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Dydd Mawrth, 8 Awst 2023

Annwyl Cynghorydd

PENDERFYNIADIAU AELOD CABINET UNIGOL

Hysbysir drwy hyn y caiff y penderfyniadau dilynol a wnaed gan aelod o'r cabinet eu gwneud **Dydd Mercher, 16eg Awst, 2023**,.

AGENDA

1. GORCHMYNION RHEOLI GWAHARDD TRAFFIG GYRRU - GORCHYMYN DIWYGIO RHIF 10 2

CABINET MEMBER: County Councillor Catrin Maby

AUTHORS:

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Graham Kinsella, Traffic and Road Safety Manager
Gareth Freeman, Assistant Engineer (Traffic)

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2. EITHRIADAU I AC YCHWANEGIAD AT Y TERFYN CYFLYMDER 20 MYA DIOFYN ARFAETHEDIG EIRAILL AR GYFER TERFYNAU CYFLYMDER - GORCHYMYN DIWYGIO RHIF 11

CABINET MEMBER: County Councillor Catrin Maby

Mark Hand, Head of Placemaking, Highways and Flooding
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3. TARIFF GWEFRU CERBYDAU TRYDAN ARFAETHEDIG AR SAFLEOEDD Y CYNGOR

CABINET MEMBER: County Councillor Catrin Maby

CONSULTEES:

Communities & Place DMT

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4. DEFNYDD Y DYFODOL PERCHENTYAETH COST ISEL

CABINET MEMBER: County Councillor Sara Burch

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Yr eiddwch yn gywir,

Paul Matthews
Prif Weithredwr

PORTFFOLIOS CABINET

Cynghorydd Sir	Meysydd o Gyfrifoldeb	Ward
Mary Ann Brocklesby	<p>Arweinydd Swyddogion Arweiniol – Paul Matthews, Matthew Gatehouse</p> <p>Strategaeth a Chyfeiriad yr Awdurdod Cyfan Adolygu a gwerthuso perfformiad yr Awdurdod Cyfan Hyrwyddo lleoliaeth o fewn fframweithiau rhanbarthol a chenedlaethol Perthynas â Llywodraeth Cymru, Llywodraeth y DU a chymdeithasau llywodraeth leol Perthynas Ranbarthol â Dinas-ranbarthau a'r Bwrdd Gwasanaethau Cyhoeddus Caffael Strategol Cynhyrchu a bwyta bwyd yn lleol, gan gynnwys amaeth-goedwigaeth a garddwriaeth leol</p>	Llanelly
Paul Griffiths	<p>Aelod Cabinet ar gyfer Cynllunio a Datblygu Economaidd / Dirprwy Arweinydd Swyddog Arweiniol – Frances O'Brien</p> <p>Strategaeth Economaidd Cynllun datblygu lleol a chynllun datblygu strategol gan gynnwys safleoedd tai strategol Cefnogi Canol Trefi gan gynnwys parcio ceir a gorfodi Rheoli Datblygu a Rheoli Adeiladu Sgiliau a Chyflogaeth Cysylltedd band eang Meysydd parcio a gorfodi sifil</p>	Castell Cas-gwent a Larkfield
Rachel Garrick	<p>Aelod Cabinet ar gyfer Adnoddau Swyddogion Arweiniol – Peter Davies, Frances O'Brien, Matthew Phillips, Jane Rodgers</p> <p>Cyllid gan gynnwys y MTFP a'r cylch cyllideb blynyddol Budd-daliadau Technoleg ddigidol a gwybodaeth Adnoddau dynol, y gyflogres, iechyd a diogelwch Tir ac adeiladau Cynnal a chadw a rheoli eiddo Cynllunio ar gyfer argyfyngau</p>	Castell Cil-y-coed

Martyn Groucutt	<p>Aelod Cabinet ar gyfer Addysg Swyddogion Arweiniol – Will McLean, Ian Saunders</p> <p>Addysg Blynyddoedd Cynnar Addysg statudol pob oed Anghenion dysgu ychwanegol/cynhwysiant Addysg ôl-16 ac oedolion Safonau a gwella ysgolion Dysgu cymunedol Rhaglen cymunedau cynaliadwy ar gyfer dysgu Gwasanaethau leuenctid Cludiant ysgol</p>	Lansdown
Sara Burch	<p>Aelod Cabinet ar gyfer Cymunedau Byw a Chynhwysol Swyddogion Arweiniol – Frances O'Brien, Ian Saunders, Jane Rodgers, Matthew Gatehouse</p> <p>Digartrefedd Cyflenwi Tai Fforddiadwy a thai'r sector preifat (tai gwag, cynllun prydlesu, benthychiadau gwella cartrefi, grantiau cyfleusterau i'r anabl a thechnoleg ymaddasol) Teithio llesol a Hawliau Tramwy Canolfannau hamdden, chwarae a chwaraeon Datblygu Twristiaeth a Strategaeth Ddiwylliannol Cyfleusterau cyhoeddus Safonau masnach, iechyd yr amgylchedd, diogelu'r cyhoedd a thrwyddedu</p>	Cantref
Ian Chandler	<p>Aelod Cabinet ar gyfer Gofal Cymdeithasol, Diogelu a Gwasanaethau Iechyd Hygyrch Swyddog Arweiniol – Jane Rodgers</p> <p>Gwasanaethau plant Maethu a mabwysiadu Gwasanaeth Troseddau leuenctid Gwasanaethau oedolion Diogelu ar draws yr Awdurdod Cyfan (plant ac oedolion) Anabledau Iechyd meddwl a lles Perthynas â darparwyr iechyd a mynediad at ddarpariaeth iechyd</p>	Parc
Catrin Maby	<p>Aelod Cabinet ar gyfer Newid Hinsawdd a'r Amgylchedd Swyddogion Arweiniol – Frances O'Brien, Matthew Gatehouse</p> <p>Datgarboneiddio Cynllunio trafndiaeth, trafndiaeth gyhoeddus, priffyrdd a fflyd CSF</p>	Drybridge

	<p>Rheoli gwastraff, gofal strydoedd, sbwriel, mannau cyhoeddus a pharciau Palmentydd a lonydd cefn Lliniaru, rheoli ac adfer llifogydd Cefn gwlad, bioamrywiaeth, ac iechyd afonydd</p>	
Angela Sandles	<p>Aelod Cabinet ar gyfer Cydraddoldeb ac Ymgysylltu Swyddogion Arweiniol – Frances O'Brien, Matt Phillips, Matthew Gatehouse</p> <p>Anghydraddoldeb a thlodi cymunedol (iechyd, incwm, maetheg, anfantais, gwahaniaethu, ynysu ac argyfwng costau byw) Ymgysylltu â dinasyddion a hybu democratiaeth gan gynnwys gweithio gyda sefydliadau gwirfoddol Profiad y dinesydd - hybiau cymunedol, canolfan gyswllt a gwasanaeth cwsmeriaid a chofrestryddion Gwasanaethau Etholiadol ac adolygu'r cyfansoddiad Cyfathrebu, cysylltiadau cyhoeddus a marchnata Moeseg a safonau Yr iaith Gymraeg</p>	Dwyrain Magwyr a Gwndy

Nodau a Gwerthoedd Cyngor Sir Fynwy

Ein diben

Adeiladu Cymunedau Cynaliadwy a Chydnerth

Amcanion y gweithiwn tuag atynt

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

Ein Gwerthoedd

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

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

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

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

Caredigrwydd – Byddwn yn dangos caredigrwydd i bawb yr ydym yn gweithio gyda nhw, gan roi pwysigrwydd perthnasoedd a'r cysylltiadau sydd gennym â'n gilydd wrth wraidd pob rhyngweithio.



SUBJECT:	PROHIBITION OF DRIVING TRAFFIC REGULATION ORDERS - AMENDMENT ORDER NO. 10 2023
MEETING:	INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY
DATE:	16th August 2023
DIVISION/WARDS AFFECTED:	LLANFOIST FAWR AND GOVILON, LLANELLY HILL, PEN Y FAL

1. PURPOSE:

- 1.1 This report seeks Cabinet Member approval to proceed with two Traffic Regulation Orders throughout Monmouthshire. The Traffic Orders under consideration are listed under section 2 of this report.
- 1.2 The Traffic Orders under consideration relate to:
 - 1.2.1 A Prohibition of Driving Except for Access restriction on Belmont Road, Belmont Close and White's Close, Abergavenny;
 - 1.2.2 A Prohibition of Driving restriction on Pwll Du Road, Clydach.
- 1.3 The proposed Orders were advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.4 If significant unresolved objections arise from the consultation, a public inquiry can be held to reach a decision. However, in this instance, it is considered that a public inquiry is not required, and it is recommended that the proposal listed in 1.2.1 proceeds with the Traffic Orders made, as set out below. It is proposed that the Prohibition of Driving restriction on Pwll Du Road, Clydach be excluded from the order and not progressed at this time, with the current temporary road closure remaining in place until an alternative options has been explored.

2. RECOMMENDATIONS:

- 2.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed Order identified below:
 - 2.1.1 A Prohibition of Driving Except for Access restriction on Belmont Road, Belmont Close and White's Close, Abergavenny;
- 2.2 It is recommended to not hold a public inquiry, but to not proceed to approve and implement the proposed Order identified below at this time, however, while further investigation into an alternative option to address the danger to users of the public highway at Pwll Du Road is undertaken:
 - 2.2.1 Prohibition of Driving restriction on Pwll Du Road, Clydach.

3. KEY ISSUES

- 3.1 Monmouthshire County Council has received various requests and concerns from stakeholders and community representatives to introduce various Traffic Regulation Orders in the below named localities. A review of the responses received, and concerns raised at each location listed below has been undertaken by officers and in accordance with government guidance and regulations. The proposals are intended to improve road safety for all highway users and resolve parking issues at each location. A summary of the key issues for each location can be found below and these form the reasons for making the Order.
- 3.1.1 **Prohibition of Driving (except for access) Belmont Road, Belmont Close and White's Close, Abergavenny** – These streets are near Abergavenny Train Station are an attractive option for commuters seeking to avoid parking charges at the station. To address this, an experimental Prohibition of Driving was introduced three years ago for the statutory period of 18 months to address instances of non-residential traffic parking in the above-named streets. This order expired in in September 2021 at the height of the Covid19 pandemic. Following discussion with Gwent Police and residents it was determined that it was working well and would be continued via another experimental order to enable the Council further understand the issues and to determine whether the prohibition of driving should be made permanent.
- 3.1.2 The second experimental order was made and subsequently expired on 31st May 2023. Discussions have taken place with Gwent Police prior to the expiration of this order, whereby they offered no objection to the order being made permanent.
- 3.1.3 The introduction of the permanent Order proposed via this report will contribute to creating a safer highway environment for all road users including residents and limit instances of inconsiderate and obstructive parking within the extent of the proposed Prohibition of Driving (Except for Access) Order.
- 3.1.4 **Prohibition of Driving Pwll Du Road, Clydach** - Pwll Du Road is currently closed to traffic and is subject to a temporary road closure traffic regulation order. This order was necessary for the Council to undertake investigatory works to sections of this road near to and over the former quarry site underneath the highway, which was considered to be unstable following a site inspection by Geotechnical Engineers from Capita commissioned by Monmouthshire County Council. Further monitoring will be arranged in due course.
- 3.1.5 Further to a site visit with Elected Members, Officers and local residents and commoners with grazing rights over the common land adjacent to Pwll Du Road, it is proposed that a decision on the current proposal will be deferred until an alternative option for addressing the danger to users of the public highway has been explored. It is expected this will take up to six months.
- 3.1.6 This road is a single lane unclassified highway with an historic quarry below and common land above. The closed section of road does not serve any properties but did provide access for commoners with grazing animals. A diversion route is available to reach the other end of Pwll Du Road. The current closure extends beyond the area of immediate danger so that the road is closed at turning points, to avoid drivers reaching the closed road and being unable to turn their vehicle.

- 3.1.7 The Capita report identified that a section of vehicle restraint system (VRS) located on the western edge of the carriageway had failed, resulting in a significant, unprotected drop. The carriageway is immediately adjacent to the unprotected drop and the failing ground conditions are affecting the structural integrity of the highway itself. Where the quarry face is very close to the road, several shallow slips have occurred in the superficial deposits and weathered deposits.
- 3.1.8 The report noted that long term failures of this nature reoccurring along the area in question are attributable to a number of factors the most important being surface water run-off, particularly where it becomes concentrated. Additionally, the report noted that given the number and type of failures along the edge of the carriageway, further failures are likely to occur along this section and the risk is deemed high due to the conditions encountered during the site visit.
- 3.1.9 The Council has monitored and undertaken or commissioned several assessments since the first geotechnical report was commissioned. In the most recent site visit and assessment, undertaken in November 2022, it was noted that there had been little to no change in the VRS and that visually the VRS condition is so poor it is unlikely to provide any resistance to a vehicle impact. It was also noted that the slope below had recently and historically failed with minor slipping of shallow surface debris since the previous monitoring visit with the fencing falling over or missing at several locations resulting in a high-risk area adjoined to the quarry edge.
- 3.1.10 It is considered likely that the slope crest at the edge of the carriageway will regress further over time. However, the timescale of the regression is unpredictable due to the sequence being non-linear and independent on several factors including water ingress (rainfall or surface flows), weathering rates of the soil, freeze thaw action and removal of support by failures of the rock face. These failures are generally rapid events with no warning prior to their occurrence.
- 3.1.11 The carriageway is a single lane unclassified road with the vertical drop into the former quarry on one side and a rocky hill above the carriageway on the other side. To prevent the danger to vehicular traffic in the short term, a new vehicle restraint system would be required. This would need to be installed away from the drop into the quarry, resulting in inadequate width for vehicles to pass. It is not feasible to widen the carriageway onto the common land due to the rocky hillside on that side of the road.
- 3.1.12 The statutory consultation completed proposed that to ensure the safety of and to protect highway users it is necessary to prohibit driving of motor vehicles along Pwll Du Road as detailed in Drawing reference number 2082. Cyclists and walkers would be able to use the road, but a suitable barrier is required along the section of highway with the defective vehicle restrained system. However, as stated in paragraph 3.1.5, further to a site visit with Elected Members, Officers and local residents and commoners with grazing rights over the common land adjacent to Pwll Du Road, it is recommended that a decision on the current proposal be deferred until an alternative option for addressing the danger to users of the public highway has been explored. It is expected this will take up to six months.

