always be for drivers to drive within the prevailing highway conditions at all times as stated in the Highway code and therefore to reasonably anticipate that they may encounter pedestrians, cyclists, pedestrians and other road users on any rural or urban road and to drive accordingly and this would apply also referring to Chapel Lane.</p>

<p>10. Resident (Support via website)</p>	<p><u>Mathern 20mph</u></p> <p>I live on the main road through Mathern village & virtually every time I walk along the main road there are cars speeding through the village at speeds of 40 or 50mph & more. It's only a matter of time before someone is seriously hurt or worse. There is a children's nursery in the village as well as a children's play area next to the village hall. Add to that the elderly residents, cyclists, horse riders, dog walkers, runners & many more people going about their daily lives. Cars coming from the A48 traveling legally at 60mph fail to slow down at the 30mph sign at the entrance to the village. I would suggest that this section of road between the A48 & Mathern village be changed from 60 to 40mph as well as 20mph through the village itself.</p> <p>The traffic calming scheme introduced several years ago clearly doesn't work so I would welcome the proposal for a 20mph speed limit through the village.</p> <p>Best Regards</p>	<p>Noted</p>
<p>11. Resident (Somewhat Support e-mail and website)</p>	<p><u>Llanhennock 30mph</u></p> <p>I would like to see the 30mph TRO extended to the junction with Usk Road, a 20mph speed limit introduced between the Llanhennock village signs and a reduction of speed (40mph) along the route north of the village towards Usk.</p> <p>Footfall from the junction with Usk Road towards Llanhennock is high. The road is currently subject to a national speed limit and has no footway nor verge for pedestrians.</p> <p>A significant number of employees use the road to access the Leonard Cheshire Disability Home, walking wither from the Usk Road bus stop or Caerleon. Employees working shifts at the home are required to walk the route during both</p>	<p>The commencement point of the 30mph speed limit is at the beginning of the built up environment, and therefore, is considered appropriate. The immediate highway characteristics at this location suggest to the motorist that a change is apparent, which supports the proposed reduction in travelling speed. The highway from the point of the commencement of the proposed 30 mph in Llanhennock to the Usk Road is rural in nature and character with no direct urbanised frontal development and therefore, is not considered appropriate as a 30 mph speed limit area.</p> <p>The highway along the ridge to the north of Llanhennock is similarly rural in nature and</p>

	<p>daylight and night time hours.</p> <p>Regular walkers and residents are also required to walk the route.</p> <p>There are a number of residential dwellings with families, accessed along the Tredunnock Road. I would consider extending the 30mph speed limit past the Granary as shown on the attached plan.</p> <p>I would request that the speed limit through Llanhennock be reduced to 20mph between the village signs. There are a considerable number of residents, lack of footway and no safe pathway to access amenities such as the church, village hall and Wheatsheaf pub.</p> <p>It should also be noted, that currently within the village, there are 9 children under the age of 11 years of age as well as a number of older children. Whilst as a parent I take every precaution for my children to behave safely and not to approach the road unaccompanied, I have experienced a number of near misses with car drivers travelling excessively quickly through the village.</p> <p>The route north of the village along the ridge towards Usk, is a popular walking route. The road is narrow with a significant drop to the one side and few passing places for vehicles. Whilst the national speed limit does not require drivers to drive at 60mph, it does encourage higher speeds. A more reasonable limit, that would represent an improvement on road safety for all, would be 30 or 40mph along this section of road.</p> <p>I understand that Welsh Government propose to introduce a default 20mph speed limit in place of the current 30mph limit. I would assume that if this proposal were to be implemented in the near future, proposed 30mph through Llanhennock would become 20mph. If that were the case, a buffer zone reducing</p>	<p>character with very interspersed properties (some set back off the highway itself) this area is outside the village of Llanhennock and is not compliant for a 30 mph speed limit.</p> <p>There is a responsibility also on drivers as stated in the Highway Code to drive within the prevailing road conditions and to reasonably expect and to anticipate encountering other highway user including pedestrians, cyclists and to drive accordingly. Therefore drivers can reasonably expect to encounter cyclists , pedestrians and other users at any point on the highway network.</p> <p>The proposals are being introduced in advance of the Welsh Government’s intention to reduce the national urban speed limit from 30mph to 20mph in 2023. Llanhennock will be assessed and reviewed again at that time in accordance with the criteria set at that time required for a 20 mph speed limit.</p>
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	<p>from 60mph on the Usk Road before Llanhennock village, may be required. To introduce this using the current amended TRO would seem a reasonable proposal.</p>	
<p>12.Resident (Support via website)</p>	<p><u>Devauden 20mph</u></p> <p>As residents of Devauden and in our seventies we wholeheartedly support the 20mph limit proposal (Devauden not listed in the dropdown). Although a lovely idea it seems quite pointless, the present 30mph limit might as well be a 60mph limit judging by the majority of the traffic. The new limit would be quite pointless unless it was enforced. A fixed speed camera, even at 30 mph would solvethethe problem instantly !</p>	<p>Noted</p>
<p>13.Resident (Somewhat Support via website)</p>	<p><u>Llanhennock 30mph</u></p> <p>I feel the order should be more extensive as pedestrians frequently use top road where there are no pavements or verges. The is also a cheshire home in village with wheelchair users frequenting top road. There should be a 30 mph limit extending from the junction of the Usk road up to the village sign. Then it should change to 20mph extending to the north end of Glen View garden. The road by Glen View is a particularly dangerous section due to the hill and bend reducing visibility for drivers and giving pedestrians and cyclists little warning of proximity to each other. Currently the national speed limit applies. Then there should be a 40 mph limit for the rest of top road until the junction at Croesllewarch. For Glen Usk road a similar situation exists for pedestrians and there should be 30Mph limit to Pencraig farm.</p>	<p>The commencement point of the 30mph speed limit is at the beginning of the built up environment, and therefore, is considered appropriate. The immediate highway characteristics at this location suggest to the motorist that a change is apparent, which supports the proposed reduction in travelling speed. The highway from the point of the commencement of the proposed 30 mph in Llanhennock to the Usk Road is rural in nature and character with no direct urbanised frontal development and is therefore not considered appropriate as a 30 mph speed limit area.</p>
<p>14.Resident (Somewhat</p>	<p><u>Crick 30/40mph</u></p> <p>I am pleased that the speed limit is being reduced but it is not low enough. It needs</p>	<p>The A48 though Crick does not currently meet the criteria for a 30mph speed limit, with limited direct frontage</p>

<p>Support via website)</p>	<p>to be 30mph. I live on the main road and the house shakes when lorries/ cars speed past! Myself and my children cross the road to walk the dog and each time we take our lives in our hands. Why is it 30 mph through Pwllmeric and Caerwent and not Crick? With the nursing home and children crossing the road it is so dangerous. Just turning into our house off the main road is dangerous with the speed some people drive down the A48. I have been beeped and harassed by drivers for slowing down to turn in to the house. 30 mph would help with all of this. Please reconsider. Best wishes</p>	<p>development. However, school pick up/drop off points have now been amended so school transport now uses the dedicated bus pull in opposite the residential home. The commencement point of the 40mph speed limit is at the beginning of the built up environment, and therefore, is considered appropriate. The immediate highway characteristics at this location suggest to the motorist that a change is apparent, which supports the proposed reduction in travelling speed.</p>
<p>15.Resident (Somewhat Support via website)</p>	<p><u>Crick 30/40mph</u> We live in the left spur before Shirenewton Road, which is a common driveway for three houses, leading straight on to the A48. Lowering the speed limit is a welcome change, but with limited vision when pulling out of the drive, we feel it should be further reduced to 30MPH. In addition to a narrow footpath along the A48 towards the care home, a further reduction is in the best interest for residence and motorists.</p>	<p>The A48 though Crick does not currently meet the criteria for a 30mph speed limit, with limited direct frontage development. However, school pick up/drop off points have now been amended so school transport now uses the dedicated bus pull in opposite the residential home. The commencement point of the 40mph speed limit is at the beginning of the built up environment, and therefore, is considered appropriate. The immediate highway characteristics at this location suggest to the motorist that a change is apparent, which supports the proposed reduction in travelling speed.</p>
<p>16.Resident (Somewhat support via website)</p>	<p><u>Crick 30/40mph</u> I totally agree that the speed limit on the A48 through the village of Crick needs to be reduced. However, I feel it should be reduced to 30mph. At a limit of 30mph, Crick would then have the same limit as the villages either side of Crick on the A48 - Pwllmeyric and Caerwent. I do not understand why the residents and</p>	<p>The A48 though Crick does not currently meet the criteria for a 30mph speed limit, with limited direct frontage development. However, school pick up/drop off points have now been amended so school transport now uses the dedicated bus pull in opposite the residential home.</p>

	<p>businesses of Crick, including a care home, are not afforded the same level of consideration to road safety as other villages in this area.</p> <p>The plans showing the proposed changes do not go far enough - the length of road that falls within the new speed limit area on the A48 needs to be extended in both directions.</p> <p>The traffic, including many HGVs and tipper trucks regularly speed through the village - the reduction of 10mph will not stop this. My house, a listed building, literally vibrates due to the reckless speed these vehicles are driven at. I repeat my offer for people from the council to come and witness this for themselves.</p> <p>Old Shirenewton Road does not need a 30mph speed limit - we do not need extra signage that spoils the environment, is pointless and a waste of funds in a cul de sac that leads only to a few houses - this road is an access road to private dwellings only.</p> <p>This is also the case with the 'shared driveway access' that runs parallel to Shirenewton Road - this does not need a speed limit or signage - as far as I am aware it is not even an adopted highway. This short cul de sac leads to three homes only.</p> <p>The occasional speed checks that have been administered along the A48 have never been carried out IN the village of Crick, rather in plain view on the dual carriage way section between the two villages. This will not and has not provided a true picture of how traffic operates through the village. It is dangerous, particularly at the junction with the A48 and Shirenewton Road. We have children in the village who need to cross the roads not least for their school bus. Clear vision is obscured for drivers by walls and the bridge.</p> <p>The junction at the A48 and Crick Road is</p>	<p>The commencement point of the 40mph speed limit is at the beginning of the built up environment, and therefore, is considered appropriate. The immediate highway characteristics at this location suggest to the motorist that a change is apparent, which supports the proposed reduction in travelling speed. Old Shirenewton Road was included as a 30mph due to the frontage development along the road.</p>
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	<p>also extremely dangerous - traffic does not approach the junction from Crick Road at the current 30mph limit. There is no footpath on this stretch and it is perilous for pedestrians.</p> <p>Someone needs to visit Crick and spend some time observing the traffic and speaking to the residents - PLEASE.</p>	
<p>17. Resident (Support via website)</p>	<p><u>Crick 30/40mph</u></p> <p>Volume of traffic has significantly increased over the past 5 years. Many heavy vehicles use the road outside our house, including ***** who moves topsoil and aggregates and ***** who moves hardcore. These vehicles are heavy but the speed they travel is not only ridiculous but very dangerous! Many days our house 'shakes' due to the heavy weight pounding on the road as they drive past at speed!!!! These vehicles also start their shift as early as 5.30 am and although I understand these people have business to run, they wake us every day due to the speed they travel at!</p> <p>In addition to this on a Friday and Saturday night many cars use the road like a race track, we have also had cars doing 'doughnut' circles directly outside our gate! What will happen when one of these cars actually go into our house destroying our property, because I am getting really fearful this will happen!!!!</p> <p>We have been saying for years that we need a speed camera outside our house to slow down manic drivers who have no respect for anything as most drivers use the A48 like a motorway!!!! This is totally unacceptable and something needs to be put in place before some terrible incident occurs!!</p>	<p>The commencement point of the 40mph speed limit is at the beginning of the built up environment, and therefore, is considered appropriate. The immediate highway characteristics at this location suggest to the motorist that a change is apparent, which supports the proposed reduction in travelling speed.</p> <p>The enforcement of the proposed speed limits can currently only be undertaken by Gwent Constabulary and it has been duly consulted as part of this legal consultation process.</p> <p>The provision of fixed or mobile speed camera sites is assessed by GoSafe, all requests for a fixed camera site or a mobile speed camera enforcement site should be forwarded to them who will duly assess it in accordance with its protocols.</p>

<p>18. Resident (Support via website)</p>	<p><u>Mathern 20mph</u></p> <p>Amendment Order No2 includes a 20mph zone for Mathern, a village with one central road on which there is a children's nursery, bus stop for local schools, a village hall and a play park. As it is a straight road there are often speeding cars and a high risk of an accident with cars travelling at 30mph, let alone at the speeds they often travel through the village at. A 20mph zone would add greatly to village life, safety and wellbeing.</p>	<p>Noted</p>
<p>19. Resident (Support via website)</p>	<p><u>Mathern 20mph</u></p> <p>Mathern often has young children walking between friends houses along the pavement and with a straight road through the village there are often speeding cars. We have a nursery, a bus stop for schools and a play park.</p>	<p>Noted</p>
<p>20. Resident (Support via website)</p>	<p><u>Mathern 20mph</u></p> <p>Traffic speed reduction is vital for safety in Mathern however suggest that the 20 mph limit should be applicable to all of Chapel Lane due to limited lighting, narrow lanes and housing</p>	<p>The commencement point of the 20 mph speed limit on Chapel Lane is correctly located where the urbanised developed residential properties commence at Mathern village it is not considered appropriate to extend the proposed 20 mph limit further to encompass the remainder of Chapel Lane environment which is rural in character, nature and setting prior to reaching Pwllmeyric. The start point of the 20 mph speed limit on Chapel Lane entering Mathern is located where there is a clear change in environment which is apparent to the motorist that they are entering an urbanised developed village environment.</p>