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

- 4.1 The Prohibition of Driving (except for access) order on Belmont Road, Belmont Close and White’s Close, Abergavenny aims to reduce parking stress in these residential streets and ensure parking provisions ample parking provisions for nearby residents, ultimately improving quality of life and safety.
- 4.2 The prohibition of driving order on Pwll Du Road, Clydach was proposed to ensure vehicles are unable to use this highly dangerous route and would ultimately protect human life.

5. OPTIONS APPRAISAL

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

Options	Benefits	Risks	Comments/ Mitigation
No action	<ul style="list-style-type: none"> • Less demand on officer time and resource/budget 	<ul style="list-style-type: none"> • Vehicles still able to legally access a highly dangerous location with risk to life. • Parking stress remains high in residential streets and commuters continue to avoid parking charges. 	
Adopt the proposals as originally proposed	<ul style="list-style-type: none"> • A safer highway environment for all users. • A highly dangerous route no longer accessible. • Reduced parking stress in residential streets and commuters less able to avoid parking charges. 	<ul style="list-style-type: none"> • Resource implications to implement the Orders. • Longer journeys using the diversion for commoners to access common land and grazing livestock 	The benefits outweigh the resource implications.
To defer a decision on the order making process for Pwll Du Road	<ul style="list-style-type: none"> • To investigate further an alternative option for addressing the danger to users of the public highway suggested at the meeting with residents and commoners which has a lesser impact on commoners. • The current temporary road closure will remain in place until such time as alternative options are investigated/determined 	<ul style="list-style-type: none"> • Local landowners / commoners / members of the public will continue to use the route with the associated safety risk. 	Commoners and residents are fully aware of the risk as set out in this report and in the WSP report. The gate padlocks and signage will be reinstalled.

6. REASONS:

- 6.1 The proposals will support the national policy for improving road safety by creating a safer, more welcoming highway environment for all highway users.
- 6.2 The proposals will result in a positive impact on the health and wellbeing throughout the affected communities.
- 6.3 Residents able to easily park near to their homes, improving quality of life.
- 6.4 The proposals will ultimately have a positive impact on health and wellbeing within the communities and support the Corporate and Community Plan objectives of being a green place to live and a thriving and ambitious place by improving safety.

- 6.5 The proposals will ultimately have a positive impact on health and wellbeing within the communities and support the Corporate and Community Plan objectives of being a green place to live and a thriving and ambitious place by improving safety.
- 6.6 Deferring a decision on the Pwll Du prohibition of driving for approximately six months allows further consideration of an alternative solution suggested by the commoners.
- 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 Climate Change and the Environment
 - Cabinet
 - Communities and Place DMT
 - SLT including Monitoring Officer and S151 Finance Officer
 - The Traffic Orders proceeding were publicised in accordance with the statutory process including notification of County Councillors for the affected wards and the relevant Town/Community Council.
- 9. BACKGROUND PAPERS:**
- Appendix 1; Schedule of consultation responses
Appendix 2: Summary of consultation responses
Appendix 3: Notice of Intention as published as part of the consultation
Appendix 4: Statement of Reasons as published as part of the consultation
Appendix 5: Drawings (2076 and 2082)
Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment
Appendix 7: November 2022 WSP Pwll Du Inspection Report
- 10. AUTHORS:**
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Gareth Freeman, Assistant Engineer (Traffic)
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Appendix 1: Schedule of Consultation Responses

Reference	Comments	Officers Response	Location and Order
Online Form Response #218 (Agree)	<p>Since the road has been temporarily shut, we have seen a huge decrease in late night antisocial driving. We were seeing cars being driven irresponsibly every afternoon/night by young men, and seeing takeaway packets thrown across the road on a regular basis. Since the road has been closed, we have seen none of this activity. Although we were initially against the closure, it's obvious that the road closure is best for everyone in the area. Also, the amount of funds that would need to be spent to fix the road are enormous and better spent elsewhere - also I'm not actually sure the road ever will be truly safe due to its incredibly dangerous location along a cliff top. During the summer we would often see people who had followed the road down in large caravans and it was amazing no one had been hurt.</p>	Response noted.	Prohibition of Driving - Pwll Du Road, Clydach
Written Letter Submission (Disagree)	<p>Further to the limited opportunity, with the noted lack of opportunity to make oral representations at an open meeting, we herewith restate a number of our objections and considerations which are already known by the council and are a matter of record.</p> <p>1: The council set out its requirement to decommission Ty Gwn Road for the duelling of the heads of valleys road, during this time at a public open meeting the council gave an explicit verbal undertaking that all other road routes to the area would be preserved and maintained without exception, in total reliance of this assurance, the community did not oppose the closure of Ty Gwn Road, accordingly the council is held to undertakings given.</p> <p>2: The council has acted disingenuously in the handling matter from outset, it has sidestepped community meetings siting Covid rustications md gave assurances that once the restrictions were lifted, they would hold a community meeting to discuss any and all reasonable prospects of reopening to traffic Pwll Du road. The council has</p>	<p>1. As there is a significant risk to life if Pwll Du Road was to remain open, the authority's position on the matter is that any alleged verbal agreement associated with the Heads of the Valleys dualling project would not apply in this instance.</p> <p>2. Following the time that the road has been closed under a temporary road closure, inspection reports have been undertaken which has revealed that the road and adjacent rock face are not in a condition which would allow vehicular access . Local Elected Members have met with the local community and have</p>	Prohibition of Driving - Pwll Du Road, Clydach

	<p>issued two temporary road closures during the last three years under its stated principle reason, being to consider and decide upon a best practical works method to return the road to traffic use and to establish cost amounts and finding, none of which has taken place, or if it has taken place it has not been shared with the community contrary to undertakings given by the council to have meetings to discuss. The Duke of Beaufort would have to be consulted regarding any considered or proposed road works as the road is on his land as a result of the community speaking with agents Duke that deal with such matters, it has been confirmed that no communication has been received from the council concerning the road, its status or condition reinstatement prospects, clearly the council has not honoured its undertakings to the community in this regard.</p> <p>3: The council has acted disingenuously and wilfully selective in whom it includes in writing too and who it informs to give opportunity to make representations regarding these it is noted only a handful of effected community has been given opportunity and the majority of households who hold hill rights and use the effected road to gain access for those rights to be exercised, have not received any notice or opportunity from the council, to this end this should immediately start again and the council should inform all that has likely concern and will likely be adversely effected in order that they may make representations.</p> <p>4: In the 30 plus years that we have used Pwll Du road, its condition has remained consistent and has always required caution in its use, in all of this time there has never been any injury or accidents directly attributable to the road condition, as far as we are aware.</p> <p>5: Once a highway always a highway according to the 1860 case of Dawes -v- Hawkins rights do not extinguish just because they are not being used. Especially when those rights are suspended by a</p>	<p>met with officers, and a further meeting was held on 3rd August 2023. Public comments received have been considered as part of this consultation process. It is now proposed to defer a decision on this Order for Pwll Du pending consideration of a suggested alternative solution.</p> <p>3. The Council believes that details of this proposed traffic order have been sent directly to all statutory consultees. In addition all residents considered to be immediately affected by the TRO were contacted by letter as a courtesy using a list of interested parties provided in 2020. The notice of intention has been published in the local newspaper as well as on Monmouthshire County Council's Website. The combination of the above is believed to go above and beyond the authority's legislative requirements for notice of consultation. However, this will be reviewed should it be necessary to proceed with this Order or to consult on an alternative proposal.</p> <p>4. Whilst it is noted that there may not have been any accidents or injuries</p>	
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	<p>council authority playing fast and loose with legislation in an effort to avoid their responsibility and charged duty to maintain and preserve highway road networks.</p> <p>6: The area which Pwll Du road services is a long-standing community of hill farming, reliant on hill rights and dependent exclusively on Pwll Du road for continued farming in terms of driving stock feeding and caring for stock together with stock movements between holdings, these are just an example of the uses.</p> <p>7: The area which Pwll Du serves is within an of natural beauty and significant history and unique and historical events which is a big attraction for the people of Wales and tourists alike benefit of these sites and attractions can only be facilitated by the Pwll Du road remaining open for the many!</p> <p>8: The areas of the Pwll Du road which the council list as a concern are incredibly small areas of the road amounting to less than 2% of the total road area, it is inconceivable that the council has simply rushed to and only truly considered road closure as an option with a complete disregard for the constituents they serve in terms of needs and requirements.</p> <p>9: Given the small area of concern in relation to road use suitability, it is completely unjustified and beyond all reasonable comprehension that the council seek to close off around 70% of the road that remains serviceable and without concern, the maximum area they could possibly consider with having to provide dwellings access, this of its self brings unnecessary and completely avoidable hardship to the area and all those that use and visit the area, it goes to the complete lack of consideration on the councils part and brings into the councils motives, it is well know that previous council members used road closure measures to deal with and control fly tipping as the primary</p>	<p>at this location so far, evidence suggests that use of the road poses an immediate and severe risk to human life. It is intended to erect barriers to allow the continued use of the road by walkers, cyclists and horse-riders but the limited width of the lane means the barriers will preclude use by motor vehicles.</p> <p>5. As a result of the order, the route will remain a public highway however motor vehicles will be prohibited from using it.</p> <p>6. Whilst the authority appreciates the needs of the many uses of the route, evidence indicates that continued use of the road poses an immediate and severe risk to human life. It is intended to erect barriers to allow the continued use of the road by walkers, cyclists and horse-riders but the limited resultant width of the lane means the barriers will preclude use by motor vehicles.</p> <p>7. The order will not have any significant impact on the natural aesthetic of the area. An alternative route is available for visitors to access attractions such</p>	
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	<p>consideration with a secondary default position of safety, a secondary position given that the road has barely altered in the last 30 years if at all, the fact that the council have not had to undertake repairs and maintenance works bares testimony to these facts. If it was to be the case that an area of the road was ultimately to be closed by the council it must be the that area be confined to be the smallest and most limited area only, nothing less makes any sense , the crudely sketched closure area on a map could not be better designed for maximum adverse effect to the community and users of the area and road and frankly it is resoundly states the lack of consideration by the council and is rightly considered locally as being contemptuous.</p> <p>10: Closing the road would further have an adverse effect on emergency servicing of the local area, especially the majority of the road as indicated, it would make it extremely difficult for hill walker, and other activity rescues required through injury and would be a matter of major concern to the area, in the fire services lack of ability to deal with brush hill fires of which have common place as they would have no access road to much of the common area. These points and comments of concern, and representations are by no means a robust and complete list, they are simply a top of mind overview and are by no means inclusive. It is hoped that they are viewed and considered in promoting the council to think again in terms of it service to the community, its fundamental requirements and obligations to the community and to review its general conduct in this matter. It is hoped and considered that the council will take a more open and inclusive view whereby it may make arrangements for open and inclusive view whereby it may make for open community meetings where all options can be robustly considered and debated to consider workarounds and compromises as the case maybe.</p> <p>In the meantime I have ongoing action in this matter which must currently continue to preserve my</p>	<p>as Keepers Pond, Blaenavon and Big Pit.</p> <p>8. Whilst the most at risk section only makes up a small portion of the route, due to the road's narrow width there is no reasonable way of restricting part of the route without implemented a Prohibition of Driving Order for its entirety. The closure points have been sited to allow vehicles to turn around. A smaller closure would result in cars having to reverse a long distance along a narrow carriageway on an unlit hillside.</p> <p>9. As mentioned in 8, whilst the most at risk section only makes up a small portion of the route, due to its narrow width there is no reasonable way of restricting part of the route without implemented a Prohibition of Driving Order for its entirety. If a vehicle were to be able to use the route until the point in which it is highly unstable, the vehicle would be unable to safely turn around.</p> <p>10. The authority recognises that emergency service vehicles would be unable to use this route as a result of the Prohibition</p>	
--	---	---	--

	interests, though it is hoped that ultimately the action may be discontinued."	of Driving order however, the restriction is necessary for safety purposes. The emergency services have been consulted on the proposal. Arrangements for emergency services access will be investigated further.	
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Appendix 2: Summary of Consultation Responses

Location	Agree	Somewhat Agree	Disagree
Prohibition of Driving Pwll Du Road, Clydach	1	0	1
Prohibition of Driving Except for Access at Belmont Road, Belmont Close and White's Close, Abergavenny	0	0	0

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 10) 2023**

**PROPOSED PROVISION AND AMENDMENTS TO TRAFFIC
ORDERS WITHIN VARIOUS COMMUNITIES IN MONMOUTHSHIRE**

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 a Prohibition of Driving Except for Access restriction on Belmont Road, Belmont Close and White's Close, Abergavenny Community.
- To introduce a Prohibition of Driving restriction on Pwll Du Road, Clydach, Llanelly Hill Community.

Within the locations 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 a copy of the draft order, 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 by phoning 01633 644644 or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic> or the via the below QR code

Any representations in respect of this proposal should be made not later than 5 pm on **Wednesday the 26th of July 2023** by either:

- Sending a written letter, stating the grounds on which the representation is being made, addressed to: Traffic Section, Monmouthshire County Council, County Hall, Usk NP15 1GA;
- Or by scanning the QR code below and selecting "How to comment on a proposed TRO", where the public Consultation response form can be accessed.