<p>21. Resident (Support via website)</p>	<p><u>Crick 30/40mph</u></p> <p>This is without a doubt needed as the road is getting busier, meaning more and more cars exceeding the current 30 limit creating a dangerous environment for our children and elderly residents. The increase in road use is due to more cut through traffic due to the congestion on the A48 and will only become worse once the houses on crick road are built. Currently the 60 to 30mph is a big issue as lots of cars enter the village still doing in excess of 40! The proposed change of 40 to 20mph, I believe will make a huge difference to the entrance speed in to the village. I would like to hope this will make people think twice about their speed through the residential area regardless of how late they are running for work or nursery drop off/pick up. The reduction of 60 to 40 on the approach to the village will also make walking and cycling to the garden centre/garage safer for residents. In addition to encouraging walking and cycling it will improve access to the bus stop and therefore may also encourage people to use public transport. These changes need to happen before and not after there is a fatality on this road. Let's act now to try and prevent rather than waiting and acting in response as so often is sadly the case.</p>	<p>Noted</p>
<p>22. Resident (Objection via e-mail)</p>	<p><u>Amendment 2</u></p> <p>I wish to object to the proposed order on the ground that the statutory process has not been followed. The deposited documents do not include those required by paragraph 2 of Schedule 2 to the 1996 Regulations - namely, a copy of the proposed order and a copy of the consolidation order (as amended by previous amending orders). The consultation process needs to start again.</p>	<p>The consultation documents were made available for members of the public to view by appointment at County Hall.</p>

<p>23.Elected Member for Shirenewton (via email)</p>	<p><u>Mathern 20mph</u></p> <p>I am pleased to see that the Mathern 20mph speed limit is being progressed and fully support 20mph being introduced for Mathern. However, I would like the traffic order extended to cover up to the Buftons and Chapel Lane as shown in the map sent in October/ November last year.</p> <p>The Buftons and the properties along there near the Mill would benefit also from a lower speed limit particularly in view of how hazardous it is to get into and out of the Buftons due to it being so close to the A48 junction and I would be grateful if consideration be given to looking at the reduction.</p> <p>There were indicative maps for Abergavenny and elsewhere in the pilot areas and I did ask if we could be sent one prior to the legal process being started in the workshops we had on it.</p> <p>Chapel Lane is proposed to be 20mph only on the Mathern side of it for the small number of houses there but there are very good reasons to make it 20mph along the whole length of Chapel Lane (with streets off it the same) from Mathern to the A48 junction.</p> <p>Chapel Lane has no street lights where the small number of houses are near Mathern ,which is proposed to be 20mph, then a terminal sign, there is then a farmers field, then a 30mph sign prior to the Pwllmeyric sign with Orchid Meadow off it, then it becomes a single track one way lane and then more houses until you get to the A48.</p> <p>Chapel Lane is a rural lane used by walkers, runners, dog walkers, school children and the elderly as the main lane connection from Pwllmeyric to Mathern village for all of the village amenities or when school children come off the bus on the A48 or off the bus at Mathern and walk home down the lane in Pwllmeyric or up the lane from Mathern. It can be particularly hazardous at night time when walking along it.</p>	<p>The commencement point of the 20 mph speed limit on Chapel Lane is correctly located where the urbanised developed residential properties commence at Mathern village and it is not appropriate to extend the proposed 20 mph limit further to encompass the remainder of Chapel Lane environment which is rural in character and nature and setting prior to reaching Pwllmeyric. The start point of the 20 mph speed limit on Chapel Lane entering Mathern is located where there is a clear change in environment apparent to the motorist that they are entering an urbanised developed village environment. This also applies to the Buftons/Baileys Hay and it is not permissible to extend the proposed 20 mph speed limit further along Baileys Lane (beyond that point shown on the consultation plan) into open countryside which is rural in nature and character and is not set in an urbanised environment.</p> <p>There is also a responsibility for drivers to drive within the prevailing highway conditions at all times as stated in the Highway code and therefore to reasonably anticipate that they may encounter pedestrians, cyclists, pedestrians and other road users on any rural or urban road and to drive accordingly and this would apply also referring to Chapel Lane.</p> <p>There is No vehicular Entry permitted southbound along Chapel Lane in Pwllmeyric from a point from its junction with Chapel Close to its junction with Orchid Meadow therefore pedestrians and cyclists and other vulnerable road users in the remainder of Chapel lane south of its junction with Chapel Close will</p>
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	<p>Unlike Mathern there are no pavements along its entire length except at the very edge junction of the A48 which is the A48 path.</p> <p>It is assumed that the terminal sign on Chapel Lane would become 30mph but this is not clear as the small field gap has no street lights so it would be sensible to clarify that this is also 20mph as opposed to anything higher as it is assumed that it is 30mph currently as opposed to a national speed limit as there are no terminal signs from the current 30mph at Mathern and it is assumed that the one for Pwllmeyric is a 30mph repeater sign? However the field gap would not become 20mph in 2023 due to the lack of street lights and so it would be sensible to have Chapel Lane as 20mph along its entire length. I believe that there is local support for that proposal.</p> <p>I would be very grateful if the traffic order being made for Mathern could be extended to take full account of making it safer for pedestrians and encourage Active Travel by reducing the speed limit to 20mph not only on the Mathern side of Chapel Lane, but for the whole as opposed to just part of Chapel Lane which is used as a main walking route between Pwllmeyric and Mathern and also extended as indicated, at the start of this email.</p>	<p>not encounter vehicular traffic coming off the A48 via Pwllmeyric which will increase their level of safety in using Chapel lane south of its junction with Orchid Meadow.</p> <p>It is understood that, Primary and secondary school children up to and including 16 years of age living in Mathern including the Mathern end of Chapel Lane are bussed to and from school from Mathern village and would not have to walk along the rural section of Chapel Lane which is outside the proposed 20 mph speed limit for Mathern. School children living in Pwllmeyric are bussed to and from School from Pwllmeyric also.</p>
<p>24.Resident (Objection via e-mail)</p>	<p><u>Amendment No2</u></p> <p>Dear Sirs</p> <p>I write to record my objection to your proposals to impose 20mph speed limits, and other speed reductions, in a number of locations throughout the County.</p> <p>1. You state that "the proposal is intended to reduce travelling speeds ... which will ... encourage the use of alternative travel modes such as walking, cycling and scooting". You have provided no evidence to support your assertion. Please do so. Moreover, scooting, in particular, is badly regulated, with scooter users riding often their equipment on footpaths creating a danger to pedestrians and, I submit, should be discouraged until proper regulations are available and they are enforced.</p>	<p>1. The proposal to reduce speed limits are intended to encourage alternative travel modes by contributing to making the roads a safer environment for all users. It is recognised that pedestrians and cyclist do feel safer whilst travelling through a reduced speed limit, which in turn should encourage the use of these methods of transportation, whilst also meeting the Welsh Governments Active Travel agenda. The reference to scooting is in relation to push scooters</p>

<p>2. You state that "the proposals will contribute to creating a safer, more welcoming highway environment for all highway users". Again, you have offered no evidence to support your contention. I submit that travelling at such low speeds is likely to engender frustration amongst motorists resulting in the potential for rash, ill-considered manoeuvres which will jeopardise road safety.</p> <p>3. You state that the proposals will ... lessen the severity of road collisions". Once more, you fail to support your contention with evidence. Please state how many collisions have been recorded at each site, and with what severity? I submit that this is just a blanket proposal made without consideration for need. That is a misuse of public money at a time when financial prudence is required, and many households face hardship and a cost of living crisis</p> <p>4. You state that the proposals will "have a positive impact on the health and wellbeing of the community". Yet again, the bland statement is made without any attempt at justification. Please provide a detailed explanation for your claim.</p> <p>5. You state that the proposals follow "representations received from the local community". By whom in each local community? Is this simply a case of a handful of zealots taking it upon themselves to speak for their communities without real support? What detailed consultations have been carried out amongst the affected communities to ensure that the purported support exists?</p> <p>6. Driving at 20mph implies driving in lower gears than would be the case under existing speed limits. As a general rule, the lower the gear the greater the fuel consumption and consequently the greater pollutants emitted by the vehicle. How does that square with the Council's environmental policies and its aspiration to see reduced carbon emissions? How does it relate to the stated purpose of the proposals being to create "a safer, more welcoming highway environment"?</p> <p>In summary, your proposals are ill-conceived and not fully thought through, and certainly put forward without any attempt at serious justification. They represent a waste of public money at a time when the Council is operating under significant financial constraints. They are yet another example of the anti-motorist bias that regrettably pervades the public bureaucracy.</p>	<p>and not the motorised versions.</p> <p>2. The lower speed limits will reduce travelling speeds and contribute to creating a safer environment for all users. Whilst it is acknowledged some motorists may disregard Highway Law, the Police as the enforcement authority can take action.</p> <p>3. It is acknowledged that lower speeds result in fewer vehicular collisions and reduced severity of injuries. "The Welsh 20mph Task Force Group Final Report" published by Welsh Government in July 2020 substantiates these findings.</p> <p>4. Increased levels of walking/cycling will positively contribute to the overall health and wellbeing of the respective communities.</p> <p>5. Representations were received from a mixture of Local Elected Members, Community Councils and members of the public.</p> <p>6. There is relatively little evidence for the effect of 20mph speed limits on air quality. However, a 2017 study which modelled the impacts of a 20mph default speed limit for restricted roads across Wales concluded there would be an overall improvement in air quality. The researchers also calculated gains of 54 lives saved and a decrease of 647 years of life lost due to reduced PM2.5 and Nitrogen Dioxide emissions.</p> <p>Whilst it is appreciated that lower travelling speeds through communities will not</p>
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	For the reasons set out above, and other considerations, I object to the proposals	be welcomed by all, the overarching benefits appear to outweigh the negatives. Indeed in 2023 Welsh Government has committed to reducing the national urban speed limit from 30mph to 20mph.
25.Elected Member for Shirenewton (via email)	<u>Shirenewton 20mph</u> I fully support the introduction of a reduced speed limit of 20mph in Shirenewton and Mynyddbach villages, thank you for the opportunity to respond.	Noted.
26.Resident (Support)	<u>Monmouth 20mph</u> Supports a 20 mph speed limit in the Drybridge Street area of Monmouth.	Noted.
27.Resident (Support via e-mail)	<u>Monmouth 20mph</u> 20mph has to be introduced from lights to Bridges asap! Old people live in this st and a lot of children and young moms walk past.	Noted.

NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

**MONMOUTHSHIRE COUNTY COUNCIL
MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING
REGULATIONS CONSOLIDATION ORDER 2019
(AMENDMENT ORDER NO 2) 2022**

**PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC
ORDERS AT VARIOUS LOCATIONS WITHIN DIXTON WITH OSBASTON, DRYBRIDGE, WYESHAM,
OVERMONNOW, DEVAUDEN, ST MARYS, ST KINGSMARK, LARKFIELD, ST CHRISTOPHERS,
THORNWELL, SHIRENEWTON, CAERWENT, LLANOVER, LLANGYBI FAWR, PORTSKEWETT IN
MONMOUTHSHIRE COUNTY COUNCIL**

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

EFFECT OF THE ORDER: to introduce 20, 30, 40 & 50mph speed limits within the localities identified on the plans, which are available to view at County Hall, Usk or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic>

Further details of the proposed Order, comprising plans and a statement of reasons for proposing to make the Order may be examined via pre-arranged appointment at County Hall, Usk NP15 1GA (appointments can be arranged by e-mailing traffic@monmouthshire.gov.uk) or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic> or the via the below QR code

Any objections in respect of this proposal should be made in writing, stating the grounds on which the objection is being made and should be sent to Traffic Section, Monmouthshire County Council, County Hall, Usk NP15 1GA not later than the 23rd of February 2022 or via scanning the QR code below and selecting "How to comment on a proposed TRO", where the public consultation response form can be accessed.



Date: 2nd February 2022

**Mark Hand,
Head of Placemaking, Regeneration, Highways and Flooding,
Monmouthshire County Council,
County Hall,
The Rhadyr,
Usk,
Monmouthshire.
NP15 1GA**

Appendix 3:

MONMOUTHSHIRE COUNTY COUNCIL

Monmouthshire County Council Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 (Amendment Order No 2) 2022

Proposed provision and amendments to traffic orders at various locations within Dixton with Osbaston, Drybridge, Wyesham, Overmonnow, Devauden, St Marys, St Kingsmark, Larkfield, St Christophers, Thornwell, Shirenewton, Caerwent, Llanover, Llangybi Fawr, Portskewett in Monmouthshire County Council

Statement of General Effect

The effect of the Order will be to implement 20, 30, 40 and 50mph speed limits through the residential enclaves identified. The proposal is intended to reduce travelling speeds and contribute to providing a safer highway environment for all users.

Statement of Reasons

DRAWING	ROADS	DETAILS
1926	20, 30 & 40mph Speed Limits, Various Roads, Devauden village	The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by August 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. The Welsh Assembly Government's Circular 24/2009 provides national guidance for Setting local speed limits in Wales. MCC has considered paragraph 5.6 to 5.11 of the Welsh Assembly Government's Circular 24/2009 in particular 5.7 and 5.10. A decision has been made to depart from this guidance for the following reasons; The proposal is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community . The proposals will contribute to creating a safer, more welcoming highway

		environment for all highway users and lessen the severity of road collisions.
1848	20mph Speed Limit, Various Roads, Larkfield, St Christophers & Thornwell, Chepstow	<p>The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by August 2023. In advance of this initiative, and following an experimental 20mph speed limit introduced in 2019/20, it is proposed to now make a permanent 20mph to replace the experimental order.</p> <p>The proposal is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community . The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.</p>
1927	20mph Speed Limit, Various Roads, Larkfield, St Kingsmark, St Marys, Chepstow	<p>The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by August 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. The Welsh Assembly Government’s Circular 24/2009 provides national guidance for Setting local speed limits in Wales. MCC has considered paragraph 5.6 to 5.11 of the Welsh Assembly Government’s Circular 24/2009 in particular 5.7 and 5.10. A decision has been made to depart from this guidance for the following reasons; The proposal is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative</p>

		<p>travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community . The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.</p>
1928	<p>20 & 40mph Speed Limits, Various Roads, Mathern Village</p>	<p>The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by August 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. The Welsh Assembly Government’s Circular 24/2009 provides national guidance for Setting local speed limits in Wales. MCC has considered paragraph 5.6 to 5.11 of the Welsh Assembly Government’s Circular 24/2009 in particular 5.7 and 5.10. A decision has been made to depart from this guidance for the following reasons; The proposal is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community . The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.</p>
1925	<p>20mph Speed Limit, Various Roads Drybridge, Dixton with Osbaston, Wyesham and Overmonnow, Monmouth</p>	<p>The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by August 2023. In advance of this initiative, and following representations received from the local community MCC propose to</p>

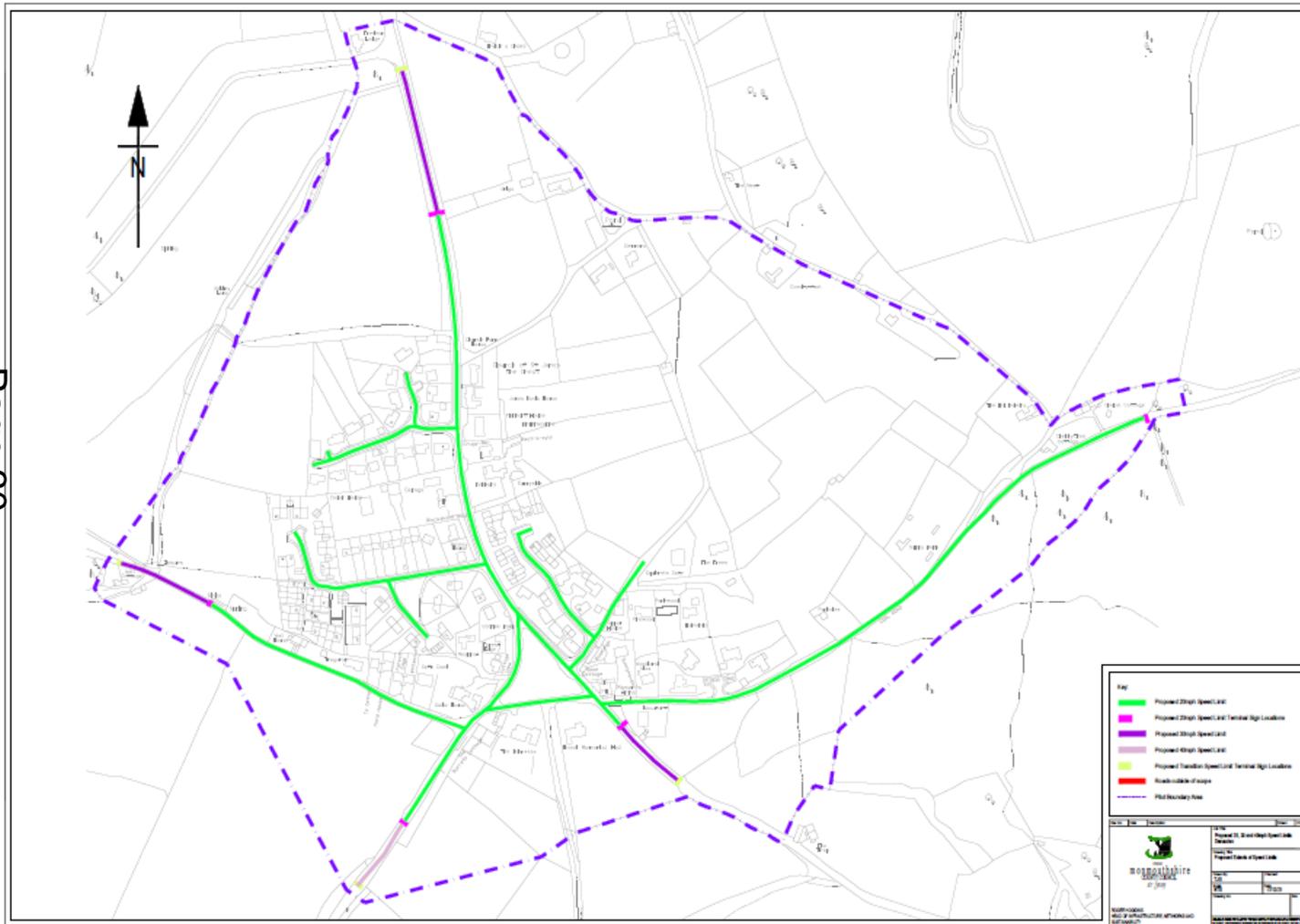
		<p>introduce a community wide 20mph speed limit. The Welsh Assembly Government's Circular 24/2009 provides national guidance for Setting local speed limits in Wales. MCC has considered paragraph 5.6 to 5.11 of the Welsh Assembly Government's Circular 24/2009 in particular 5.7 and 5.10. A decision has been made to depart from this guidance for the following reasons; The proposal is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community . The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.</p>
<p>1929</p>	<p>20, 30 & 40mph Speed Limits, Various Road, Shirenewton, Mynydd Bach, Shirenewton</p>	<p>The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by August 2023. In advance of this initiative, and following representations received from the local community MCC propose to introduce a community wide 20mph speed limit. The Welsh Assembly Government's Circular 24/2009 provides national guidance for Setting local speed limits in Wales. MCC has considered paragraph 5.6 to 5.11 of the Welsh Assembly Government's Circular 24/2009 in particular 5.7 and 5.10. A decision has been made to depart from this guidance for the following reasons; The proposal is intended to reduce travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community . The</p>

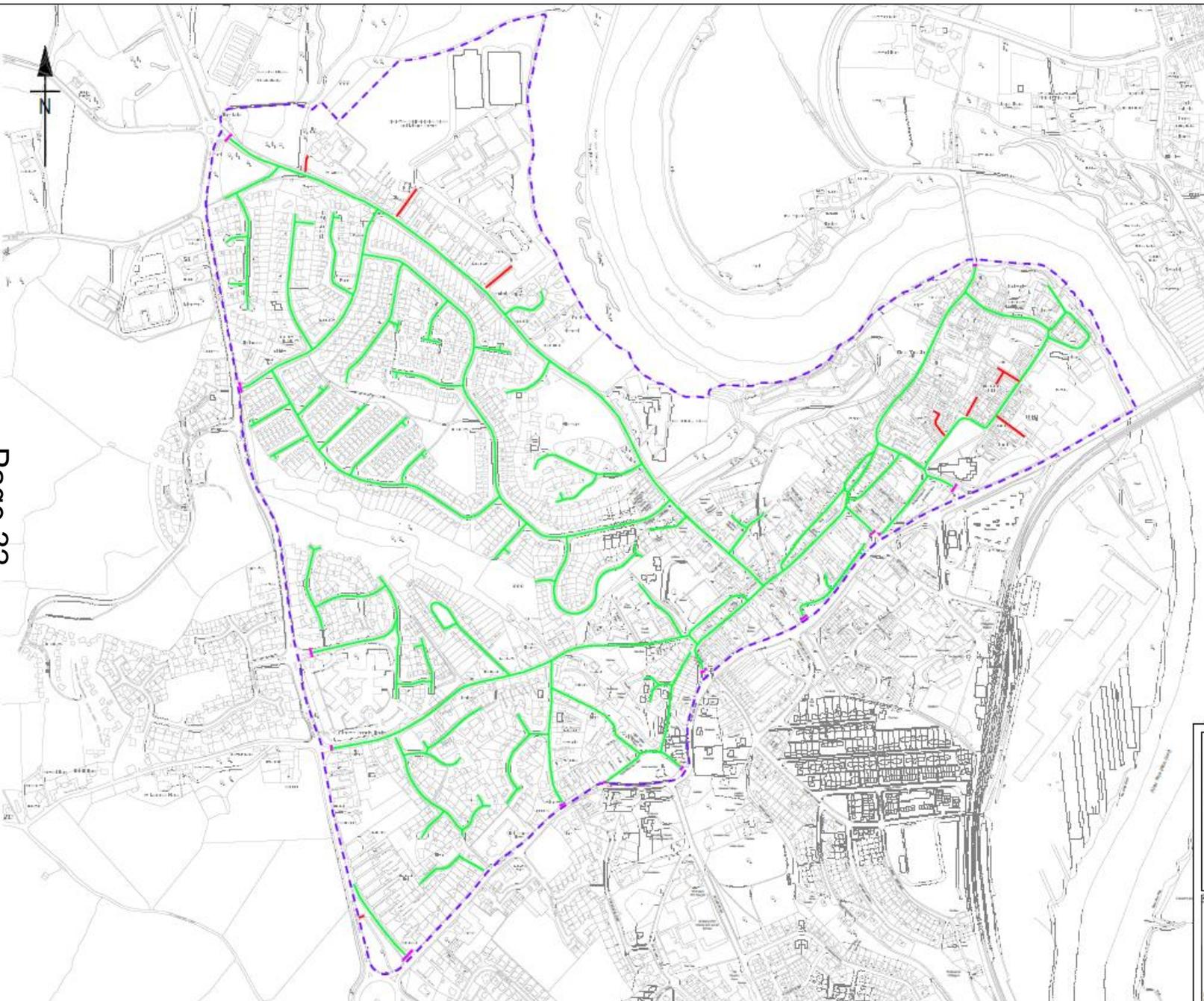
		proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.
1930	30mph Speed Limit, A466, Buckholt, Dixton with Osbaston	The proposal is intended to reduce the current speed limit from 40mph to 30mph to encourage lower travelling speeds through the community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community . The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions. The proposed 30mph speed limit encompasses a bend with a sharp deviation where there is an history of vehicles leaving the carriageway causing damage to adjacent residential properties.
1892	30mph Speed Limit, C24.14 Access road into The Bryn, Llanover	The proposal is intended to reduce travelling speeds into community, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the

		health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.
1901	30mph Speed Limit, Llanhennock village, Llangybi Fawr	The proposal is intended to reduce travelling speeds through the village, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.
1876	30 & 40mph Speed Limits, Various Roads, Crick, Caerwent	The proposal is intended to reduce travelling speeds through the village, which in turn will encourage the use of alternative travel modes, such as walking, cycling and scooting. It will also have a positive impact on the health and wellbeing of the community. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions
1899	50mph Speed Limit, A48, at Shirenewton, Portskewett, Caerwent	The proposal is intended to reduce travelling speeds along the A48 from the current national speed limit to 50mph. The proposals will contribute to creating a safer, more welcoming highway environment for all highway users and lessen the severity of road collisions.