Date: 5th July 2023.

**Mark Hand,
Head of Placemaking, Regeneration, Highways and
Flooding,
Monmouthshire County Council**



Appendix 4: STATEMENT OF REASONS

Statement of Reasons

Proposed Prohibition of Driving (Except for Access), Belmont Road, Belmont Close and White's Close, Abergavenny.

Belmont Road/Close and White's Close are located in close proximity to Abergavenny Train Station, therefore, an attractive option for commuters avoiding parking charges at the station. Therefore, an experimental prohibition of driving was introduced 3 years ago to address instances of non-residential traffic from parking in the above named streets.

An 18 month Experimental Order was introduced in March 2020 to address the parking issues. This order expired in in September 2021 at the height of the Covid19 pandemic. Therefore, following discussion with Gwent Police and residents it was determined that the arrangement was working well and would be worth continuing with this arrangement.

As such, another experimental order was made to further understand the issues and to determine whether the prohibition of driving should be made permanent.

The 2nd experimental order was made and subsequently, expired on 31st May 2023, discussions have taken place with Gwent Police prior to the expiration of this order, whereby they offered no objection to the order being made permanent.

The introduction of this Order will contribute to creating a safer highway environment for all road users including residents and limit instances of inconsiderate and obstructive parking occurrences within the extent of the proposed Prohibition of Driving (Except for Access) Order.

Proposed Prohibition of Driving, Pwll Du Road, Clydach.

Pwll Du Road is currently closed to traffic and is subject to a temporary road closure traffic regulation order which expires on the 16th of August 2023.

This order was necessary for the Council to undertake investigatory works to sections of this road near to and over the former quarry site underneath the highway, which is considered unstable.

A section of vehicle restraint system (VRS) located on the western edge of the carriageway has failed, resulting in a significant, unprotected drop and the proximity of the slope of the crest to the carriageway edge.

Geotechnical Engineers from Capita carried out an initial site inspection of Pwll Du Road on the 6th April 2020 following a commission from Monmouthshire County Council.

Failures of the edge of the highway were noted, the poor structural integrity and condition of the vehicle restraint system and poor condition of the highway itself was also observed.

The quarry has been excavated up to the edge of the existing road in various locations leaving the highwall bounding the carriageway.

Where the quarry face is very close to the road, a number of shallow slips have occurred in the superficial deposits and weathered deposits.

The report noted that long term failures of this nature reoccurring along the area in question are attributable to a number of factors the most important factor is surface water run-off, particularly where it becomes concentrated.

The geotechnical structural assessment noted that given the number and type of failures along the edge of the carriageway that further failures are likely to occur along this section and the risk is deemed high due to the conditions encountered during the site visit.

The Council has monitored and undertaken assessments since the first geotechnical report was commissioned and the most recent site visit and assessment was undertaken in November 2022, a synopsis of the most recent report is given below.

The rock face / crest of slope moves closer to the carriageway edge at several points and an old failing vehicle restraint system (VRS) is insitu. The VRS comprises horizontal metal "Armco" barrier mounted to wooden posts. No change was noted during the inspection.

The existing barrier is sub-standard and supported by rotting wooden posts. Visually the VRS condition is so poor it is unlikely to provide any resistance to a vehicle impact.

It was also noted that the slope below has recently and historically failed with minor slipping of shallow surface debris since the previous monitoring visit.

It was noted that at several locations that the fencing has fallen over or is missing and there is no edge protection and is a high risk area along the highway adjacent to the quarry edge.

The existing VRS at the site has failed throughout the full section, leaving the significant drop unguarded. The boundary fence has also failed in a number of places and is not effective in preventing access to the steep ground beyond the highway edge.

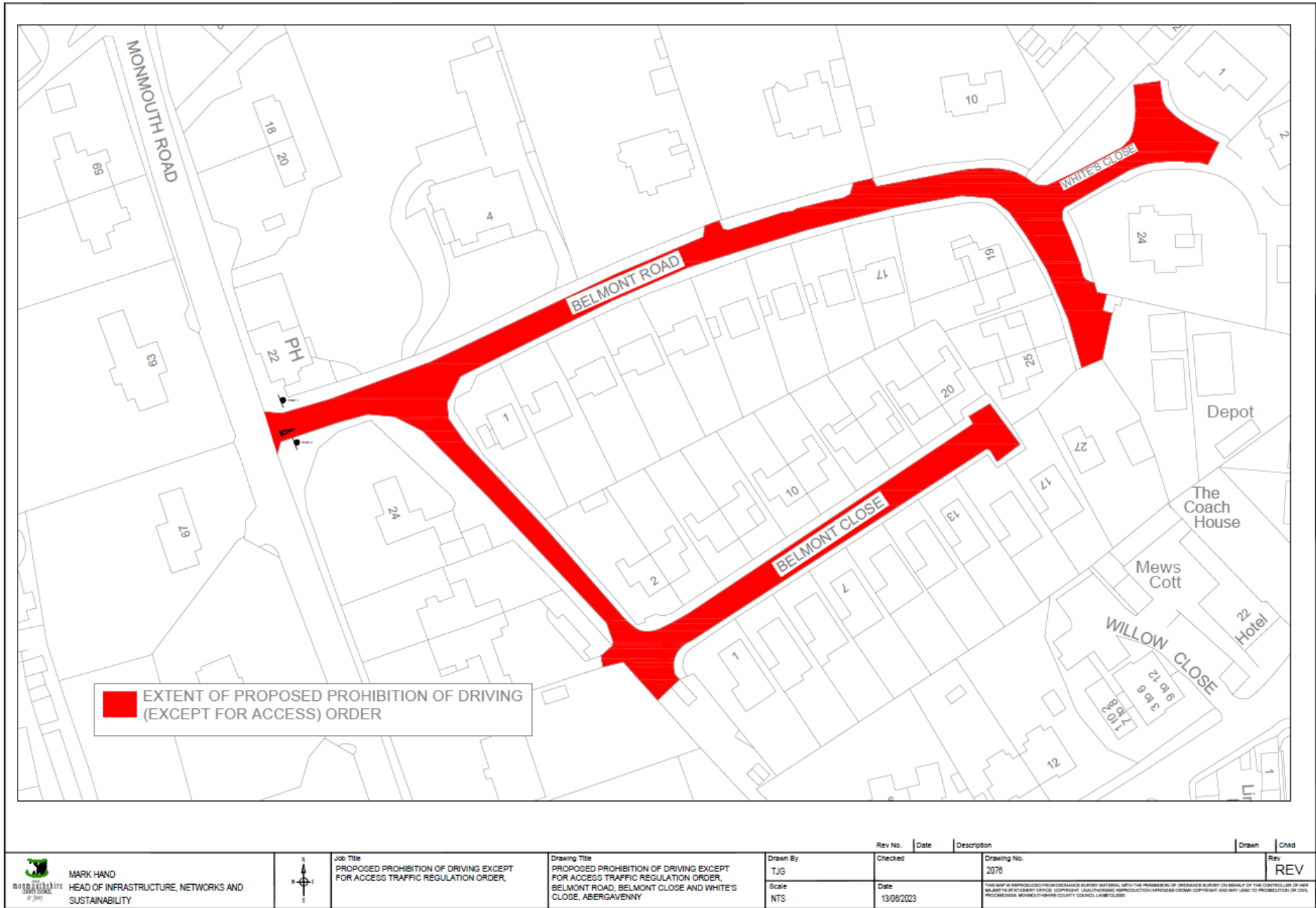
It is likely that the slope crest at the edge of the carriageway will regress further over time. However, the timescale of the regression is not predictable as it is not a liner sequence and is dependent on several factors including water ingress (rainfall or surface flows), weathering rates of the soil, freeze thaw action and removal of support by failures of the rock face.



These failures are generally rapid events with no warning prior to their occurrence.

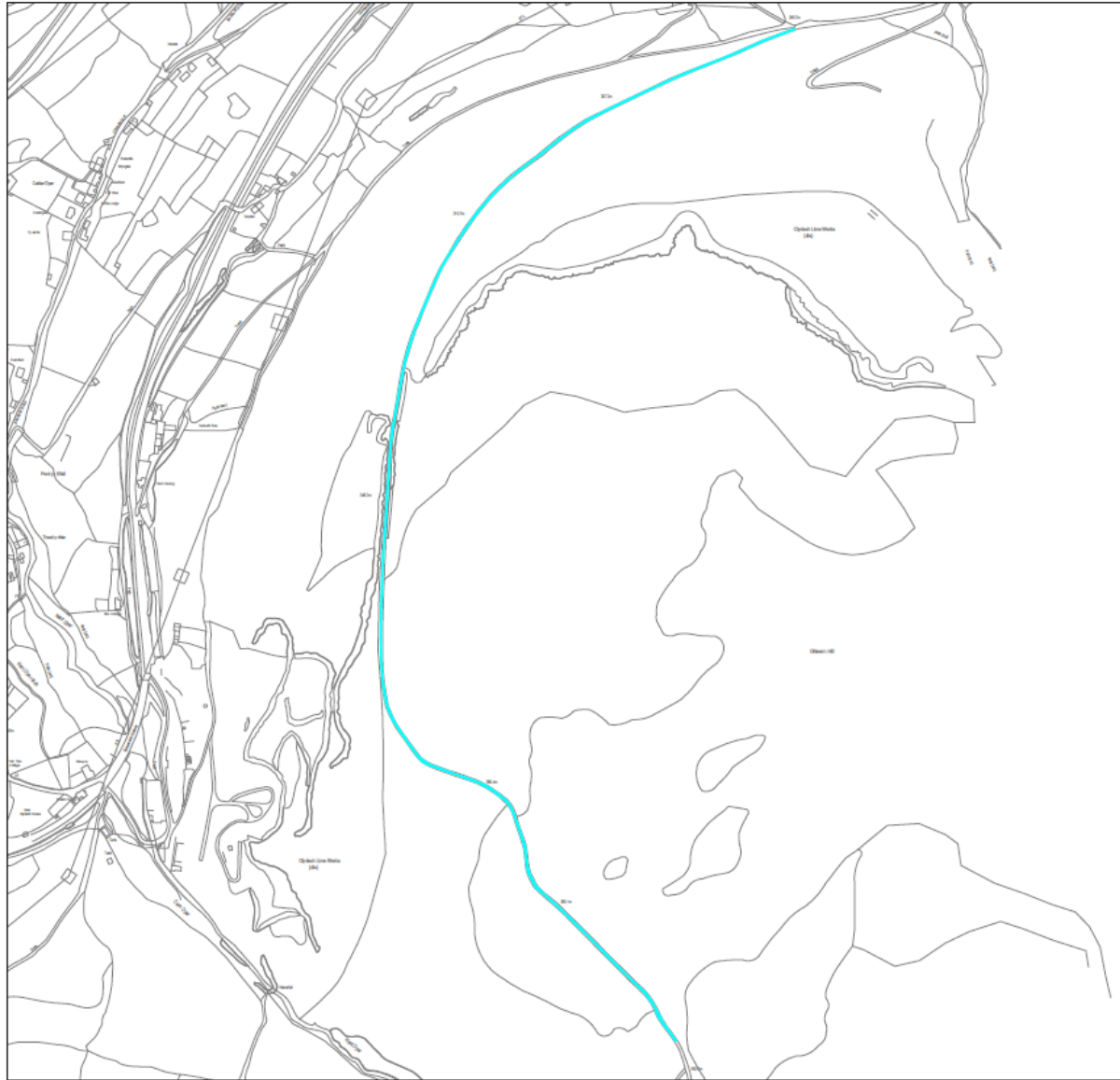
In order to ensure the safety of and to protect highway users it is necessary to prohibit driving along Pwll Du Road as detailed in Drawing reference number 2082.

Appendix 5: Drawings - 2076 Belmont Road, Belmont Close and White's Close, Abergavenny


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 MARK HAND HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY		Job Title PROPOSED PROHIBITION OF DRIVING EXCEPT FOR ACCESS TRAFFIC REGULATION ORDER,	Drawing Title PROPOSED PROHIBITION OF DRIVING EXCEPT FOR ACCESS TRAFFIC REGULATION ORDER, BELMONT ROAD, BELMONT CLOSE AND WHITE'S CLOSE, ABERGAVENNY	Drawn By T,J/G	Rev No. Checked	Date 13/09/2023	Description Drawing No. 2078	Drawn Rev	Chkd REV
				Scale NTS	Date 13/09/2023	<small>THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATUTORY OFFICES. UNAUTHORIZED REPRODUCTION OR IMPROPER CREATING COPIES MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. MONMOUTHSHIRE COUNTY COUNCIL, LAMBLEDALE</small>			



KEY

 EXTENT OF PROPOSED PROHIBITION OF DRIVING RESTRICTION

 <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		<p>Job Title PWLL DU ROAD - CLYDACH</p>	<p>Drawing Title PROPOSED PROHIBITION OF DRIVING RESTRICTION - PWLL DU ROAD, CLYDACH</p>	<p>Drawn By TJG</p> <p>Scale NTS</p>	<p>Rev No.</p>	<p>Date</p>	<p>Description</p>	<p>Drawn</p>	<p>Chkd</p>
					<p>Checked PC</p> <p>Date 14/08/2023</p>	<p>Drawing No. 2082</p>	<p>Rev REV</p>		



monmouthshire
sir fynwy

Integrated Impact Assessment

Including Equality and Future Generations Evaluation

<p>Name of the Officer completing the evaluation</p> <p>Mark Hand Phone no: 07773478579 E-mail: markhand@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>The Traffic Orders under consideration relate to:</p> <p>A Prohibition of Driving Except for Access restriction on Belmont Road, Belmont Close and White's Close, Abergavenny;</p> <p>A Prohibition of Driving restriction on Pwll Du Road, Clydach (although it is proposed to defer a decision on this Order, the impacts of proceeding are considered below)</p>
<p>Name of Service area</p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p>July 2023</p>

17 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	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.