Mark Hand
Head of Placemaking, Regeneration, Highways and Flooding,
Monmouthshire County Council,
PO Box 106,
Caldicot,
Monmouthshire.
NP26 9AN

Appendix 4: Drawings

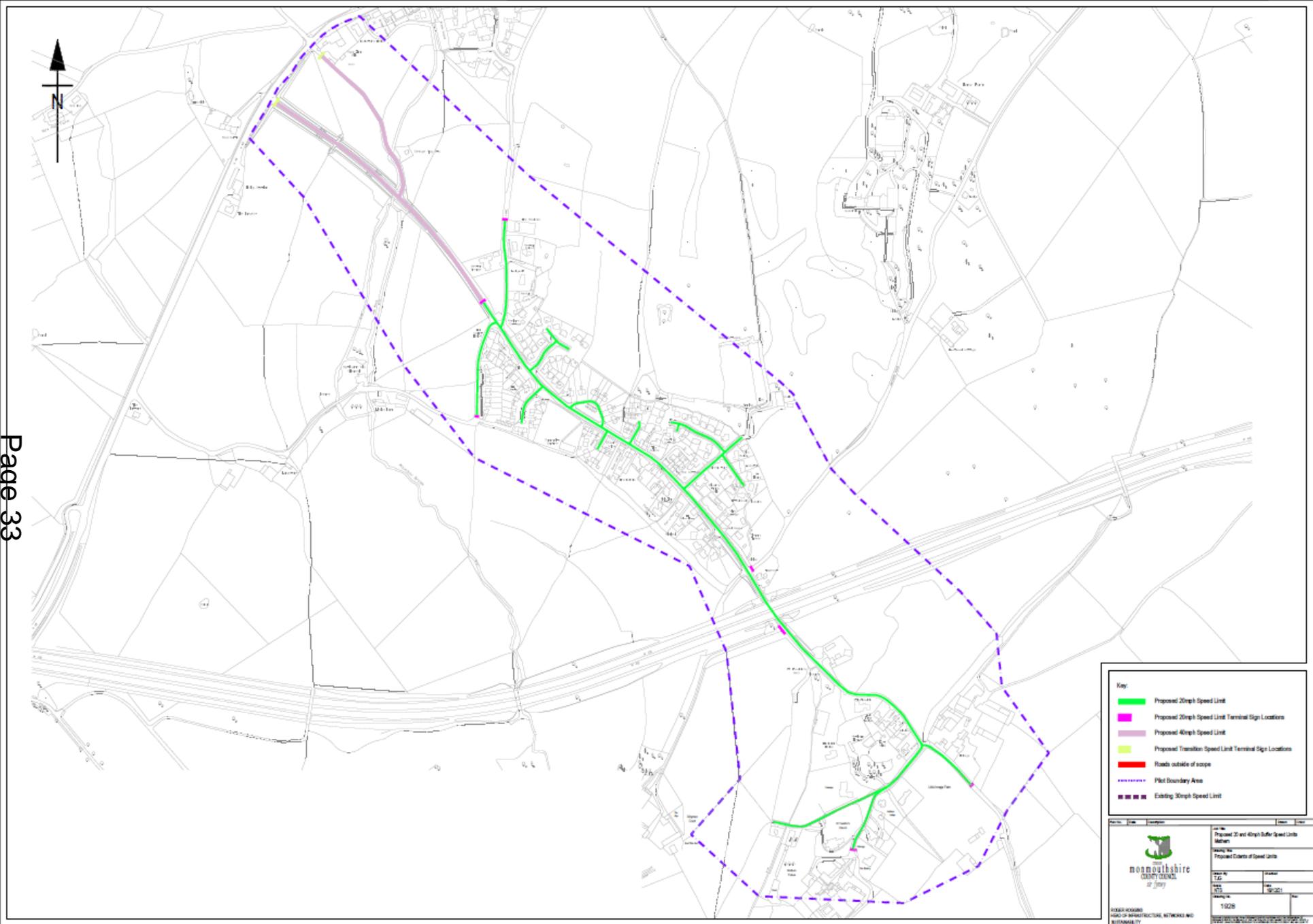




Key:

- Proposed 20mph Speed Limit
- Proposed 20mph Speed Limit Terminal Sign Locations
- Roads outside of scope
- Pilot Boundary Area
- Existing 20mph Speed Limit

 moosathiric COUNTY COUNCIL <i>at large</i>	Project No:	1927
	Issue No:	1927
Project Name:	Proposed 20mph Speed Limits	
Issue Name:	Proposed Changes of Speed Limits	
Project Manager:		
Issue Manager:		
Project Start:		
Project End:		
Project Status:		
Project Description:		
Project Location:		
Project Contact:		
Project Date:	1927	

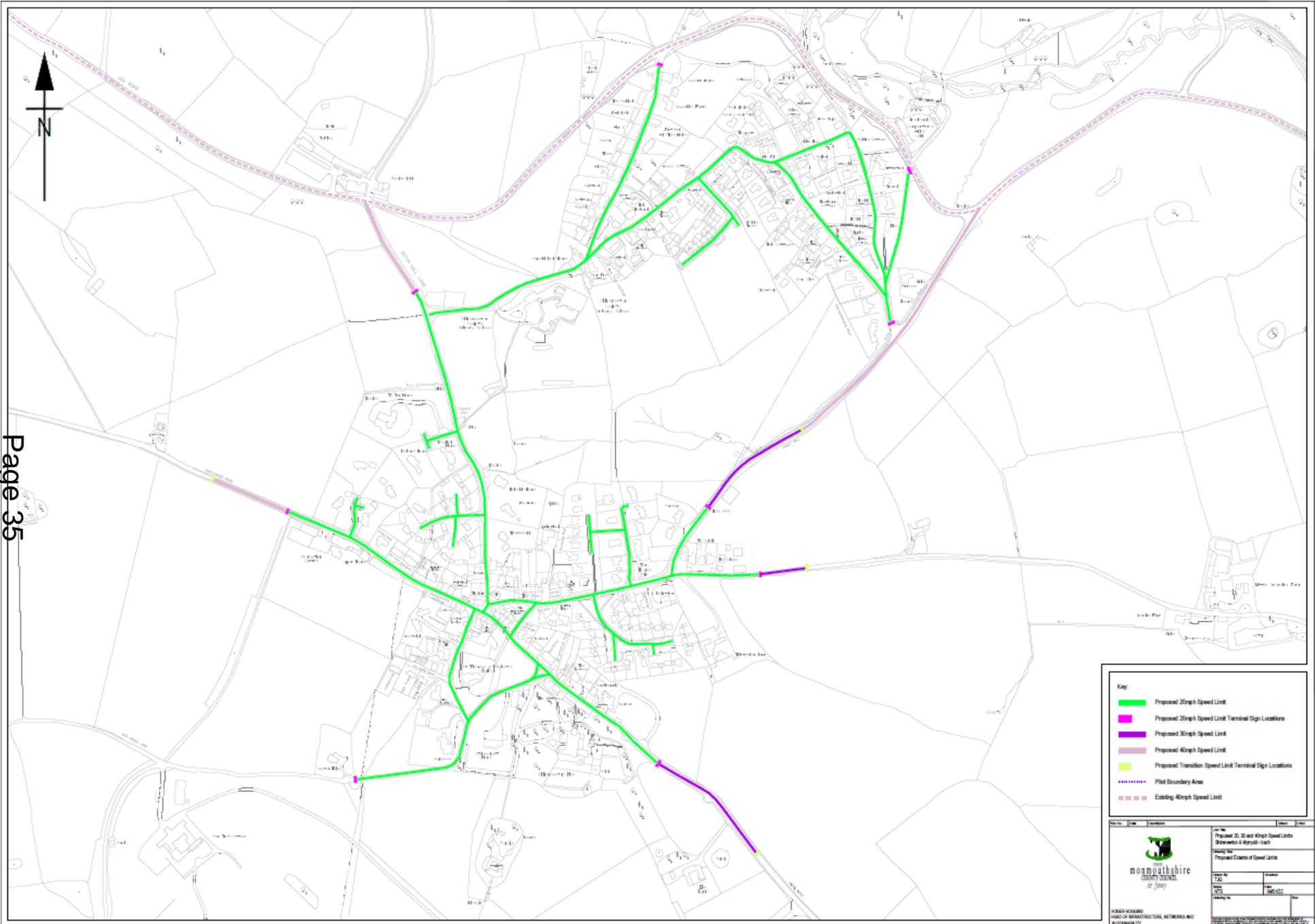


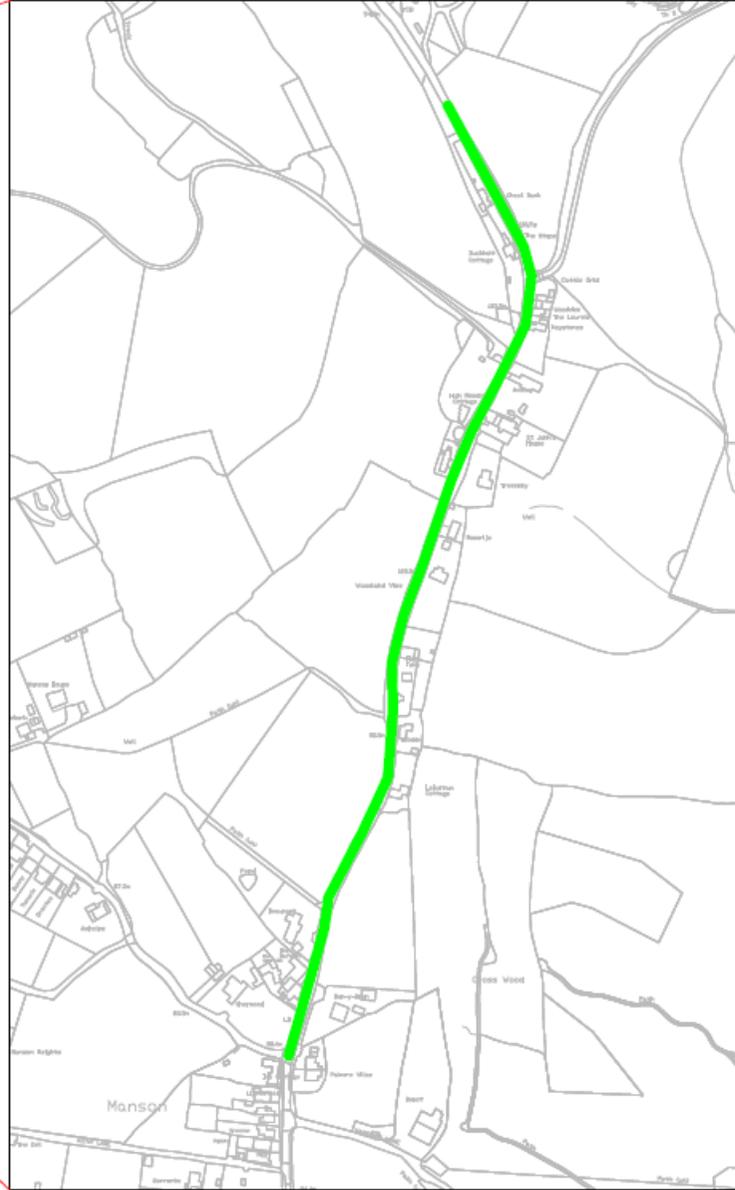
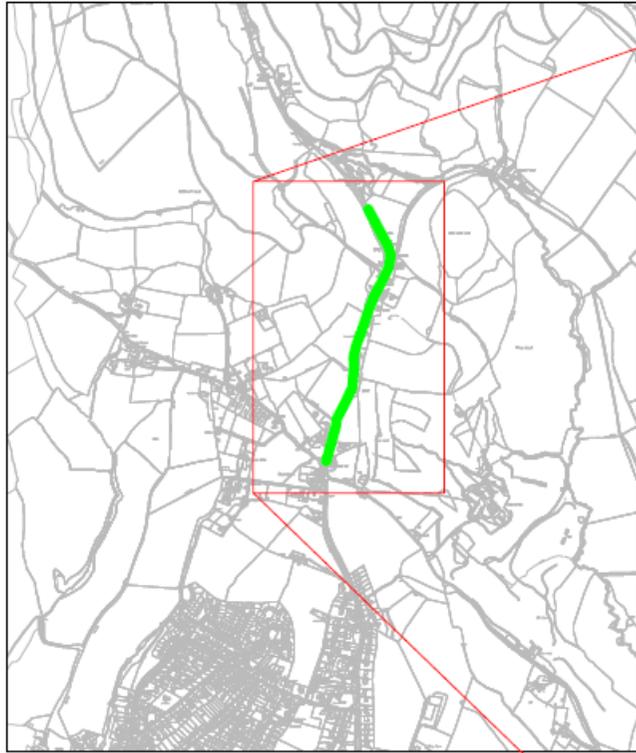
Key

- Proposed 20mph Speed Limit
- Proposed 20mph Speed Limit Terminal Sign Locations
- Proposed 40mph Speed Limit
- Proposed Transition Speed Limit Terminal Sign Locations
- Roads outside of scope
- Pilot Boundary Area
- Existing 30mph Speed Limit

 monmouthshire COUNTY COUNCIL <i>19 July</i>	Project No: Proposed 20 and 40mph Buffer Speed Limits Methuen
	Planning No: Proposed Changes of Speed Limits
Date: 1/12	Author: 19/12/2011
Version: 1028	Scale:

ROADS DIVISION
FIELD OF INFRASTRUCTURE, NETWORKS AND
SUSTAINABILITY



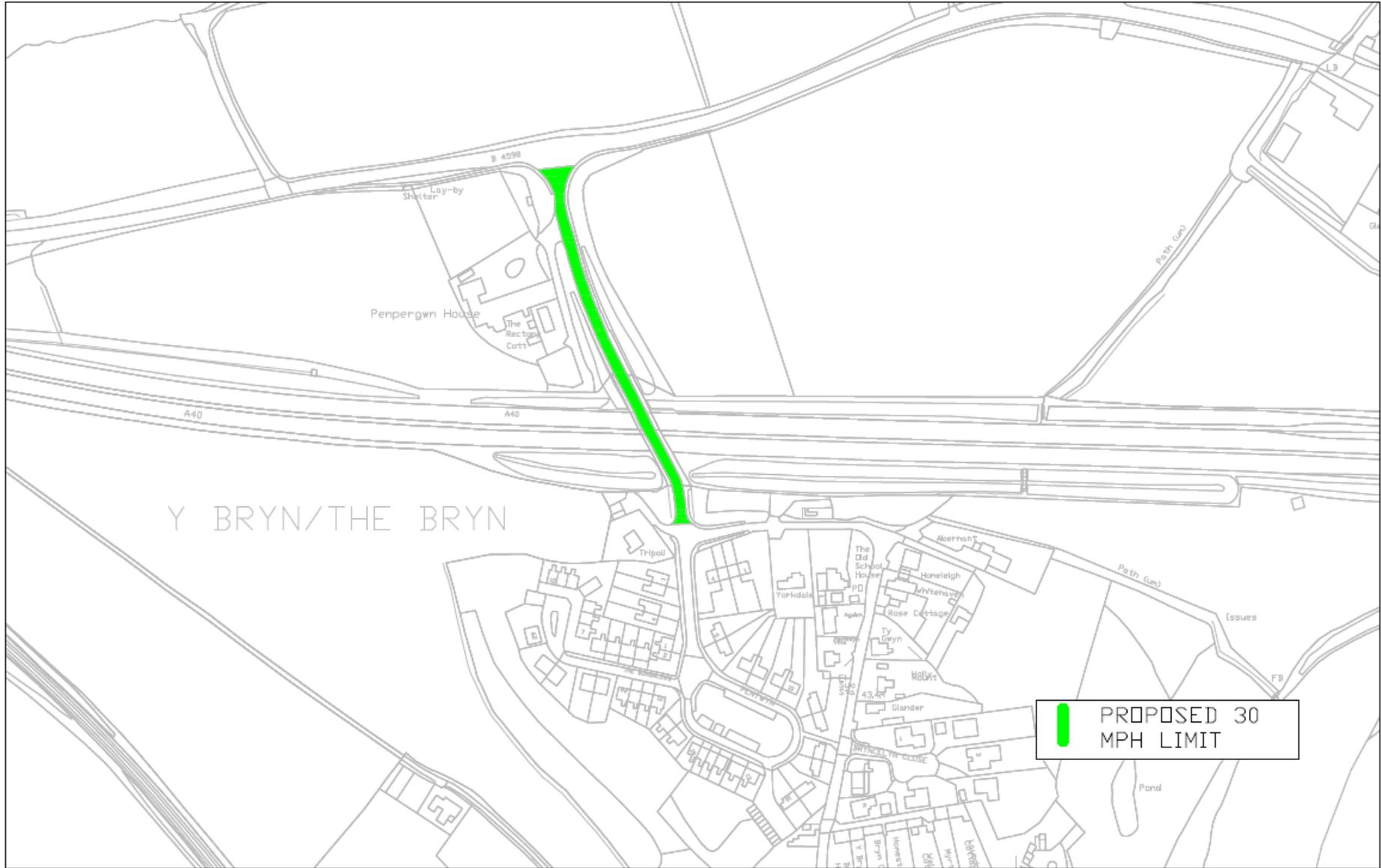


 EXTENT OF PROPOSED 30 MPH SPEED LIMIT EXTENSION

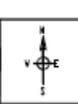


Rev No.	Date	Description	Drawn	Chkd
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PC		Drawing No.		Rev
Date	24/01/2021	1930		REV

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MARK HAND
 HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY



Job Title
**THE-BRYN
 PROPOSED-30-MPH-SPEED-LIMITS**

Drawing Title
THE-BRYN-30

Drawn By
GF

Scale
NTS

Rev No. Date Description
 Checked
PC
 Date
17/02/2021

Drawing No.
1892

Drawn
 Rev

REV

**PROPOSED 30
 MPH LIMIT**

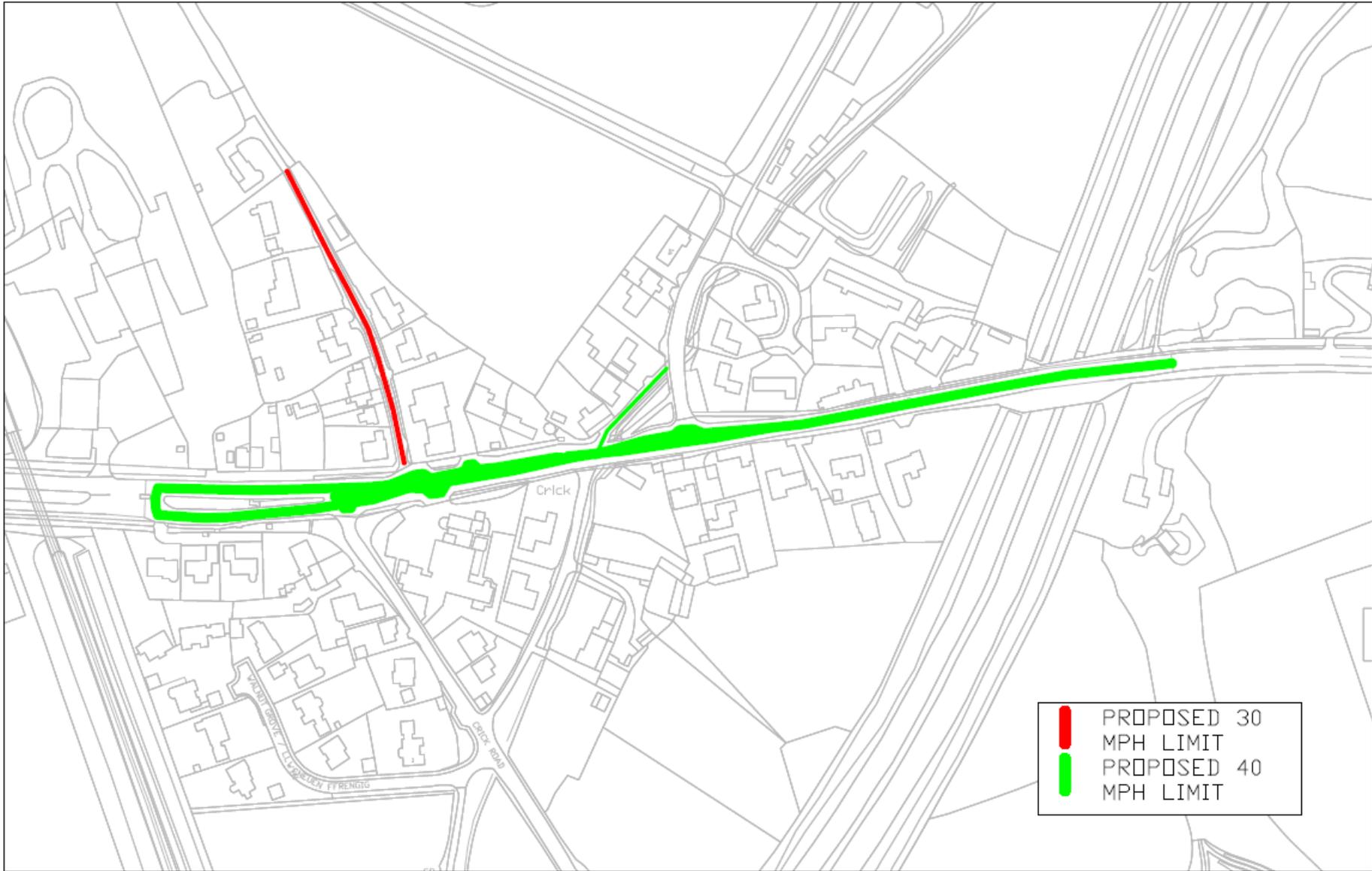
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 EXTENT OF PROPOSED 30 MPH SPEED LIMIT

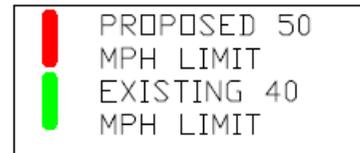
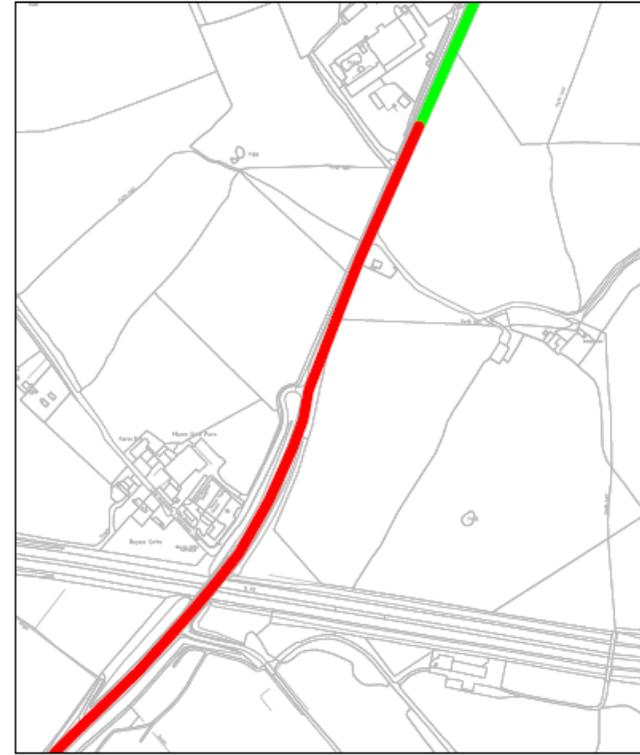
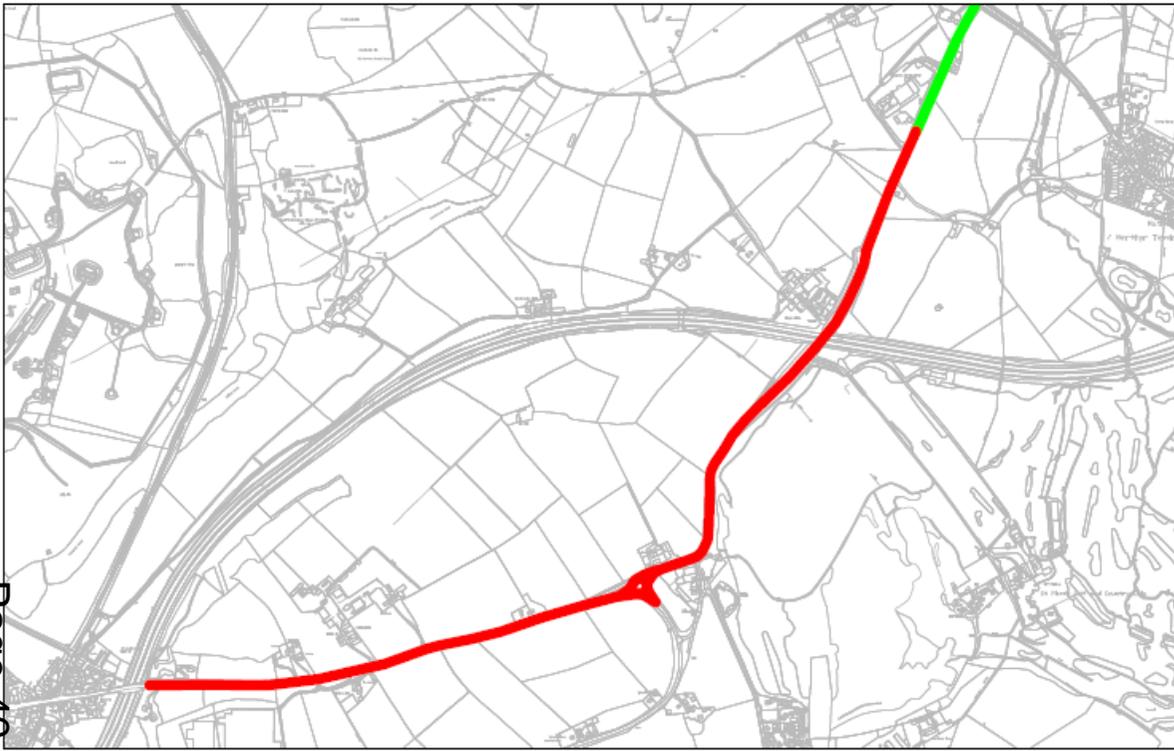


Rev No.	Date	Description	Drawn	Chkd
Checked PC	Date 11/06/2021	Description	Drawn	Chkd
Drawing No. 1901			Rev REV	
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	PROPOSED 30 MPH LIMIT
	PROPOSED 40 MPH LIMIT







monmouthshire
sir fynwy

Equality and Future Generations Evaluation

<p>Name of the Officer completing the evaluation</p> <p>Paul Keeble Phone no: 01633 644773 E-mail: paulkeeble@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>To consider the proposed reduction in speed limits to 20,30, 40 & 50mph through the residential and rural routes identified.</p>
<p>Name of Service area</p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p>Date 18th February 2022</p>

Page 41

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

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	This proposal will reduce the travelling speeds of all vehicles through the settlements and along the routes identified. Which in turn will contribute to making the streets safer and reduce the severity of collisions. All highways users should feel safer negotiating the highway, due to the reduction in travelling speeds. Particularly those vulnerable members of society, such as older, younger and people with disabilities.	None	N/A

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Disability	This proposals will reduce the travelling speeds of all vehicles through the settlements and along the routes identified. Which in turn will contribute to making the streets safer and reduce the severity of collisions. All highways users should feel safer negotiating the highway, due to the reduction in travelling speeds. Particularly those vulnerable members of society, such as older, younger and people with disabilities.	None	N/A
Gender Reassignment	None	None	N/A
Marriage or civil partnership	None	None	N/A
Pregnancy or maternity	None	None	N/A
Race		None	N/A
Religion or Belief	None	None	N/A
Sex	None	None	N/A
Sexual Orientation	None	None	N/A

The Socio-economic Duty and Social Justice

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

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Socio-economic Duty and Social Justice	None	None	N/A

Policy making and the Welsh language.