18	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	The Pwll Du prohibition of driving could impact commoners grazing livestock on the hills due to reduced access and a detour.	A diversion is in place enabling access to the opposite end of the common land. The safety requirement outweighs this disbenefit.

Policy making and the Welsh language.




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



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

Well, Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
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)	Neutral.	N/A
A Healthier Wales People's physical and mental wellbeing is maximized, and health impacts are understood	Positive: Dangerous highway at Pwll Du will be restricted from being used by motorists, ultimately protecting human life.	N/A
A Wales of cohesive communities Communities are attractive, viable, safe, and well connected	Positive: Improved parking provisions for residents in Abergavenny.	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic, and environmental wellbeing	Positive: Improved parking provisions for residents. Dangerous highway will be restricted from being used by motorists, ultimately protecting human life.	N/A
A Wales of vibrant culture and thriving Welsh language Culture, heritage, and Welsh language are promoted and protected. People are encouraged to do sport, art, and recreation	Positive: All street signs and road markings will be bilingual with Welsh above English.	N/A

Well, Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Positive: Improved parking provisions for residents.	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>	The short term benefits of keeping Pwll Du open to vehicles are outweighed by the risk to life.	N/A
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	Heddlu Gwent Police will enforce the prohibition of driving orders.	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>	<p>Proposals will be enforced by Monmouthshire County Council's Civil Enforcement Team and/or Gwent Police.</p>	<p>None</p>
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other</p>	<p>The proposal should have a positive impact on wellbeing by improving parking provisions for residents and vehicles being unable to access a dangerous highway.</p>	<p>None</p>

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

	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 3
 Officer observations and correspondence from the respective communities and their elected representatives.
 Geotechnical site inspections and reports.

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 Prohibition of Driving (except for access) order on Belmont Road, Belmont Close and White's Close, abergavenny aims to reduce parking stress in these residential streets and ensure parking provisions ample parking provisions for nearby residents, ultimately improving quality of life. Additionally, commuters will be less able to avoid parking charges when accessing Abergavenny Train Station.

The prohibition of driving order on Pwll Du Road, Clydach will ensure vehicles are unable to use this highly dangerous route and will ultimately protect human life.

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 the 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	July 2023	
2	ICMD	August 2023	Review following meeting with local community and commoners on 3 rd August 2023

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Monmouthshire County Council

Pwll Ddu

Inspection Report





Monmouthshire County Council

Pwll Ddu

Inspection Report

Type of document (version) Confidential

Project no. ED/000817

Our Ref. No. 000817/WSP/75-XX/RP/C/7502

Date: November 2022

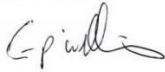
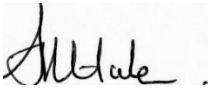
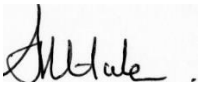
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Quality control

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	First issue			
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Signature				
Authorised by	Andrew Hale			
Signature				
Project number	ED/000817			
Report number	000817/WSP/75-XX/RP/C/7502			
File reference	\\cslcpdfs01\dfs02\pool\Geot\Schemes TEMP\Pwll Du Road Gilwern\inspection report\November 2022			



Contents

3	Quarry Face Inspection	5
4	Discussion	6

1 Introduction

Geotechnical Engineers from WSP were asked by Monmouthshire County Council (MCC) to attend and inspect a site at Pwll Du Road, Gilwern on the 7th of November 2022. The inspection comprised the assessment along a section of carriageway showing failures along its verge width, to look at the current condition of the site and compare the section with previous assessments undertaken during 2020 /2021.

MCC closed this section of the highway due to risks identified such as the failing Vehicle Road Restraint system and close proximity to regressive slips reaching into the carriageway edge.

1.1 Site location

The site is located on the northwest face of Gilwern Hill, access from the south is via the B4246 and from the north off Heol Bedd-Dyn-Hir. The road in this section is located along the crest of a historic limestone quarry.

The area of interest (highest risk) is approximately 260m in length between Ordnance Survey Grid Reference SO (3)23505 (2)13061 and SO (3)23493 (2)12869.

1.2 Areas of Interest

The photographs taken during the site walkover are referenced in the text as ^[1] and are included in Appendix A.

A chainage line was established on the site with chainage 0.0m set outside the area of immediate concern on a concrete fence post ^[1] at the southern (uphill) end of the section.

Features of interest were identified along the edge of the carriageway and their condition monitored over time for any changes. These are described and discussed in Section 2 of this report.

1.3 Quarry Face Inspection

A visual inspection of the rockface was undertaken by geotechnical engineers from WSP from ground level (below the quarry face).

2 Monitoring

2.1 Monitoring Methodology

A chainage line and points of interest (high risk sections) were established on the initial visit undertaken on the 10th of September 2020. During this current inspection the same chainage system was utilised to allow comparison of the site with previous inspections. Where possible along the highway section, photos approximately matching the previous report have been taken to allow comparison.

2.2 Monitoring Results – Site Inspections

The results of the inspection are described below related to their relative chainage.

It was noted that the gate at the southern end was locked and secure. However, the concrete barriers set across the road above the quarry face uphill of chainage 0.0m had been pushed aside and no longer block the road.

The road closure measures at the northern end were not checked during this inspection.

Chainage 6.0m (outside risk area)

A small grip ^[2] (informal shallow drainage channel) was identified at this location, generally to the south of the main area of concern where the quarry face and road interact.

No change was noted in this area during the inspection.

Chainage 32.0m (outside risk area)

A local low point ^[3] is present at this location and a series of grips ^[4] were present leading surface water from the road and down towards the quarry face (located away from the road edge).

No change was noted during the inspection.

Chainage 64.0m

The rock face / crest of slope moves closer to the carriageway edge at this point and an old failing vehicle restraint system (VRS) starts. The VRS comprises horizontal metal “Armco” barrier mounted to wooden posts ^[5]. No change was noted during the inspection.

The existing barrier is sub-standard and supported by rotting wooden posts. Visually the VRS condition is so poor it is unlikely to provide any resistance to a vehicle impact.

Chainage 69.0m to 79.0m

The rock face / crest of slope moves within 0.5m of the back of the VRS ^[6&7]. The slope below has recently and historically failed with minor slipping of shallow surface debris since the previous monitoring visit ^[7 & 8].

This section of VRS is visibly leaning towards the road, the supporting posts are in poor condition. Stockproof fencing in this area is suspended in fresh air with no posts present ^[8] (No change).

Chainage 74.5m

Drainage grip through narrow verge over edge of the slope. Slope crest is present within 400mm of the edge of the highway ^[9].

Chainage 79.0m

End of VRS section. Slope crest moves away from the road edge ^[10].

Chainage 90.0m

VRS section starts and is in poor condition throughout comprising a horizontal metal “Armco” barrier mounted to wooden posts, these are in poor condition allowing the barrier to rotate forwards towards the road.^[11]

Chainage 97.0m to 112.0m

Crest of slope moves very close to the edge of the road at between chainage 97.0 and 104.0m (within 0.5m). A shallow slip is present on the slope in this vicinity. The VRS has also failed and rotated forwards towards the road, the slip has taken the footings downslope.

A concrete post and wire fence is present behind the VRS ^[12 & 13]. During the inspection two fence post foundations (previously 1 No) were found to have failed and was being supported by the fence wire ^[14].

Chainage 104.0m to 112.0m

Crest of slope moves away from road, VRS remains tilted over ^[15].

Chainage 135.0m to 143.5m

Surface slip on slope below road ^[16 & 17].

Chainage 139.0m

Low point in road, water draining off the road onto the failed slope below via a grip ^[18].

Chainage 141.0m

VRS is leaning forward into the road with failing (slipped) slope downhill ^[17].

Chainage 150.0m to 160.0m

Crest failure 1.5m from edge of carriageway ^[19]. VRS remains leaning forwards ^[20] and returns to vertical at CH 160.0m.

Chainage 179.0m to 183.0m

Edge of rockface with local crest failure approximately 0.5m from back of VRS ^[21].

The VRS ends at CH183.

Chainage 199.0 to 250.0m

In this section the vertical quarry face is very close to the edge of the carriageway separated only by a narrow verge and a dilapidated fence ^[22]. High risk section.

Chainage 202.0 to 204.0m

Fence down (fence post failed over crest) no fall protection to edge ^[23 & 24].

Chainage 215.0m

Fence hanging with no post to support due to crest failure ^[24].

Chainage 228.0 to 250.0m

Fence hanging with no post to support due to crest failure ^[25 & 30].

Drainage grip is present at 243.0m.

Chainage 250.0 to 258.0m

Fence back in verge, end of crest failures close to road.

4 Discussion

During the monitoring inspection limited changes were noted on the highway verge mostly affecting the fence line at the crest of the slope. Some changes were noted to the slips in the superficial deposits immediately below the road as they attempt to regress to a stable angle.

The recommendations of this inspection remain generally unchanged and are repeated below, two additional recommendations are added:

2022 recommendations

1. The concrete barriers are replaced to prevent vehicle access are replaced.
2. Warning signs highlighting the steep unguarded drop are placed to alert the public using the area.

2021 report recommendations:

The existing VRS at the site has failed throughout the full section, leaving the significant drop unguarded. The boundary fence has also failed in a number of places and is not effective in preventing access to the steep ground beyond the highway edge.

It is likely that the slope crest at the edge of the carriageway will regress further over time. However, the timescale of the regression is not predictable as it is not a liner sequence and is dependent on several factors including water ingress (rainfall or surface flows), weathering rates of the soil, freeze thaw action and removal of support by failures of the rock face. These failures are generally rapid events with no warning prior to their occurrence.

It is recommended that the road remains closed, and a fence installed to prevent access to the road edge (with a safety zone between the fence and the crest of the slope) this would reduce the road width and prevent passage of motor vehicles.

Should the road need to be reopened then a suitable VRS would be required, this would need an assessment and appropriately designed by a suitably qualified person. However, there is very limited verge at the edge of the already narrow carriageway which is likely to be insufficient to install the VRS with a suitable working width and clearance to the front of the VRS from the running lane to meet current day standards.

To provide suitable working room for a VRS it is likely that significant civil engineering works would be required to move the road away from the crest by cutting into the uphill side of the carriageway. This would require a ground investigation to allow the design of the revised road layout. The scheme design and construction are likely to be very prohibitively expensive due to the limited access, which will restrict the size of plant that can access the site to undertake any excavation. Additionally, earthworks will involve the removal of a proportion of strong rock materials that may potentially require hard ripping or blasting to remove. The vibration from the excavation works, particularly shock waves from any



blasting has the potential to cause blocks to fall from the existing quarry face, potentially destabilising the existing road edge further. There is a high volume of quarry waste above the road level that will need to be assessed for overall stability if the road was to be moved in this direction.

To allow the construction works to take place, additional land would need to be purchased for the formation of the new cut slope. The heavy equipment accessing the site area is likely to cause damage to the existing road network leading to further costs to repair, following completion.

Appendix A

Photographs

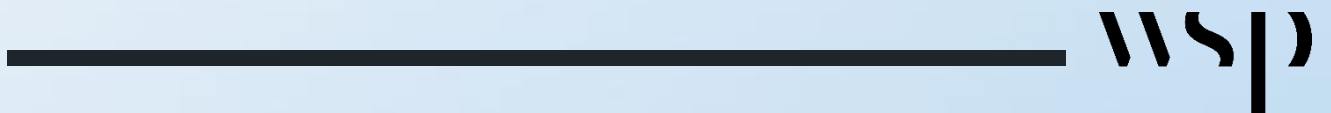




Plate 1: Chainage 0.0m at fence post.



Plate 2: Chainage 6m. Grip in verge



Plate 3 Chainage 32m. Local low point in carriageway - shallow grips in verge



Plate 4 Chainage 32m. Local low point in carriageway - shallow grips in verge



Plate 5: Chainage 64m Start of VRS



Plate 6: Chainage 69m The rock face / crest of slope moves within 0.5m of the back of the VRS



Plate 7: Chainage 69 to 79, The rock face / crest of slope moves within 0.5m of the back of the highway with surface slips on slope.



Plate 8: Chainage 69 to 79, The rock face / crest of slope moves within 0.5m of the back of the highway with surface slips on slope, leaning VRS, and stock fence with no supporting posts.



Plate 9: Chainage 74.5m Grip in verge.



Plate 10: Chainage 79.0m. End of VRS section (historic photo)



Plate 11: Chainage 90m, VRS section starts.



Plate 12: Chainage 97.0m to 112.0m, crest of slope close to road edge, slip in slope below, rotated VRS and fence post.



Plate 13: Chainage 97m, slip bowl below the road above quarry face with unsupported post



Plate 14: Chainage 100, failed fence post foundation.



Plate 15: Chainage 104 to 112m, failed tilting VRS.



Plate 16: Chainage 135m, slip on slope below road close to carriageway.



Plate 17: Chainage 141m, slip on slope below road close to carriageway. Note VRS leaning forwards



Plate 18: Chainage 139m, Low point in road, water draining off the road onto the failed slope below via a grip.



Plate 19: Chainage 150m, slip on slope 1.5m off highway



Plate 20: Chainage 150m, leaning VRS



Plate 21: Chainage 179m, crest of slope / rock face close to edge of road. Note the end of the VRS at CH183.



Plate 22: Chainage 199m, crest of slope / rock face close to edge of road. Note the poor quality of the fence.



Plate 23: Chainage 202.0m, Failed section of fence



Plate 24: Chainage 215.0m, Section of fence with no support due to crest failure



Plate 25: Chainage 228.0m to 250, Section of fence with no support due to crest failure



Plate 26: Chainage 243, Section of fence with no support due to crest failure with grip through verge.

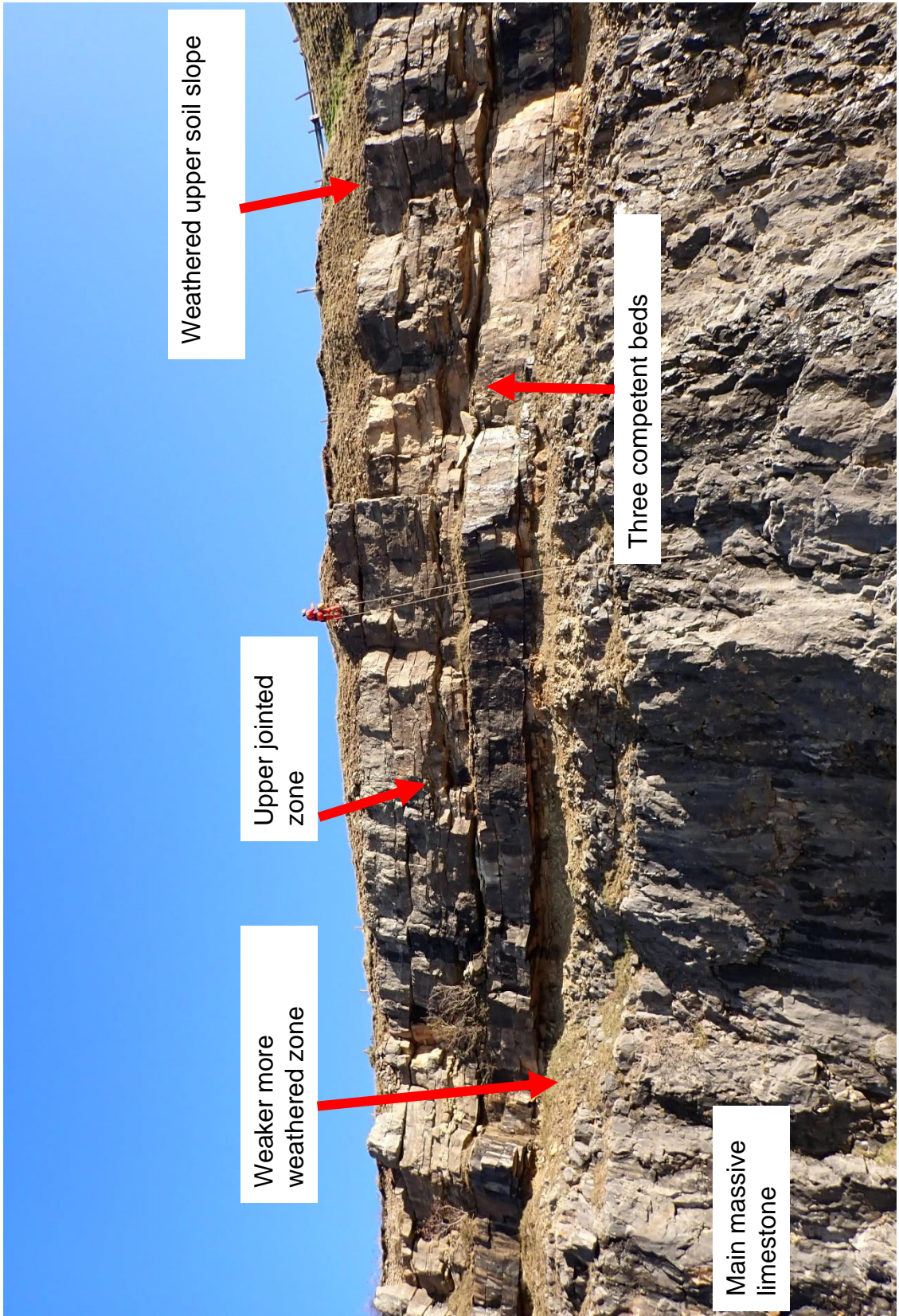


Plate 27: Main strata present in quarry face..



Plate 28: General view of quarry face.



Plate 29: Weathering / erosion of the weaker material undercutting the upper section of the face.



Plate 30: upper rock section with rockfall debris on ledge of weaker materials (recent rockfall).



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SUBJECT: PROPOSED EXCEPTIONS TO AND ADDITION OF DEFAULT 20 MPH SPEED LIMIT AND OTHER SPEED LIMIT PROPOSALS – AMENDMENT ORDER NO. 11

MEETING: INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY

DATE: 16th August 2023

DIVISION/WARDS AFFECTED: COUNTY WIDE

1. PURPOSE:

- 1.1 This report seeks Cabinet Member approval to proceed with several Traffic Orders throughout the County.
- 1.2 The Traffic Orders under consideration relate to:
 - 1.2.1 The introduction of a 20mph speed limit as an addition to the all-Wales default 20mph speed limit in:
 - 1.2.1.1 B4233, Llanvapley;
 - 1.2.1.2 Bettws Newydd, Usk;
 - 1.2.1.3 B4521 Cross Ash;
 - 1.2.1.4 Great Oak, Bryngwyn;
 - 1.2.1.5 Old Hereford Road, Pen-Y-Clawd.
 - 1.2.2 An exception order to retain and/or extend the 30mph speed limit on parts of the following roads:
 - 1.2.2.1 B4347, Rockfield;
 - 1.2.2.2 A48, Caerwent;
 - 1.2.2.3 A472, Little Mill;
 - 1.2.2.4 A4077, Gilwern;
 - 1.2.2.5 B4246, Govilon;
 - 1.2.2.6 B4269, Llanellen;
 - 1.2.2.7 B4293, Itton Common;
 - 1.2.2.8 B4293, Trellech;
 - 1.2.2.9 B4347, Grosmont;
 - 1.2.2.10 B4521, Skenfrith;
 - 1.2.2.11 A466 St Lawrence Road, Chepstow;
 - 1.2.2.12 B4233, Tal-Y-Coed;
 - 1.2.2.13 B4347, Newcastle;
 - 1.2.2.14 B4521, Llanvetherine.
- 1.3 The proposed Orders were advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.4 If significant unresolved objections arise from the consultation, a public inquiry can be held to reach a decision. However, in this instance, it is considered that a public inquiry is not required. It is recommended that all the proposals proceed with the Traffic Orders made as set out below.

2. RECOMMENDATIONS:

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

2.1.1 The introduction of a 20mph speed limit as an addition to the all-Wales default 20mph speed limit in:

- 2.1.1.1 B4233, Llanvapley;
- 2.1.1.2 Bettws Newydd, Usk;
- 2.1.1.3 B4521 Cross Ash;
- 2.1.1.4 Great Oak, Bryngwyn;
- 2.1.1.5 Old Hereford Road, Pen-Y-Clawd.

2.1.2 An exception order to retain and/or extend the 30mph speed limit on parts of the following roads:

- 2.1.2.1 B4347, Rockfield;
- 2.1.2.2 A48, Caerwent;
- 2.1.2.3 A472, Little Mill;
- 2.1.2.4 A4077, Gilwern;
- 2.1.2.5 B4246, Govilon;
- 2.1.2.6 B4269, Llanellen;
- 2.1.2.7 B4293, Itton Common;
- 2.1.2.8 B4293, Trellech;
- 2.1.2.9 B4347, Grosmont;
- 2.1.2.10 B4521, Skenfrith;
- 2.1.2.11 A466 St Lawrence Road, Chepstow;
- 2.1.2.12 B4233, Tal-Y-Coed;
- 2.1.2.13 B4347, Newcastle;
- 2.1.2.14 B4521, Llanvetherine.

3. KEY ISSUES

3.1 The Welsh Government is to introduce a national default 20mph speed limit for residential restricted roads in Wales on 17th September 2023. In advance of this initiative and following representations received and in discussion with the respective local communities, MCC proposes to introduce:

3.1.1 Several 20mph additions to the default 20mph speed limit in locations that meet the criteria for a default 20mph speed limit but do not have a system of street lighting and are therefore not automatically caught by the legislative change.

3.1.2 Several 30mph exceptions to the default 20mph speed limit in locations that are currently 30mph and meet the criteria for an exception to the 20mph speed limit as detailed in the Welsh Government's "Setting exceptions to the 20mph default speed limit for restricted roads" guidance, so that they will remain at 30mph.

3.1.3 Several 30mph extensions at locations that will incrementally reduce approach speeds coming into 20mph speed limits.

3.1.4 Several extensions of existing 30mph speed limits where it has been determined there is a recognised need to reduce speed limits.

- 3.2 It should be noted that some of the plans also show proposed 40mph speed limits. These will be the subject of a future consultation and Traffic Order.
- 3.3 A review of the highway characteristics of each location listed in sections 1 and 2 has been undertaken by officers and the proposals are intended to align the speed limits at each location to forthcoming guidance and regulations on setting appropriate statutory speed limits.
- 3.4 The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 2023 but is yet to update the relevant circular. The Welsh Government's Circular 24/2009 provides national guidance for setting local speed limits in Wales. The Council has considered paragraphs 5.6 to 5.11 in particular paragraphs 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.
- 3.5 A summary of responses to the statutory consultation can be found in Appendices 1 and 2 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 orders.

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

- 4.1 The proposals aim to support the national policy for reducing speed and improving road safety by creating a safer, more welcoming highway environment for all highway users and lessening the frequency and severity of road traffic collisions.
- 4.2 The proposals will contribute to providing a safer highway environment which will encourage people to walk, cycle and scoot in line with the objectives of the Active Travel Act.
- 4.3 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.
- 4.4 The 30mph exceptions and extensions will ensure the speed limit is appropriate for the highway characteristics of each location, maximising travel speeds without having a detrimental effect on road safety.

5. OPTIONS APPRAISAL

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

Options	Benefits	Risks	Comments/ Mitigation
No action	<ul style="list-style-type: none"> Less demand on officer time and resource/budget 	<ul style="list-style-type: none"> Frequency and severity of Road Traffic Collisions remain unchanged. 	The benefits of adopting the proposals

		<ul style="list-style-type: none"> • Speed limits not in line with Welsh Government guidance. • Inconsistent speed limits on highways of similar characteristics throughout Monmouthshire. • Speed limits being unsuitably low for the characteristics of the specific highway. • Community safety and wellbeing improvements not realised, deterring active travel. 	outweigh the resource implications.
Adopt the proposals	<ul style="list-style-type: none"> • A safer highway environment for all users. • Lessening of the frequency and severity of Road Traffic Collisions. • Encouragement of active travel. • Speed limits in line with Welsh Government guidance. • Consistent speed limits on highways of a specific characteristic throughout Monmouthshire. 	<ul style="list-style-type: none"> • Additional cost • Additional signage in rural areas 	<p>This is the preferred option.</p> <p>Grant funding has been secured from WG for the rollout of the 20mph statutory change. Signage will be sensitively sited and minimised where possible to reduce visual impact and clutter.</p>

6. CONCLUSION AND REASONS:

6.1 It is recommended to not hold a public inquiry, and to proceed to approve and implement the proposed Orders:

6.1.1 The introduction of a 20mph speed limit as an addition to the all-Wales default 20mph speed limit in in:

- 6.1.1.1 B4233, Llanvapley;
- 6.1.1.2 Bettws Newydd;
- 6.1.1.3 B4521 Cross Ash;
- 6.1.1.4 Great Oak, Bryngwyn;
- 6.1.1.5 Old Hereford Road, Pen-Y-Clawd.

6.1.2 An exception order to retain and/or extend the 30mph speed limit on parts of the following roads:

- 6.1.2.1 B4347, Rockfield;
- 6.1.2.2 A48, Caerwent;
- 6.1.2.3 A472, Little Mill;

- 6.1.2.4 A4077, Gilwern;
- 6.1.2.5 B4246, Govilon;
- 6.1.2.6 B4269, Llanellen;
- 6.1.2.7 B4293, Itton Common;
- 6.1.2.8 B4293, Trellech;
- 6.1.2.9 B4347, Grosmont;
- 6.1.2.10 B4521, Skenfrith;
- 6.1.2.11 A466 St Lawrence Road, Chepstow;
- 6.1.2.12 B4233, Tal-Y-Coed;
- 6.1.2.13 B4347, Newcastle;
- 6.1.2.14 B4521, Llanvetherine.

- 6.2 The proposals will support the national policy for reducing speed and improving road safety by creating a safer, more welcoming highway environment for all highway users and lessening the frequency and severity of road traffic collisions.
- 6.3 The proposals will result in speed limits throughout Monmouthshire being in line with Welsh Government guidance and appropriate for the specific characteristics of each location.
- 6.4 The proposals will ultimately have a positive impact on health and wellbeing within the communities and by encouraging modal shift will support the Corporate and Community Plan objectives of being a green place to live and a thriving and ambitious place.

7. RESOURCE IMPLICATIONS:

- 7.1 The proposals will be funded by a grant provided by the Welsh Government for implementing the default national 20mph speed limit.

8. CONSULTEES:

- Cabinet Member for Climate Change and the Environment
- Communities and Place DMT
- SLT including Monitoring Officer and S151 Finance Officer
- The Traffic Orders were publicised in accordance with the statutory process including notification of County Councillors for the affected wards and the relevant Town/Community Council.