How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
Policy Making Effects on the use of the Welsh language, Promoting Welsh language Treating the Welsh language no less favourably	All new highway signs and carriageway markings will be bi-lingual with Welsh appearing in front of English as per current guidance	N/A	N/A
Operational Recruitment & Training of workforce	None	None	N/A
Service delivery Use of Welsh language in service delivery Promoting use of the language	None	None	None

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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
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: lower travelling speeds should contribute to enhancing biodiversity by reducing dependency on motorised vehicles and encourage more sustainable modes of transport such as walking, cycling and scooting.	N/A
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	Positive: lower travelling speeds will contribute to making the streets safer and more attractive for alternate transport modes such as cycling, walking and scooting.	N/A
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive: lower travelling speeds will contribute to making the streets safer and encourage community cohesion.	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Positive: lower travelling speeds should contribute to enhancing general wellbeing by reducing dependency on motorised vehicles and encourage more sustainable modes of transport such as walking, cycling and scooting.	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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Positive: lower travelling speeds should contribute to encouraging more sustainable modes of transport such as walking, cycling and scooting and thereby less reliance on motorised transport.	N/A

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Page 46</p> <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	<p>Welsh Government intend to reduce the national urban speed limit to 20mph in 2023. The 20mph elements of this proposal will support WG's future national roll out of 20mph.</p>	<p>N/A</p>
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>Collaboration with partners in Gwent Police/GoSafe and Welsh Government has taken place in developing this proposal. Ongoing partnership working will be necessary to understand compliance levels.</p>	<p>N/A</p>
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>Statutory consultation has been undertaken with all necessary stakeholders including the general public.</p>	<p>N/A</p>

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	N/A	None
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other</p>	The proposal should have a positive impact on wellbeing, safer streets should encourage the use of alternative travel modes such as walking, cycling and scooting and less reliance on motorised vehicles.	None

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

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Social Justice	N/A	N/A	N/A
Safeguarding	N/A	N/A	N/A
Corporate Parenting	N/A	N/A	N/A

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

Page 48

The 20mph proposals are intended to evaluate and understand what will be necessary when Welsh Government introduce a Country wide reduction in the national urban speed limit in 2023
 Traffic data will be collected following implementation to ascertain levels of compliance.

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?

Positive impacts: The proposed reduction in speed limits will have an overall positive impact on the communities. Lower travelling speeds will encourage the use of alternative travel modes and lessen the severity of road traffic collisions. The proposals will contribute to making the

roads safer for all users. Ongoing monitoring will inform Welsh Governments proposal to reduce the national urban speed limit to 20mph in 2023.

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

What are you going to do	When are you going to do it?	Who is responsible
Implement to speed limit proposals as advertised	Following the making and publication of the traffic regulation orders	Traffic Team (Graham Kinsella, Phaedra Cleary, Gareth Freeman)

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

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

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SUBJECT: Revisions to the South East Wales Education Achievement Service Collaboration and Members Agreement (the CAMA)

MEETING: Cabinet / Individual Member Decision (tbc)

DATE: tbc

DIVISION/WARDS AFFECTED: All

1. PURPOSE:

- 1.1 The purpose of this report is to provide members with the opportunity to update the South East Wales Education Achievement Service Collaboration and Members Agreement (the CAMA) to provide a suitable and necessary level of support to the Education Achievement Service (EAS) should the need to make significant staffing changes, with consequential restricting costs, impact on their ability to operate as an ongoing concern.

2. RECOMMENDATIONS:

- 2.1 It is recommended that Members agree to the revised form of wording in paragraph 3.8 below and agree to allow the EAS to retain at fifty percent of their balances to protect their liquidity.

3. KEY ISSUES:

- 3.1 The current CAMA was agreed by all five local authorities in 2013 (following the establishment of the EAS in 2012), at that time the structure of the organisation and the public funding arena were different to current operating model. The organisation has pivoted away from a traded services model to one which is predicated on system based resources e.g. the role of school bases School Improvement Partners. Simultaneously and as a consequences of the covid-19 pandemic and governmental focus on health recovery there is a potential risk to the significant grant flows that the Welsh Government has provided to the EAS.
- 3.2 The EAS's previous leadership noted the uncertainty around the funding model and in particular the level of protection in the CAMA. Following a period of challenging industrial relations where both staff terms and conditions and redundancy terms were being renegotiated there was an intervention from the Chief Executives (through the then lead Chief Executive) to provide assurances that the five controlling authorities would support the EAS if there was a requirement to fund redundancies. This took place in 2016. This paper and agreement will move the commitment away from an informal agreement to a formalised adaption of the CAMA.
- 3.3 The various governance elements of the EAS, namely the Board and the Audit and Risk Assessment Committee (ARAC) have continued to raise this issue with Directors throughout the period.

3.4 As the lead authority for the period 2019-2021 Monmouthshire County Council has been engaged with its legal representative to assess the need for the amendment to the CAMA. Upon reviewing the original CAMA it was their view that no further amendment was required as paragraph 8.4 in the current document provided the mechanism for additional funding:

“8.4 The Company shall provide the Joint Executive Group with the financial information identified in Clause 9.6 and any other information as the Joint Executive Group may require from time to time to verify how the Company is performing against Budget.

Any additional funding required to fulfil the Company operations shall be considered by the Joint Executive Group and shall be shared between the Home Authorities in proportion to the contribution made by each Home Authority in the year ending on 5th April before the deficit arises.”

3.5 The Board has been advised of this position at meetings throughout the past period.

3.6 However, through those discussions with the Board it has become apparent that there remains a risk (albeit one that is not quantified at this time) that the current funding does not make allowances for the abnormal cost burden that can be incurred in the event of severance arrangements being necessary. These severance costs, which may be incurred due to the continued need to implement efficiencies given financial constraints, could force the company into liquidation. Allowances for such provision is already contained within the Joint Services Protocol covering joint services across Greater Gwent and the principle is that a comparator model is agreed for the EAS.

3.7 The EAS working with Directors propose that the five controlling authorities formalise an agreement, similar to the home authorities Joint Services Protocol, to underwrite certain severance costs (i.e. redundancy payments and any employer capital pension costs) arising through the EAS having to take appropriate action to achieve a balance budget.

3.8 This will be achieved through:

The home authorities underwriting those severance costs incurred within the EAS which arise through actions required to meet a balance budget. Home authorities will underwrite those costs, pro rata to their current core contribution percentages, subject to the company first contributing 50% of its retained balances towards the total cost.

3.9 Other costs, such as payments in lieu of notice and payments for accrued but untaken holiday pay, will be absorbed as part of the normal operational costs of the EAS and will not form part of any costs to be underwritten by the home authorities.

3.10 To achieve this outcome, it will be necessary for the proposal to be considered in accordance with each Local Authority's legal, financial and democratic procedures.

3.11 The proposed wording of the amendment would be:

Costs of Employee Severance Arrangements

In the event of enforced employee severance costs (i.e. the costs of redundancy payments and any employer capital pension costs) being incurred by the Company in order to achieve a balanced budget in the current financial year or to set a balanced budget for the proceeding financial year, the Home Authorities will (subject to clauses 1.5.2 and 1.5.3) pay those costs, pro rata to their core contribution percentages in the financial year in which those costs are incurred by the Company.

The severance costs to be paid by the Home Authorities will be any amount remaining after the Company has used 50% of its previous year end reserve balance to pay the first portion of those severance costs.

Any costs incurred by the Company in addition to the severance costs as defined in clause 1.5.1 (for example, payments in lieu of notice and payments for accrued but untaken holiday entitlement) will be borne by the Company as part of its normal operational costs and will not form part of any severance costs to be underwritten by the Home Authorities.

4. REASONS:

- 4.1 The EAS has become an integral part of the school improvement architecture in south east Wales. As it nears ten years since its creation its role in ensuring the continued improvement activities in all schools and its current critical role in supporting the creation and implementation of the new Curriculum for Wales.
- 4.2 The amendment set out above in 3.8 provides a greater level of protection to the EAS than the current arrangement (3.4). Given the collective commitment to the education agenda in south east Wales and the fact that there would be a greater risk to the five authorities to recreate advisory services individually the new clause appears to be a proportionate measure to ensure continued service.

5. RESOURCE IMPLICATIONS:

- 5.1 This change in the CAMA would have an impact on the responsibility of partners to meet the costs of change associated with any potential future decrease in funding received by the EAS. Whilst not an exact science the illustration below provides a sense of how the mechanism could work and the exposure of each local authority based on its current contribution to the EAS.

	2021/2022	2022/2023	Scenario A	Scenario B
			2023/2024 (0%)	2023/2024 (5%)
End of Year Balance	256,140	213,328	65,254	-82,820
Grant budget setting	2,883,225	2,961,482		2,813,408
Grant reduction – 5%		148,074	148,074	140,670
Impact on balances		65,254	-82,820	-223,491
Change Management		130,000		
EAS Contrb.		32,627		
LA Contrb.		97,373		
BGCBC		11,282		
CCBC		31,606		
MCC		13,014		
NCC		25,244		
TCBCB		16,227		

5.2 The model above shows the impact of a 5% reduction in core Welsh Government Grants (£148,074) and its impact in reducing the year end balance to £65,254. If the EAS then had to make staffing changes equivalent to £130,000 it would see its balances protected by 50% or in this case £32,627. This would see the five local authorities having to contribute £97,373 to protect the company and allow it to retain its solvency. The numbers in the table above are based on the current contributions from each authority.

6. WELLBEING OF FUTURE GENERATIONS IMPLICATIONS (INCORPORATING EQUALITIES, SUSTAINABILITY, SAFEGUARDING AND CORPORATE PARENTING)

7. CONSULTEES:
Joint Executive Committee
South East Wales Consortia (SEWC)

8. BACKGROUND PAPERS:

9. AUTHOR: Will McLean, Chief Officer, Children and Young People, Monmouthshire County Council

10. CONTACT DETAILS:

Tel: 07834435934

E-mail: wilmclean@monmouthshire.gov.uk

SUBJECT:	DISABLED FACILITIES GRANTS – REMOVAL OF MEANS TESTING
MEETING:	INDIVIDUAL CABINET MEMBER DECISION
DATE:	9TH MARCH 2022
DIVISION/WARDS AFFECTED:	ALL

1. PURPOSE:

- 1.1 To consider the proposal to remove means testing for small and medium sized Disabled Facilities Grants from 31st March 2022, as requested by Welsh Government.

2. RECOMMENDATIONS:

- 2.1 To consider the benefits and risks of removing means testing.
- 2.2 To approve the withdrawal of means testing for small and medium Disabled Facilities Grants with effect from 1st April 2022.

3. KEY ISSUES:

- 3.1 All Councils in Wales have been requested by Welsh Government to remove means testing for small and medium sized Disabled Facilities Grants (DFG's). Welsh Government wishes to reduce barriers for disabled people to enable them to remain living at home safely, independently and with dignity. Welsh Government is also seeking to reduce the pressures on Health and Social Care Services.
- 3.2 To encourage and incentivise Local Authorities to implement this policy change, Welsh Government has made available an ENABLE grant uplift for 2021/22 of £7,800. The ENABLE grant uplift is to provide a level of compensation to local authorities for loss of income by not requiring a contribution from service users for small and medium sized adaptations it provides. This grant uplift can be used to help meet the capital pressures and address any potential bottlenecks as a result of increased demand. Although Welsh Government has confirmed there will be no claw back for 2021/22, the 2021/22 uplift has been awarded to the Council in the expectation that the Council will implement the requested change in readiness for 2022/23 financial year.
- 3.3 The Council's current policy is to offer 'lean' grants for DFG's up to the value of £10,000. Applicants who can evidence that they are in receipt of one of the following qualifying benefits will not be means tested for a DFG.
- Income support; Guaranteed Pension Credit; Attendance Allowance; Council Tax Reduction; Disability Living Allowance; Personal Independence Payments and Universal Credit.
- 3.4 The reality is that the Council's existing policy means that typically, the majority of applicants who apply for small and medium DFG aren't means tested. For 2021/22, approximately 85 referrals are projected). Although, there are a small number who will need to make a contribution. Therefore, in effect, this proposal is only making a minor amendment to the Council's current policy. On the basis of the current demand (assuming the status quo continues), the change is regarded to be relatively minor.

3.5 The proposal not only supports Welsh Government, it also helps to streamline the DFG delivery process as there will be no requirement to acquire income information or determine qualifying benefits. Therefore, this supports the Council's ambition to process DFG's as quickly as possible.

3.6 There is a risk, however, that the change may result in an increase in the demand for small and medium DFG's. At present the Council has little information to determine whether the policy change will indeed, increase demand. Although, it is known that on occasions a small number of applicants cancel their applications each year, giving means testing as a reason.

3.6 For the purpose of this policy, a large DFG will be defined as an adaptation that requires Planning and/or Building Regulation consent. Applicants applying for a DFG falling into this criteria, will be means tested.

3.7 It is proposed that this policy change is first stage of a general policy review of the Council's approach to delivering disabled adaptations. The second stage will be considered over the next few months with a view to a decision being made on a revised policy late in 2022.