9. BACKGROUND PAPERS:

- Appendix 1: Summary of all consultation responses
- Appendix 2: Schedule of consultation responses
- Appendix 3: Notice of Intention
- Appendix 4: Statement of Reasons
- Appendix 5: Drawings (2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101)
- Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment

10. AUTHORS:

- Mark Hand, Head of Placemaking, Highways and Flooding
- Graham Kinsella, Traffic and Road Safety Manager
- Gareth Freeman, Assistant Engineer (Traffic)

11. CONTACT DETAILS:

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E-mail: grahamkinsella@monmouthshire.gov.uk

E-mail: garethfreeman@monmouthshire.gov.uk

Appendix 1: Summary of All Consultation Responses

Agree/Disagree	Number of Responses
Agree	0
Somewhat Agree	4
Disagree	2

Appendix 2: Schedule of Consultation Responses

Reference/Details	Representations	Officer's Response
<p>Online Form Response #217 (Somewhat Agree)</p>	<p>The route and proposal is for a 30mph limit on the A466. This Road is already 30mph, the planning notice is actually tied to a limiter sign. More needs to be done to encourage drivers to stay at 30 or below. Crossing the road to the spar shop means taking your life in your hands. 30 is currently minimum speed used here.</p>	<p>The purpose of this order is to retain the 30mph speed limit at this location by means of additional repeater signs at the section of the A466 that is currently 30mph by virtue of street lighting that would otherwise default to a 20mph speed limit on 17th September 2023. Your comments on the speed of vehicles at this location are noted and we will continue to monitor speeds over the months following 17th September. Should the monitoring reveal there is in fact a speeding issue that must be addressed, the authority will consider additional measures at this time as well as making the speed enforcement bodies aware.</p>
<p>Online Form Response #219 (Somewhat Agree)</p>	<p>Very short sections of 30mph remain on the fringes of the village on unlit narrow country lanes with poor sight lines and no pavements. These roads are used by cars and cyclists (very popular route with a challenging hill). Using the existing 30mph extremities would save duplication of furniture. Para 3.13 and 6.16 of the guidance says speed limits should not be for less than 600m (300m in exceptional circumstances) and these residual sections are shorter. 6.11 suggests the limit in villages can be considered case by case.</p>	<p>The authority is aware that some of the 30mph buffer zones are shorter than the 600m parameter as defined in paragraph 3.13 of the Welsh Government's "Setting Local Speed Limits in Wales" Guidance. Monmouthshire County Council has made the decision to detract from this guidance due to the environment of the locations with short buffer zones being unable to properly accommodate a longer 30mph section. The purpose of the buffer zones is to incrementally reduce approach speeds coming into 20mph speed limits, the authority believes all buffer zones included in this order are long enough to properly perform this function.</p>

<p>Online Form Response #220 (Disagree)</p>	<p>County Councillor Jayne McKenna highlighted to Trellech United Community Council the changes to Whitelye and Trellech Grange speed limits at our meeting last night (17th July). This is the first our council have heard about the speed limits being amended in Trellech Grange and Whitelye. It has not been consulted on as part of the original plan with residents, we have not had input into the detailed plans as we did with the other areas (Catbrook, Trellech, Penalt, The Narth, Llanishen). The lack of consultation undermines the really good collaborative work that Highways, County and Councillors and Community Councillors have done over the plans for the other areas. These are small hamlets not villages, it is not possible to go more than 30mph around those lanes and residents will likely be opposed to extra signage in the AONB area. Furthermore, they are likely to be raising the question of whether signage and street furniture is the best use of public money, especially in light of the current budget'. We will do our best to inform residents so that they can respond to the consultation. As far as our council are able to tell there is no mention of the roads Trellech Grange and Whitelye roads in the Amendment Order, and Cllr McKenna attended the meeting where this Amendment Order was discussed (our council did not provide representation as there was no listing relevant to be discussed) and has fed back that there was no mention at the meeting of these roads. The only relevance seems to be map attachments to these emails, which would not have been taken on board owing to not being referenced in the text. We would therefore like to know has the proper process been followed for these roads, and we would like some clarity on where, when and why the changes were made? We would welcome further discussion and site visits from MCC officers and councillors to further discuss and view the roads in question.</p>	<p>The drawings for Whitelye and Trellech Grange were sent out in the bundle of consultation documents in error and haven't been included in this consultation or Traffic Order. There are no plans to amend the existing speed limits through these settlements at this time. We apologise for any confusion caused.</p>
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<p>Online Form Response #221 (Disagree)</p>	<p>The benefits are dubious, but the costs are real. This 'consultation' is a farcical waste of money. The closing date for comments is 26th July and the implementation date is 17th September ergo, any adverse comments will be ignored. We all know this is going to happen regardless so why not just get on with it and stop wasting our time and yours on 'box ticking' initiatives like this.</p>	<p>The Welsh Government is to introduce a national default 20mph speed limit for residential restricted roads in Wales on 17th September 2023. In advance of this initiative and following representations received and in discussion with the respective local communities. As per the Traffic Regulation Order legislative process, the authority proposes to introduce:</p> <ul style="list-style-type: none"> - Several 20mph additions to the default 20mph speed limit in locations that meet the criteria for a default 20mph speed limit but do not have a system of street lighting and are therefore not automatically caught by the legislative change. - Several 30mph exceptions to the default 20mph speed limit in locations that are currently 30mph but meet the criteria for an exception to the 20mph speed limit as detailed in the Welsh Government's "Setting exceptions to the 20mph default speed limit for restricted roads" guidance. - Several 30mph extensions at locations that will incrementally reduce approach speeds coming into 20mph speed limits. - Several extensions of existing 30mph speed limits where it has been determined there is a recognised need. <p>A review of the highway characteristics of each location has been undertaken by officers and the proposals are intended to align the speed limits at each location to forthcoming guidance and regulations on setting appropriate statutory speed limits. Whilst the authority appreciates your concerns with regards to the financial element of this consultation, it is a process in which the authority is legally obligated to undergo in order to proceed with implementing the orders detailed above. Moreover, this statutory consultation has been part of a wider engagement including meetings with locally elected representatives, which have shaped the proposals now being considered. The consultation has not been a tick box exercise.</p>
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<p>Online Form Response #222 (Somewhat Agree)</p>	<p>Members do not object to these proposals but would like to see an element of common sense at a local level – i.e., Bettws Newydd 30mph extended to Clytha Gates?</p>	<p>The 30mph Speed Limit terminal point in Bettws Newydd is at a location and length to incrementally reduce approach speeds coming into the 20mph Speed Limit. It is not considered appropriate to extend the 30mph speed limit any further due to the rural environment of the area. Speed limit gateways in an instance such as this are placed at a location where there is a clear and obvious change to a residential environment. When there is an obvious change, motorists are more likely to reduce their speed as they have entered an area in which lower speeds are warranted. The authorities position on the matter is that extending the speed limit further may result in the speed limit falling into disrepute throughout the buffer zone. Motorists may then continue to travel at higher speeds into the residential area of Bettws Newydd, resulting in an increased danger to pedestrians and other road users. The 30mph buffer zone will then no longer be properly serving its function of incrementally reducing approach speeds into the 20mph speed limit.</p>
<p>Email Submission (Somewhat Agree)</p>	<p>Our Council met last week and discussed the 20mph proposals for Gilwern and its other villages. They were generally in agreement with the proposals for 20mph areas. There was comment about 20mph being not appropriate for the Abergavenny Road end of Ty Mawr Road in Gilwern but in the main the Council accepted your proposals.</p>	<p>The extents of the 20mph speed limit throughout Gilwern cover an area where pedestrians and/or cyclists and motor vehicles mix in a frequent manner and high density of residential properties fronting the highways. Therefore, the extents of the 20mph limit throughout Gilwern are in an environment that meets the criteria for this speed limit as detailed in the Welsh Government Guidance. The proposals have been presented to the Community Council and County Councillors previously for early engagement, which shaped the formal consultation proposals here.</p>

Appendix 3: Notice of Intention

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 11) 2023**

**PROPOSED INTRODUCTION OF 30 MPH AND 20 MPH SPEED LIMITS,
VARIOUS COMMUNITIES, MONMOUTHSHIRE**

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 30 mph limits in the following locations and shown in the plans referenced below. B4347 ROCKFIELD, CAERWENT, A472 LITTLE MILL, A4077 GILWERN, B4246 GOVILON, B4269 LLANELLEN, B4293 ITTON COMMON, B4293 TRELLECH, B4347 GROSMONT, B4521 SKENFRITH, A466 CHEPSTOW ST LAWRENCE ROAD, B4233 TAL-Y-COED, B4347 NEWCASTLE, B4521 LLANVETHERINE
- To introduce 20 mph limits in the following locations and shown in the plans referenced below. B4233 LLANVAPLEY, BETTWS NEWYDD, B4521 CROSS ASH, GREAT OAK, Old Hereford Road - PEN-Y-CLAWDD

Within the locations 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 a copy of the draft order, 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 by phoning 01633 644644 or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic> or the via the below QR code

Any representations in respect of this proposal should be made not later than 5 pm on **Wednesday the 26th of July 2023** by either:

- Sending a written letter, stating the grounds on which the representation is being made, addressed to: Traffic Section, Monmouthshire County Council, County Hall, Usk NP15 1GA;
- Or by scanning the QR code below and selecting "How to comment on a proposed TRO", where the public Consultation response form can be accessed.

Date: 5th July 2023.

**Mark Hand,
Head of Placemaking, Regeneration, Highways and
Flooding,
Monmouthshire County Council**



Appendix 4: STATEMENT OF REASONS

ROAD TRAFFIC REGULATION ACT 1984 SECTION 84

MONMOUTHSHIRE COUNTY COUNCIL

MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019 (AMENDMENT ORDER NO 11) 2023

EXCEPTIONS TO 20 MPH SPEED LIMITS AND THE ADDITION OF 20 MPH SPEED LIMITS

20 mph speed limit at B4233 LLANVAPLEY, BETTWS NEWYDD,
B4521 CROSS ASH, GREAT OAK and Old Hereford Road, PEN-Y-CLAWDD

30 mph speed limit at B4347 ROCKFIELD, CAERWENT, A472 LITTLE MILL,
A4077 GILWERN, B4246 GOVILON, B4269 LLANELLEN, B4293 ITTON COMMON,
B4293 TRELLECH, B4347 GROSMONT, B4521 SKENFRITH, A466 CHEPSTOW
ST LAWRENCE ROAD, B4233 TAL-Y-COED, B4347 NEWCASTLE, B4521
LLANVETHERINE

STATEMENT OF REASONS

The Welsh Government are to introduce a national default 20mph speed limit for residential restricted roads in Wales by September 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.

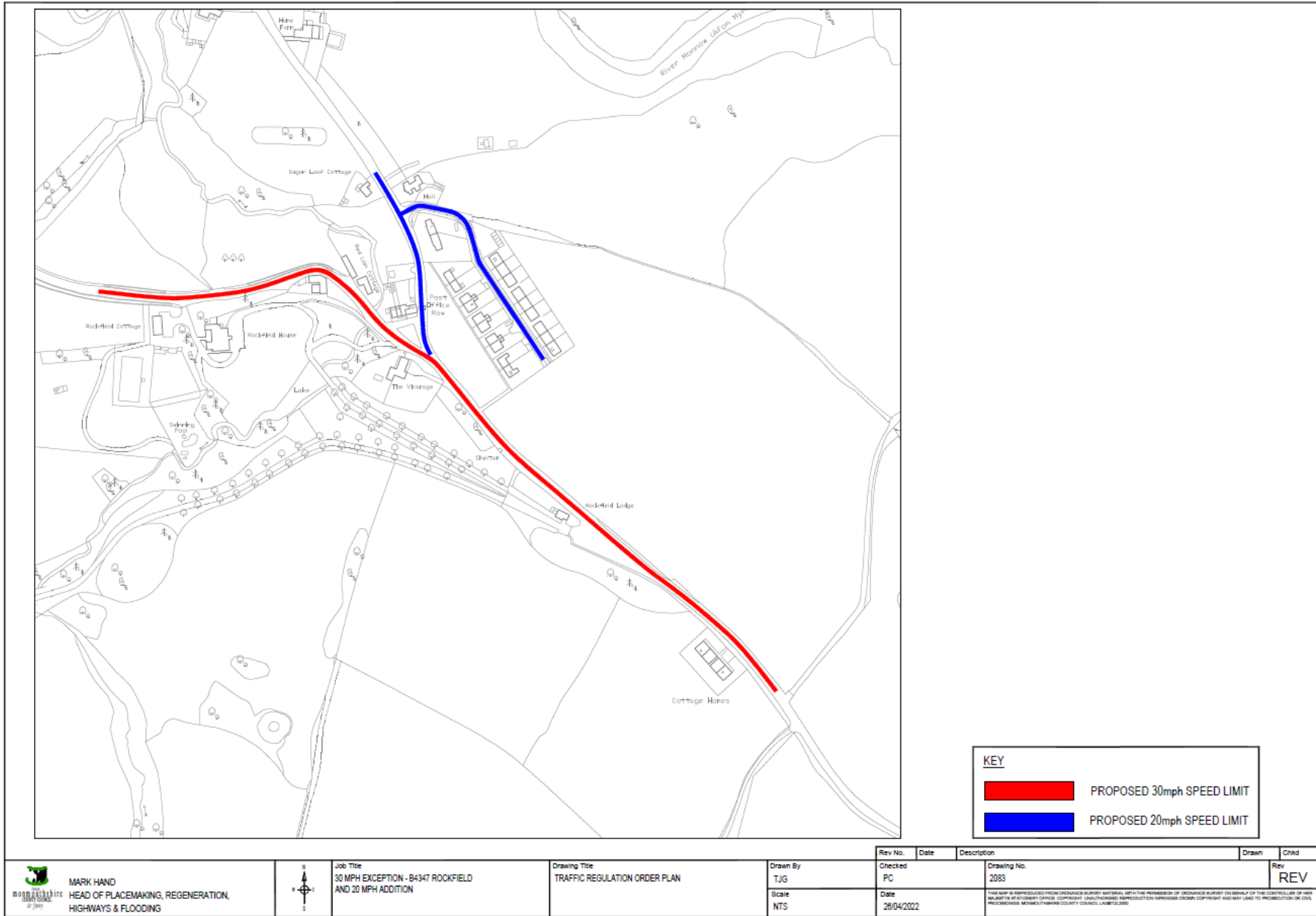
DRAWING	ROADS	DETAILS
2084,2085 2086,2087 2088	20 MPH - B4233 LLANVAPLEY, BETTWS NEWYDD, B4521 CROSS ASH, GREAT OAK, Old Hereford Road, PEN-Y-CLAWDD	The proposal is intended to reduce travelling speeds through the villages, which in turn will encourage the use of alternative travel modes, such as walking, 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.
2083,2089 2090,2091 2092,2093	30 MPH - B4347 ROCKFIELD, CAERWENT, A472 LITTLE MILL, A4077 GILWERN, B4246 GOVILON,	The proposal is intended to maintain the 30mph travelling speed through the communities as national guidance