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

4.1 There are no negative implications with this proposal. **See Appendix 1.**

5. OPTIONS APPRAISAL

5.1 The following options are available:

Option	Benefit	Risk	Comment
<p>Option 1: The recommended option is to agree the proposed policy change to remove means testing for small and medium disabled facilities grants.</p>	<ul style="list-style-type: none"> • This option supports the request of Welsh Government. • On the basis of existing policy of providing 'lean' grants for DFG's under £10,000 and in receipt of qualifying benefits, the Council's practice is already compatible and in line with the Welsh Government request. Therefore, the change to the Council are not considered significant. • This will help to remove administrative activity from the grant delivery process, thereby, helping to speed up the delivery of 	<ul style="list-style-type: none"> • Demand for disabled facilities grants will unsustainably increase from applicants who previously would not have applied for grant assistance due to having adequate financial means. • The Council's capital current budget may be insufficient to fund a large increase in demand. • A large increase in demand will have staffing and contractor implications. 	

Option	Benefit	Risk	Comment
	<p>disabled facilities grants.</p> <ul style="list-style-type: none"> The Council will be eligible for the ENABLE grant uplift (currently £19,500 for 2021/22). 		
<p>Option 2: Not to implement the removal of means testing</p>	<ul style="list-style-type: none"> Going forwards and based on previous years funding, the Council will have more certainty about future demand. It is anticipated that the Council's current annual budget of £900,000 would be sufficient to meet short-term (eg 2022/23) projected demand. 	<ul style="list-style-type: none"> This is not aligned with Welsh Government policy. The Council will not be awarded ENABLE grant uplift by Welsh Government. For 21/22 the value of the uplift is £19,500. Welsh Government have indicated they may implement future legislative change to require local authorities to remove means testing for small and medium sized DFG's. 	

6. REASONS:

6.1 Local Authorities are under statutory duties to provide DFGs to eligible disabled people. This will not change should this proposal be approved. However, the Council is expected to use the powers of the Regulatory Reform (Housing Assistance) (England & Wales) Order 2002 to pay grants without applying a means test. The Order facilitates Local Authorities to introduce discretionary forms of assistance for housing adaptations as well as assistance through DFGs (which remain a mandatory statutory provision). These discretionary forms of assistance may be carried out without conditions or financial limits. This therefore enables Local Authorities to carry out adaptations without a means test.

7 RESOURCE IMPLICATIONS

7.1 The authority currently commits £900,000 a year for DFG grants. There is a potential for annual costs to increase due to an uplift in demand once the means test is removed. The impact of this increase is hard to quantify at this stage but the capital budget will be regularly monitored by officers and any overspend reported to members as part of the budget monitoring process.

7.2 The Council will receive an ENABLE grant uplift (approximately £19,500) in return for agreeing this policy change. This grant uplift can be used to meet the capital pressures and address any potential bottlenecks as a result of any possible increased demand. The available ENABLE grant uplift (currently

£19,500 for 2021/22), however, will have limited financial benefit to the Council, as this funding will only fund, typically 4 or 5 adaptations.

7.3 It will be a condition of the ENABLE grant uplift that Local Authorities do not means test small and medium DFGs.

8. CONSULTEES:

8.1 Cabinet; Senior Leadership Team; Head of Enterprise & Community Animation; Head of Adult Services.

9. BACKGROUND PAPERS: None

10. AUTHOR: Ian Bakewell, Housing & Communities Manager

11. CONTACT DETAILS: Ian Bakewell **Tel:** 01633 644479 **E-mail:** ianbakewell@monmouthshire.gov.uk

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Integrated Impact Assessment document

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

<p>Name of the Officer completing the evaluation Ian Bakewell</p> <p>Phone no: 01633 644479 E-mail: ianbakewell@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>Removal of Means Testing for Small & Medium Sized Disabled Facilities Grants</p>
<p>Name of Service area</p> <p>Housing & Communities</p>	<p>Date</p> <p>14th February 2022</p>

Page 61

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	<p>This proposal positively affects people of all ages who need an adaptation due to disability</p> <p>The priority focus is to remove barriers that may impact on the delivery of an adaptation.</p>	None	No negative impacts will arise as a result of this policy change and will complement other changes such as staffing changes in 2021, the implementation of new grants software and establishing a contractor framework.
Disability	The proposal positively affects disabled people.	As above	As above

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Gender reassignment	As above	As above	As above
Marriage or civil partnership	As above	As above	As above
Pregnancy or maternity	As above	As above	As above
Race	As above	As above	As above
Religion or Belief	As above	As above	As above
Sex	As above	As above	As above
Sexual Orientation	As above	As above	As above

2. The Socio-economic Duty and Social Justice

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

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?

Socio-economic Duty and Social Justice	There will be an indirect benefit in respect of this policy as it supports employment through contractors who install adaptations and associated supply chains	There are no negative impacts of the proposal.	N/A
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3. Policy making and the Welsh language.

How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
Policy Making Effects on the use of the Welsh language, Promoting Welsh language Treating the Welsh language no less favourably	Welsh Language will be factored into those areas of services where there is written information. Such examples where bi-lingual can be applied include: <ul style="list-style-type: none"> • Standard letters • Website information • Hard information eg flyers 	None	N/A
Operational Recruitment & Training of workforce	There is no requirement for Welsh speakers in respect of operational delivery and, therefore, recruitment and training. Welsh speakers are however, positively encouraged to apply for vacancies. Existing staff are encouraged through the Council's training unit to access Welsh lessons.	None	At present there are two members of the wider Housing team who have taken up this opportunity.
Service delivery Use of Welsh language in service delivery Promoting use of the language	Actions to improve the Council's delivery of the disabled adaptation service provide an opportunity to promote that anyone approaching the Council in respect of homelessness can deal with the Council in Welsh in person, by phone, email, Twitter, Facebook, letters, forms etc	None	This proposed change is regarded as Part 1 of a two Part policy change. A full review will follow which will factor in Welsh Language opportunities.

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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>Positive: Disabled adaptation is an important policy area for Welsh Government due to the relevance to Health and Social Care service and the benefits of people being able to continue to live safely and independently. Thereby it is strategically important and relevant to the Council.</p> <p>Delivering disabled adaptations as quickly as possible supports cost avoidance in respect of Health and Social Care resources.</p> <p>The existing homes of individuals can be regarded as a key and important resource that should be supported.</p> <p>Negative: The impact of this policy could be an increase in demand which may have administrative and budget implications</p>	<p>Monitoring the administration of the programme will be a key action to inform any possible future actions to mitigate against any potential negative impacts.</p>
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>Positive: N/A</p> <p>Negative: N/A</p>	<p>N/A</p>
<p>A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>Positive: Disabled adaptations positively contribute to positive health outcomes for homeless persons. This includes supporting:</p>	<p>Monitoring the administration of the programme will be a key action to inform any possible future actions to mitigate against any potential negative impacts.</p>

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<ul style="list-style-type: none"> • Those with a physical disability, particularly through more accessible accommodation. • Health • Social Care <p>Good housing supports well-being</p> <p>Negative: None.</p>	
<p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	<p>Positive: This proposal supports people to remain living safely and independently at home and to remain living within their home communities.</p> <p>Negative: None</p>	As above
<p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>Positive: This Strategy will contribute positively to this goal. Examples of how the Policy contribute includes:</p> <ul style="list-style-type: none"> • Enabling people to remain living at home safely and independently • Enable disabled people to more easily access adaptations and improves the suitability of their homes. • Supports Health and Social Care • Some adaptations can be recycled eg stairlifts and ramping 	N/A.

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	Negative: None	
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: N/A Negative: N/A	N/A
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Positive: The proposal strengthens the ability of disabled people to remain living at home safely and indendepently Negative: None.	N/A

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Balancing short term need with long term and planning for the future</p>	<p>Disabled adaptations mitigate against unsustainable scenarios such as:</p> <ul style="list-style-type: none"> • People not being able to be discharged from hospital • Higher care packages eg assisted bathing • Reduces the likelihood of falls and the associated costs • Needing to move to residential or nursing care 	None.

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>The delivery of disabled adaptation is based on a partnership approach through the following parties:</p> <ul style="list-style-type: none"> • Housing & Communities • Social Care • Welsh Government • Health • Providers of Maintenance Contractors 	<p>The Council is considering other options for that will support the delivery of adaptations eg discretionary funding.</p>
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>Social Care are a key stakeholder to this policy and will be involved in the proposal.</p>	<p>N/A</p>
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>The core of this proposal is increased resources being put into living safely and independently.</p> <p>Disabled adaptations mitigate against problems for people due to disability getting worse.</p> <p>Removing means testing eliminates a potential barrier that some people may use as a reason not to access a disabled facilities grant.</p>	<p>N/A</p>

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The proposal impacts positively on aspects of well-being. The proposal supports well-being in a variety of ways:</p> <ul style="list-style-type: none"> • Being able to remain living at home provides stability eg to remain in the community, remain living near family and friend, remain near local services etc • Housing generally supports and aligns with well-being and helps applicants tackle barriers to well-being. In this instance a potential requirement to pay • Closer links between Housing & Communities and Health and Social Care. 	<p>N/A</p>

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

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	This proposal and the delivery of disabled facilities grants potentially supports safeguarding.	None.	The following are used to mitigate against any negative impacts: Procedure documents; staff meetings; briefing notes and training
Corporate Parenting	The proposal has a neutral impact on Corporate Parenting.	None.	

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

Evidence has been gathered in the following ways:

- Quarterly service activity monitoring

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

.This section should summarise the key issues arising from the evaluation. This summary must be included in the Committee report template

Positive
The positive benefits of this proposal are:

- Disabled people applying for disabled facilities grants will not have the potential barrier of needing to be means tested for small and medium grants.
- The proposal will reduce timescales for processing applications, thereby, helping the Council to deliver grants more quickly.
- The Council will be eligible for a Welsh Government ENABLE grant uplift.

Negative

- There is the potential for demand for DFG's increasing due to applicants not having to contribute financially for small and medium grants. A large increase could impact on processing times, surveying capacity, contractor capacity and could have budget implications. In reality this risk is regarded to be low as the

Council currently passports applicants on certain benefits eg Pension Credits, Personal Independent Payments etc for DFG's under £10,000 without being means tested.

9. 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
Report to Individual Cabinet Member Decision	7th March 2022	Housing & Communities Manager
Submit to WG	31 st March 2022	Housing & Communities Manager

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

Page 7

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	Draft report to Enterprise DMT	14 th March 2022	None

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SUBJECT:	PROPOSED PROVISION AND AMENDMENTS TO WAITING RESTRICTIONS IN USK AND LLANELLY HILL
MEETING:	INDIVIDUAL CABINET MEMBER DECISION
DATE:	9TH MARCH 2022
DIVISION/WARDS AFFECTED:	USK, LLANELLY HILL

1. PURPOSE:

- 1.1 To consider the proposed provision and amendments to waiting restrictions subsequent to advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2. RECOMMENDATIONS:

- 2.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed Orders.

3. KEY ISSUES:

- 3.1 A472 Usk - In order to ensure the free flow of traffic at peak times on this major route it is necessary to prohibit parking and prohibit loading and unloading at specific time periods and on specific days of the week on sections of the northern kerb line of Monmouth Road. In order to protect vehicular driveways from obstructive parking and to ensure the free flow of traffic it is also necessary to prohibit parking at all times on sections of Monmouth Road. Representatives of the local community have raised concerns with the Council regarding excessive delays being experienced by highway users due to the presence of parked vehicles on this section of Monmouth Road at peak times.
- 3.2 Maryport St, Usk - Vehicles are parking on Maryport Street within 10 metres on both sides of its junction with Clos Croeso thereby obstructing visibility and causing road safety issues for residents and visitors who are exiting from Clos Croeso into Maryport Street.
- 3.3 Main Rd/Station Rd, Gilwern - Station Road has been realigned and a new junction constructed, at its junction with Main Road as part of the A465 Heads of the Valleys dualling scheme. In order to ensure the free flow of traffic and to raise the level of highway safety here for all highway users including vulnerable highway users it is proposed to prohibit waiting at any time on parts of Main Road and Station Road, Gilwern.
- 3.4 A summary of consultation responses can be found in Appendix 1 together with Officer responses. There are no issues or comments raised that cannot be overcome or that change the Officer recommendation to proceed with introducing the proposed restriction changes.

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

- 4.1 The proposal aims to support improving road safety and ensure the free flow of traffic along the highway network. The introduction of waiting restrictions, will encourage more

appropriate parking practices and support guidance provided in the Highway Code and Traffic Management Act.

5. OPTIONS APPRAISAL

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

Options	Benefits	Risks	Comments/Mitigation
Do Nothing	<ul style="list-style-type: none"> Less demand on officer time and resource 	<ul style="list-style-type: none"> Communities remain at risk from existing inconsiderate/inappropriate parking practices. 	The benefits outweigh the resource implications.
Adopt the proposals	<ul style="list-style-type: none"> Ensure the waiting restrictions are introduced as planned. Monitor parking practices to ascertain levels of compliance. Collect casualty data to understand the general effect of the restrictions 	<ul style="list-style-type: none"> None 	This is the preferred option.

6. REASONS:

6.1 The proposed waiting restriction orders are deemed necessary to address instances of obstructive/inappropriate parking, and will ensure the free flow of traffic through the highway network. The proposals will also contribute to creating a safer highway environment for all road users.

7. RESOURCE IMPLICATIONS:

7.1 The proposals will be funded from the Council's Road Safety and Traffic Management budget.

8. CONSULTEES:

- Cabinet Member for Infrastructure and Neighbourhood Services
- Enterprise DMT
- SLT
- The Traffic Orders were publicised in accordance with the statutory process.

9. BACKGROUND PAPERS:

Appendix 1; Schedule of consultation responses (to be forwarded on completion of consultation period), Appendix 2: Notice of Intention, Appendix 3: Statement of Reasons, Appendix 4: Drawing no's 1877, 1900, 1902-B Appendix 5: WFGE Impact Assessment

10. AUTHORS:

Paul Keeble, Group Engineer Highways

11. CONTACT DETAILS:

E-mail: paulkeeble@monmouthshire.gov.uk

Appendix 1: Summary of Consultation Responses

Name/Details	Representations	Officer's Response
Resident (Objection via e-mail)	I wish to object to the proposed order on the ground that the statutory process has not been followed. The deposited documents do not include those required by paragraph 2 of Schedule 2 to the 1996 Regulations - namely, a copy of the proposed order and a copy of the consolidation order (as amended by previous amending orders). The consultation process needs to start again.	The consultation documents were made available for members of the public to view by appointment at County Hall.

SECTION 1 - ROAD TRAFFIC REGULATION ACT 1984

NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

MONMOUTHSHIRE COUNTY COUNCIL
MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019
(AMENDMENT ORDER NO 3) 2022

PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC
ORDERS AT VARIOUS LOCATIONS USK AND LLANELLY HILL IN MONMOUTHSHIRE COUNTY COUNCIL

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

EFFECT OF THE ORDER: to introduce prohibition of waiting at any time, prohibition of waiting, loading and unloading 8am – 6pm Monday to Friday restrictions within the localities identified on the plans, which are available to view at County Hall, Usk or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic>

Further details of the proposed Order, comprising plans and a statement of reasons for proposing to make the Order may be examined via pre-arranged appointment at County Hall, Usk NP15 1GA (appointments can be arranged by e-mailing traffic@monmouthshire.gov.uk) or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic> or the via the below QR code

Any objections in respect of this proposal should be made in writing, stating the grounds on which the objection is being made and should be sent to Traffic Section, Monmouthshire County Council, County Hall, Usk NP15 1GA not later than the 23rd of February 2022 or via scanning the QR code below and selecting "How to comment on a proposed TRO", where the public consultation response form can be accessed.



Date: 2nd February 2022

Mark Hand,
Head of Placemaking, Regeneration, Highways and Flooding,
Monmouthshire County Council,
County Hall,
The Rhadyr,
Usk,
Monmouthshire.
NP15 1GA

Appendix 3:

MONMOUTHSHIRE COUNTY COUNCIL

Monmouthshire County Council Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 (Amendment Order No 3) 2022

Proposed Provision and Amendments to Traffic Orders At Various Locations Usk and Llanelly Hill in Monmouthshire County Council

Statement of General Effect

The effect of the Order will be to introduce prohibition of waiting at any time, prohibition of waiting, loading and unloading 8am – 6pm Monday to Friday restrictions. The proposals are intended to ensure the free flow of traffic along the highways network, and to address instances of obstructive and inappropriate parking practices which will contribute to providing a safer highway environment for all users.

Statement of Reasons

DRAWING	ROADS	DETAILS
1877	To introduce (a) Prohibition of Waiting At Any Time (b) Prohibition of Waiting 8am – 6pm Monday to Friday (c) Prohibition of Loading and Unloading 8am – 6pm Monday to Friday, on parts of the road identified. A472 Monmouth Road (Castle Parade), Usk	In order to ensure the free flow of traffic at peak times on this major route it is necessary to prohibit parking and prohibit loading and unloading at specific time periods and on specific days of the week on sections of the northern kerb line of Monmouth Road. In order to protect vehicular driveways from obstructive parking and to ensure the free flow of traffic it is also necessary to prohibit parking at all times on sections of Monmouth Road. Representatives of the local community have raised concerns with the Council regarding excessive delays being experienced by highway users due to the presence of parked vehicles on this section of Monmouth Road at peak times.

1900	To introduce a Prohibition of Waiting at Any Time Restriction on Maryport Street, Usk	Vehicles are parking on Maryport Street within 10 metres on both sides of it's junction with Clos Croeso thereby obstructing visibility and causing road safety issues for residents and visitors who are exiting from Clos Croeso into Maryport Street.
1902-B	To introduce a Prohibition of Waiting at Any Time Restriction Main Road and Station Road, Gilwern	Station Road has been realigned and a new junction constructed at its junction with Main Road as part of the A465 Heads of the Valleys dualling scheme. In order to ensure the free flow of traffic and to raise the level of highway safety here for all highway users including vulnerable highways users it is proposed to prohibit waiting at any time on parts of Main Road and Station Road, Gilwern.

Dated: 2nd of February 2022

Mark Hand

Head of Placemaking, Regeneration, Highways and Flooding,

Monmouthshire County Council,

PO Box 106,

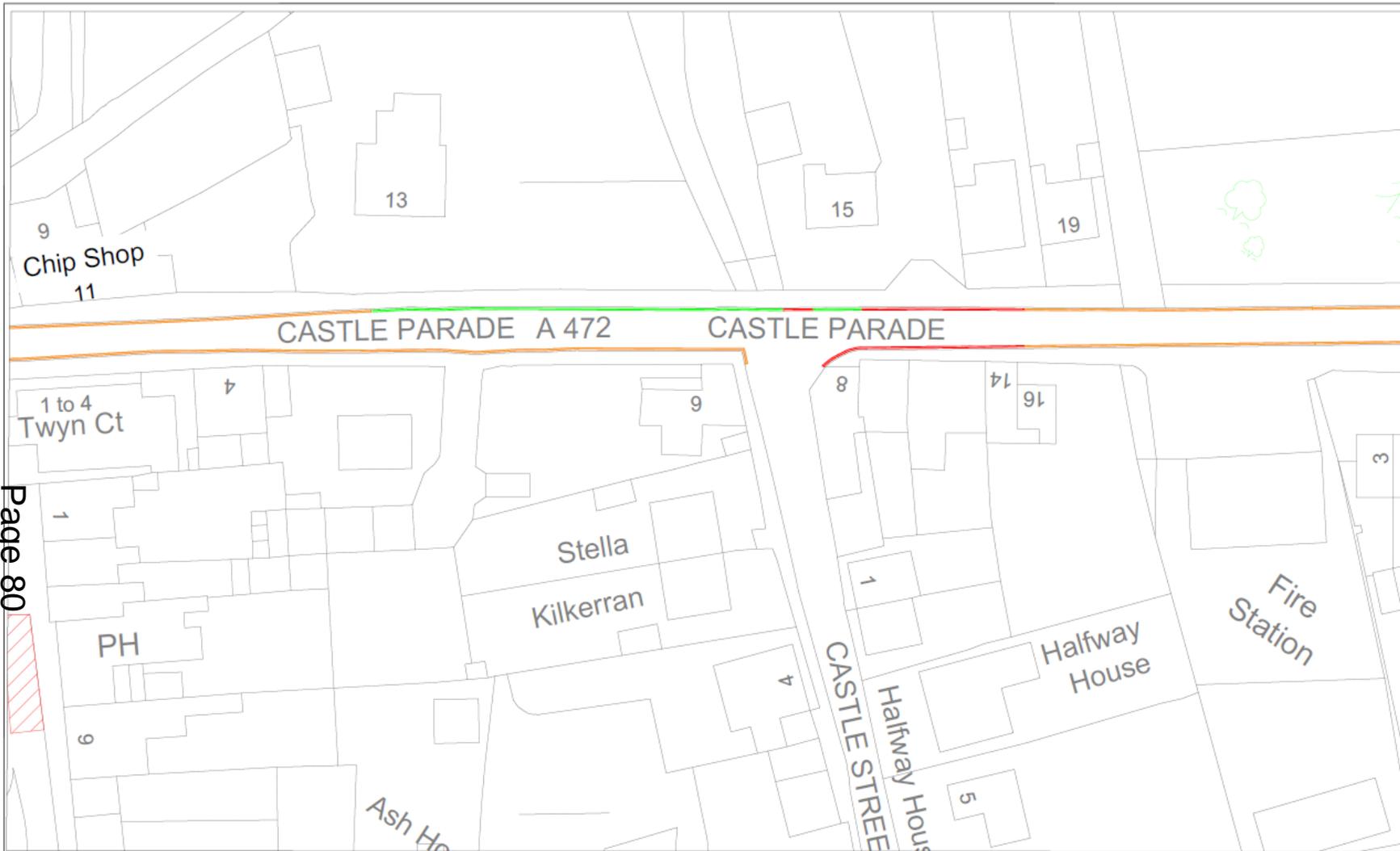
Caldicot,

Monmouthshire.

NP26 9AN

Appendix 4: Drawings

Page 79



- Key**
- Existing Prohibition of Waiting at Any Time (Double Yellow Lines) restrictions
 - Proposed Prohibition of Waiting at Any Time (Double Yellow Lines) restrictions
 - Proposed Prohibition of Waiting, Loading and Unloading 8am - 6pm Mon-Fri

		Monmouthshire County Council Planning & Control Department Planning & Control Officer	
Planning & Control Officer Name: _____ Date: _____ Time: _____	Planning & Control Officer Name: _____ Date: _____ Time: _____	Planning & Control Officer Name: _____ Date: _____ Time: _____	Planning & Control Officer Name: _____ Date: _____ Time: _____
ROAD WORKERS ROAD TO INDUSTRIAL NETWORKS AND AUTOMOBILITY			



PROPOSED PROHIBITION OF WAITING AT ANY TIME



Rev No.	Date	Description	Drawn	Chkd
Checked PC	Date 26/08/2021	Description	Drawn No. 1900	Rev REV

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 PROPOSED
 PROHIBITION OF
 WAITING AT ANY
 TIME



 MARK HAND HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY		Job Title MAIN-ROAD-STATION-ROAD-GILWERN PROPOSED-PROHIBITION-OF-WAITING	Drawing Title MAIN-ROAD-STATION-ROAD-GILWERN-PROPOSED-POW	Drawn By GF Scale NTS	Rev No. -	Date 13/09/2021	Description 1902-B	Drawn REV	Cktd REV
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monmouthshire
sir fynwy

Equality and Future Generations Evaluation

<p>Name of the Officer completing the evaluation</p> <p>Paul Keeble Phone no: 01633 644773 E-mail: paulkeeble@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>To consider the proposed introduction of waiting restrictions on the routes identified.</p>
<p>Name of Service area</p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p>Date 21st February 2022</p>

Page 83 Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	This proposal will address inappropriate parking practices and contribute to improving highway safety for all road users.	None	N/A
Disability	This proposal will address inappropriate parking practices and contribute to improving highway safety for all road users.	None	N/A
Gender reassignment	None	None	N/A

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Marriage or civil partnership	None	None	N/A
Pregnancy or maternity	None	None	N/A
Race		None	N/A
Religion or Belief	None	None	N/A
Sex	None	None	N/A
Sexual Orientation	None	None	N/A

The Socio-economic Duty and Social Justice

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

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Socio-economic Duty and Social Justice	None	None	N/A

Policy making and the Welsh language.

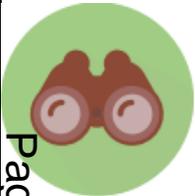
How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
Policy Making Effects on the use of the Welsh language, Promoting Welsh language Treating the Welsh language no less favourably	All new highway signs and carriageway markings will be bi-lingual with Welsh appearing in front of English as per current guidance	N/A	N/A
Operational Recruitment & Training of workforce	None	None	N/A
Service delivery Use of Welsh language in service delivery Promoting use of the language	None	None	None

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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral	The Monmouth Road restrictions in Usk seek to balance addressing congestion and interrupted traffic flow during the daytime with not unduly impacting on the nearby business after 6pm.
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Neutral	N/A
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	Positive: addressing inappropriate parking practices will contribute to providing a safer highway environment for all users.	N/A
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive: addressing inappropriate parking practices will contribute to providing a safer highway environment for all users.	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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Neutral	N/A

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	N/A	N/A
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	N/A	N/A
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	Statutory consultation has been undertaken with all necessary stakeholders including the general public.	N/A

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	N/A	None
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other</p>	N/A	None

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

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Social Justice	N/A	N/A	N/A
Safeguarding	N/A	N/A	N/A
Corporate Parenting	N/A	N/A	N/A

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

Page 89

Officer observations and correspondence from the respective communities

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?

Positive impacts: The proposed waiting restrictions will contribute to providing a safer highway network for all users. It will also ensure the free flow of traffic through the network.

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

What are you going to do	When are you going to do it?	Who is responsible
Implement to speed limit proposals as advertised	Following the making and publication of the traffic regulation orders	Traffic Team (Graham Kinsella, Phaedra Cleary, Gareth Freeman)

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

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	ICMD decision post-consultation	18/02/2022	

Page 90