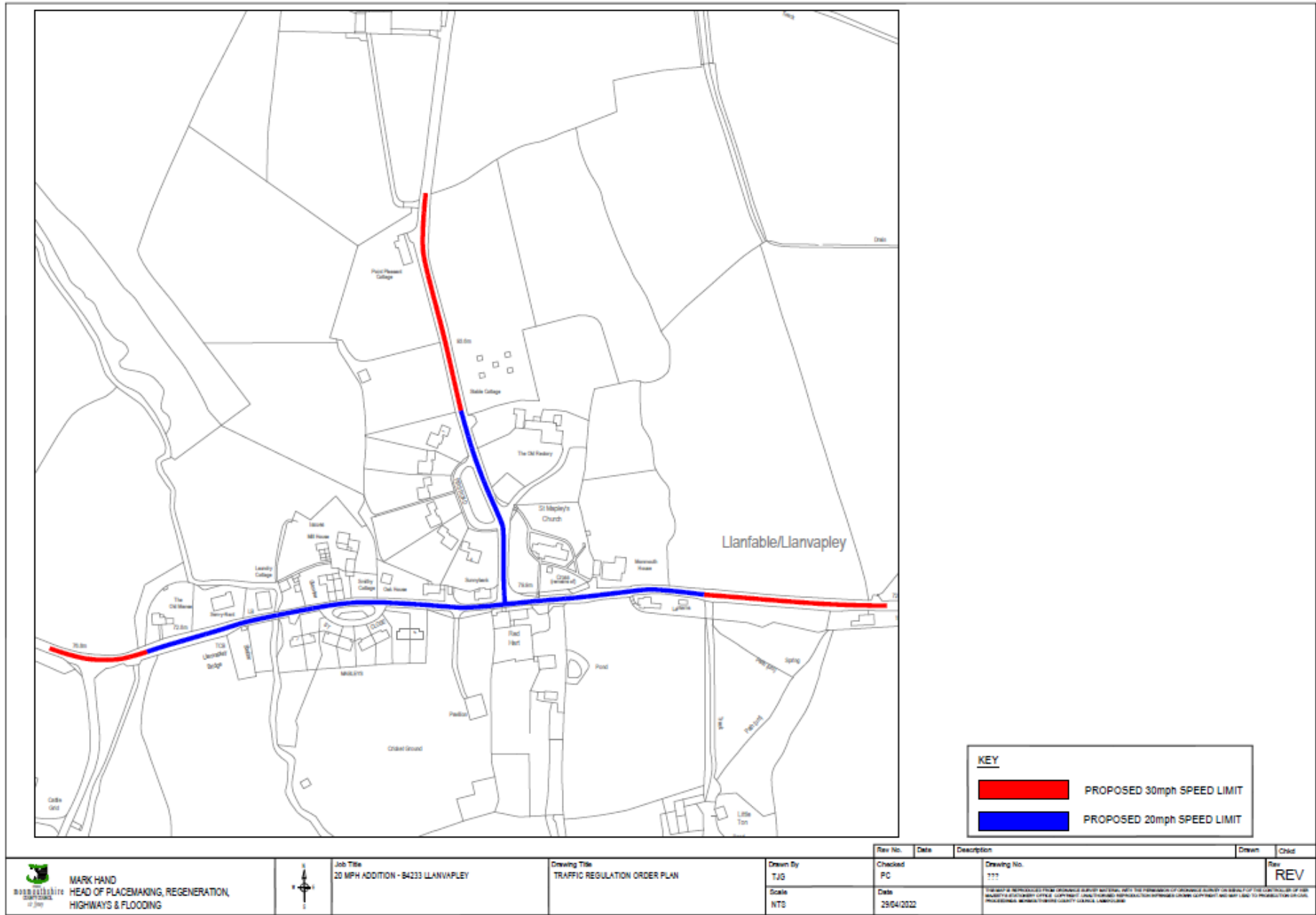
2094,2095 2096,2097 2098,2099 2100,2101	B4269 LLANELLEN, B4293 ITTON COMMON, B4293 TRELLECH, B4347 GROSMONT, B4521 SKENFRITH, A466 CHEPSTOW ST LAWRENCE ROAD, B4233 TAL-Y- COED, B4347 NEWCASTLE, B4521 LLANVETHERINE	for a 20mph speed limit cannot be met.
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Appendix 4: Drawings

2083 30 MPH EXCEPTION - B4347 ROCKFIELD

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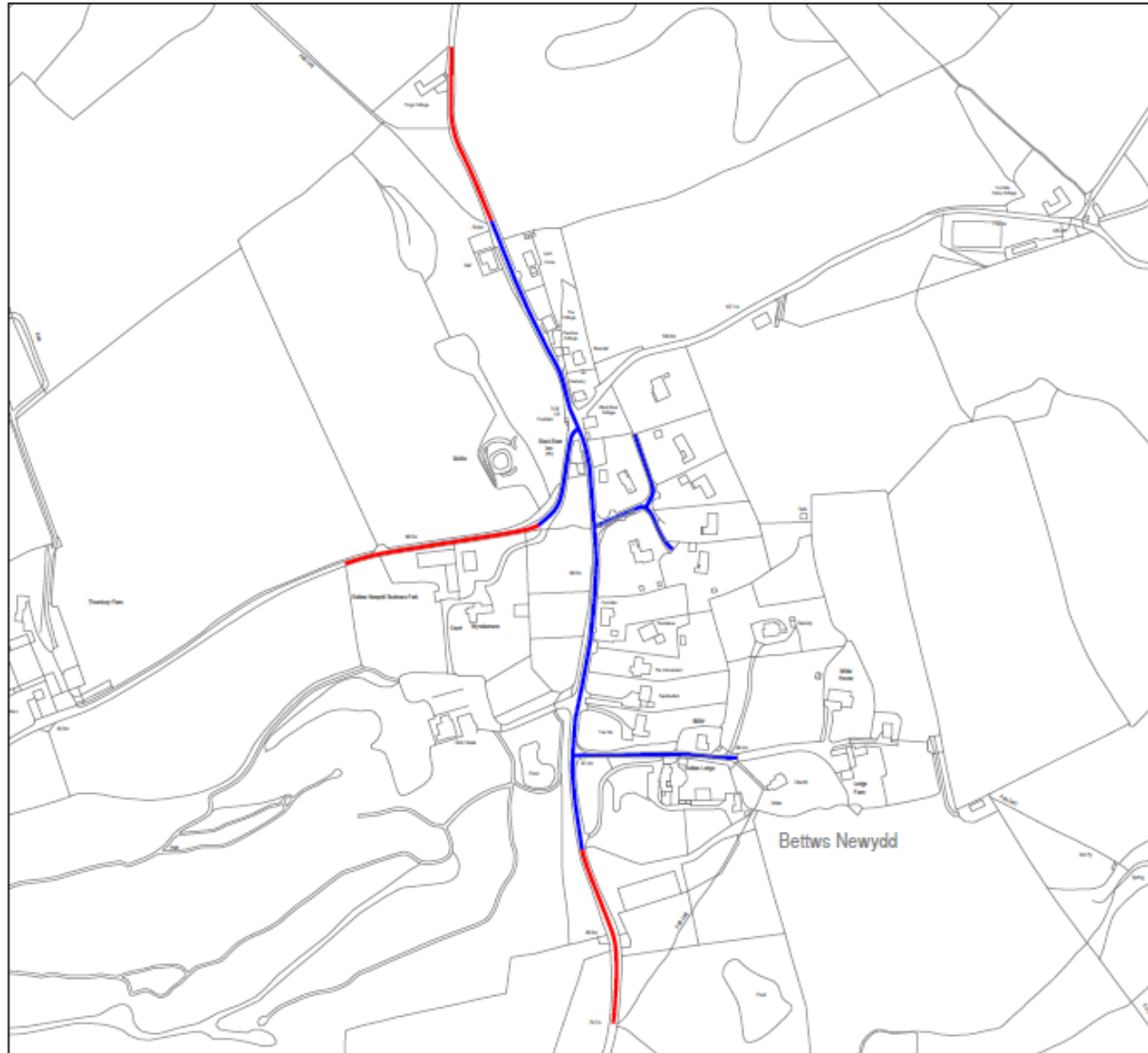


Rev No.	Date	Description	Drawn	Chkd
111	25/04/2022			



<p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		Job Title	Drawing Title	Drawn By	Checked	Drawing No.	Rev
		20 MPH ADDITION - B4233 LLANVAPLEY	TRAFFIC REGULATION ORDER PLAN	TJG	PC	111	REV
				Scale	Date	<small>THIS DRAWING IS THE PROPERTY OF THE LOCAL AUTHORITY AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF THE LOCAL AUTHORITY. UNAUTHORIZED REPRODUCTION OR TRANSMISSION IS STRICTLY PROHIBITED AND WILL BE PROSECUTED TO THE FULL EXTENT OF THE LAW.</small>	
				NTS	25/04/2022		

2085 20 MPH ADDITION - BETTWS NEWYDD

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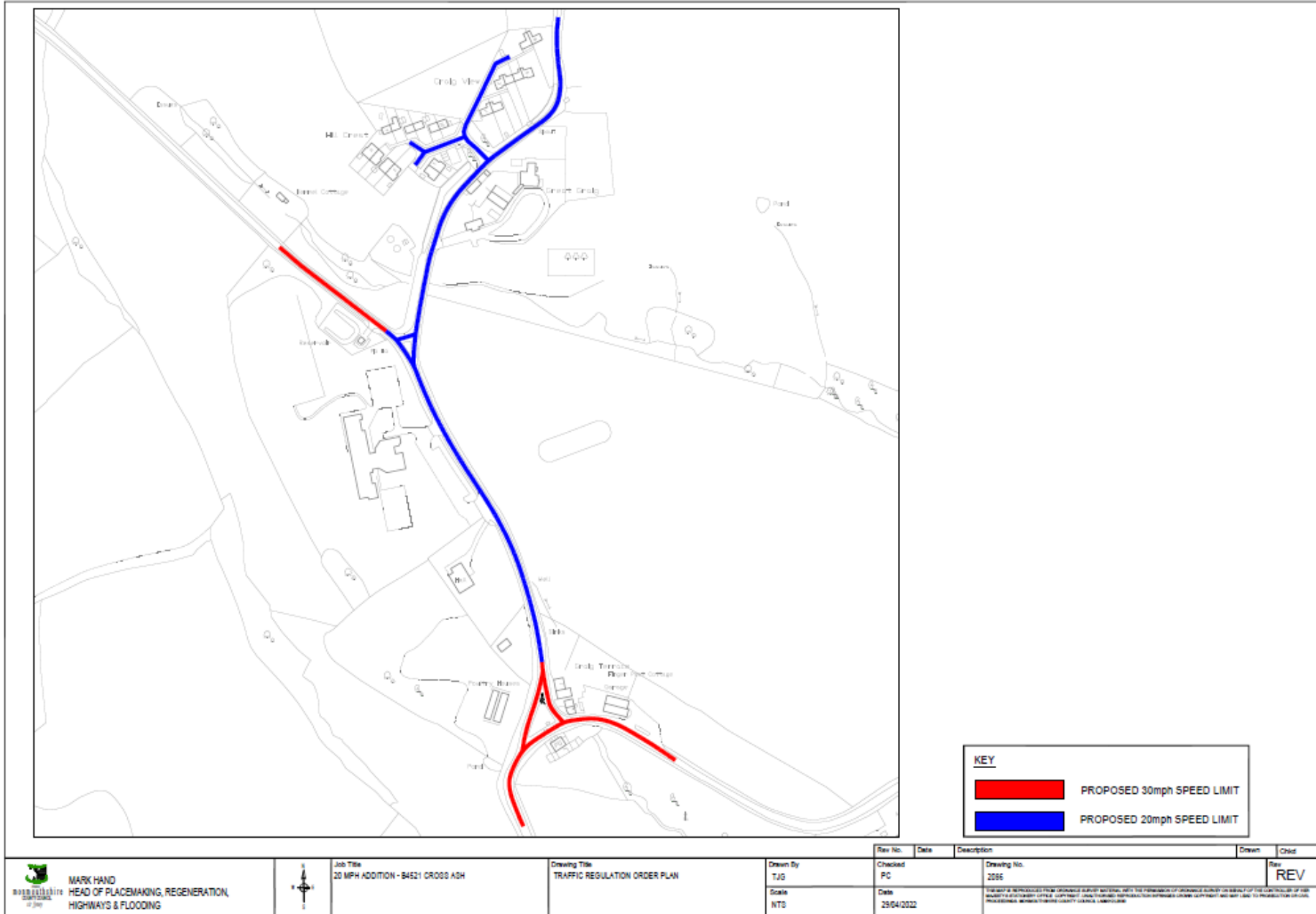



KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

 MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title	Drawing Title	Drawn By	Checked	Drawing No.	Rev
		20 MPH ADDITION - BETTWS NEWYDD	TRAFFIC REGULATION ORDER PLAN	TJG	PC	2085	REV
				Scale	Date	<small>THIS DRAWING IS REPRODUCED FROM ORIGINAL DRAWING AND SHALL NOT BE USED FOR THE REPRODUCTION OF ORIGINAL DRAWING OR ANY PART OF THE CONTENTS OF THE ORIGINAL DRAWING WITHOUT THE WRITTEN PERMISSION OF THE ORIGINAL DRAWING AUTHOR. ANY REPRODUCTION OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION OF THE ORIGINAL DRAWING AUTHOR IS PROHIBITED.</small>	
				NTS	12/08/22		

2086 20 MPH ADDITION - B4521 CROSS ASH

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MARK HAND
 HEAD OF PLACEMAKING, REGENERATION,
 HIGHWAYS & FLOODING



Job Title
 20 MPH ADDITION - B4521 CROSS ASH

Drawing Title
 TRAFFIC REGULATION ORDER PLAN

Drawn By
 TJS
 Scale
 NTS

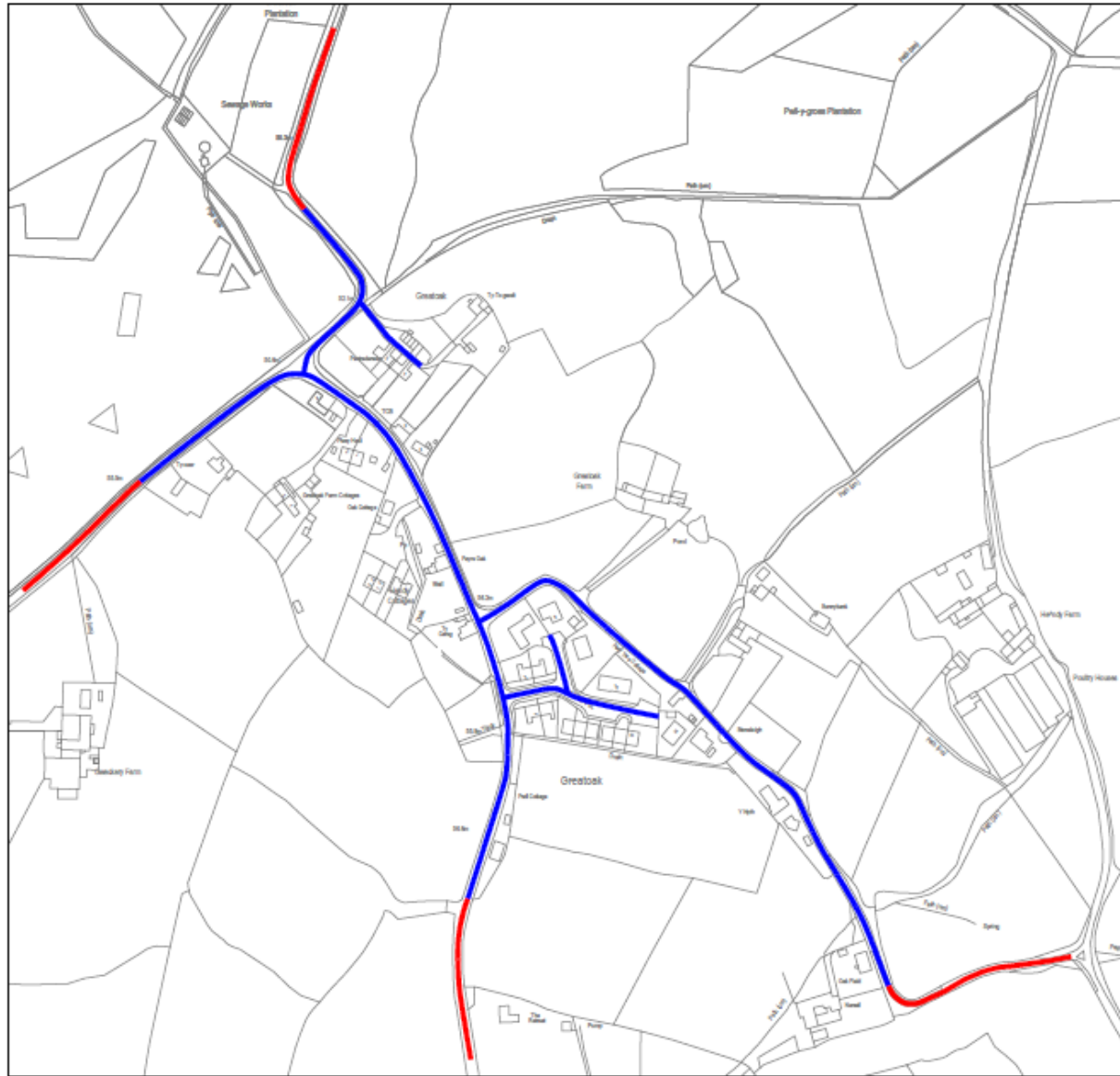
Rev No.	Date	Description
Checked PC		
Date 28/04/2022		



Drawn	Check
Drawn No. 2086	Rev REV



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2087 20 MPH ADDITION - GREAT OAK

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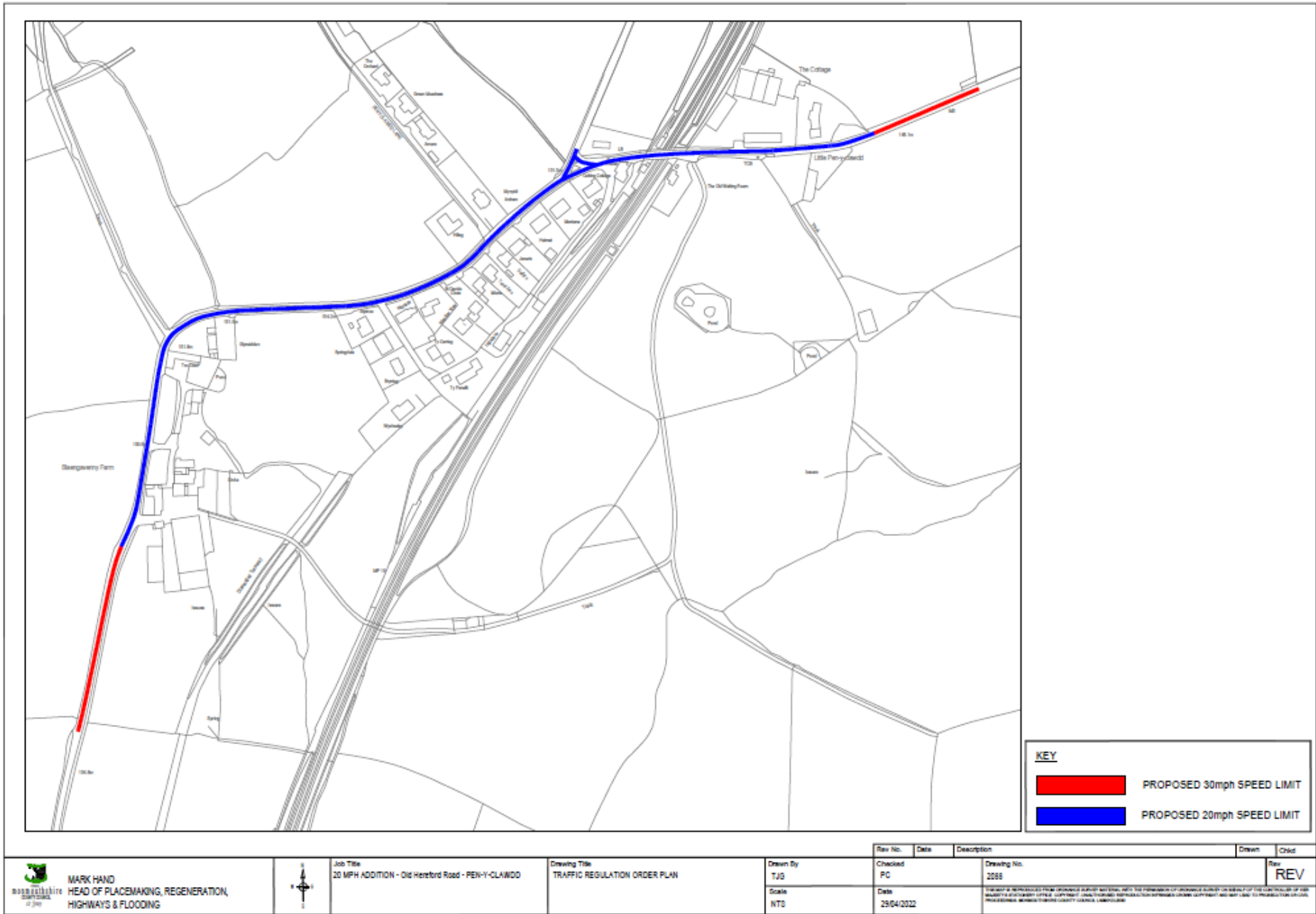



KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

 MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title	Drawing Title	Drawn By	Checked	Rev No.	Date	Description	Drawn	Chkd
		20 MPH ADDITION - GREAT OAK	TRAFFIC REGULATION ORDER PLAN	TJG	PC	1	11/08/22	2087		
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2088 20 MPH ADDITION - Old Hereford Road - PEN-Y-CLAWDD

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 MARK HAND
HEAD OF PLACEMAKING, REGENERATION,
HIGHWAYS & FLOODING



Job Title
20 MPH ADDITION - Old Hereford Road - PEN-Y-CLAWDD

Drawing Title
TRAFFIC REGULATION ORDER PLAN

Drawn By
T.J.G.
Scale
NTS

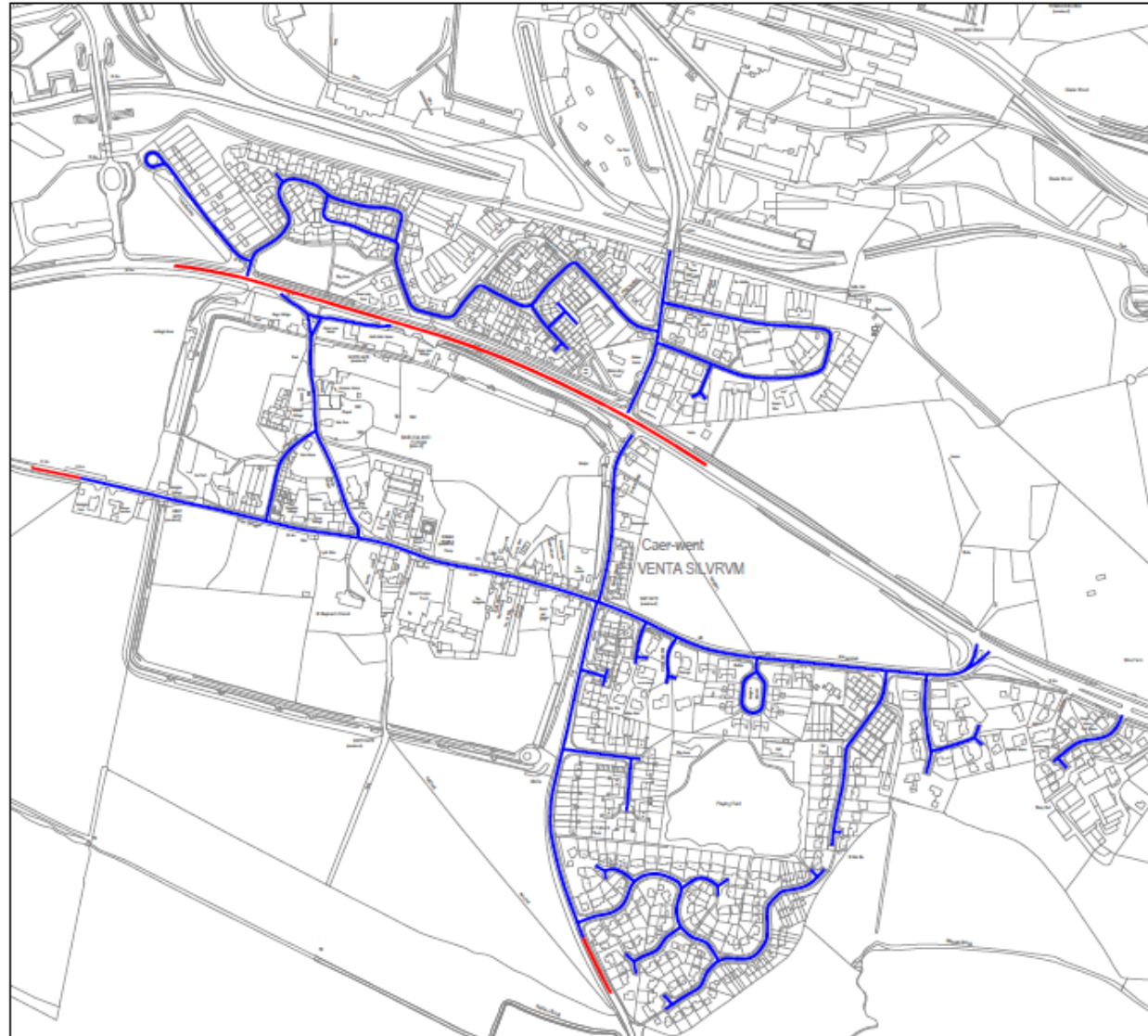
Rev No.	Date	Description



Drawn	Chkd	Rev


Drawing No.
2088

DATE
29/04/2022

REVISIONS

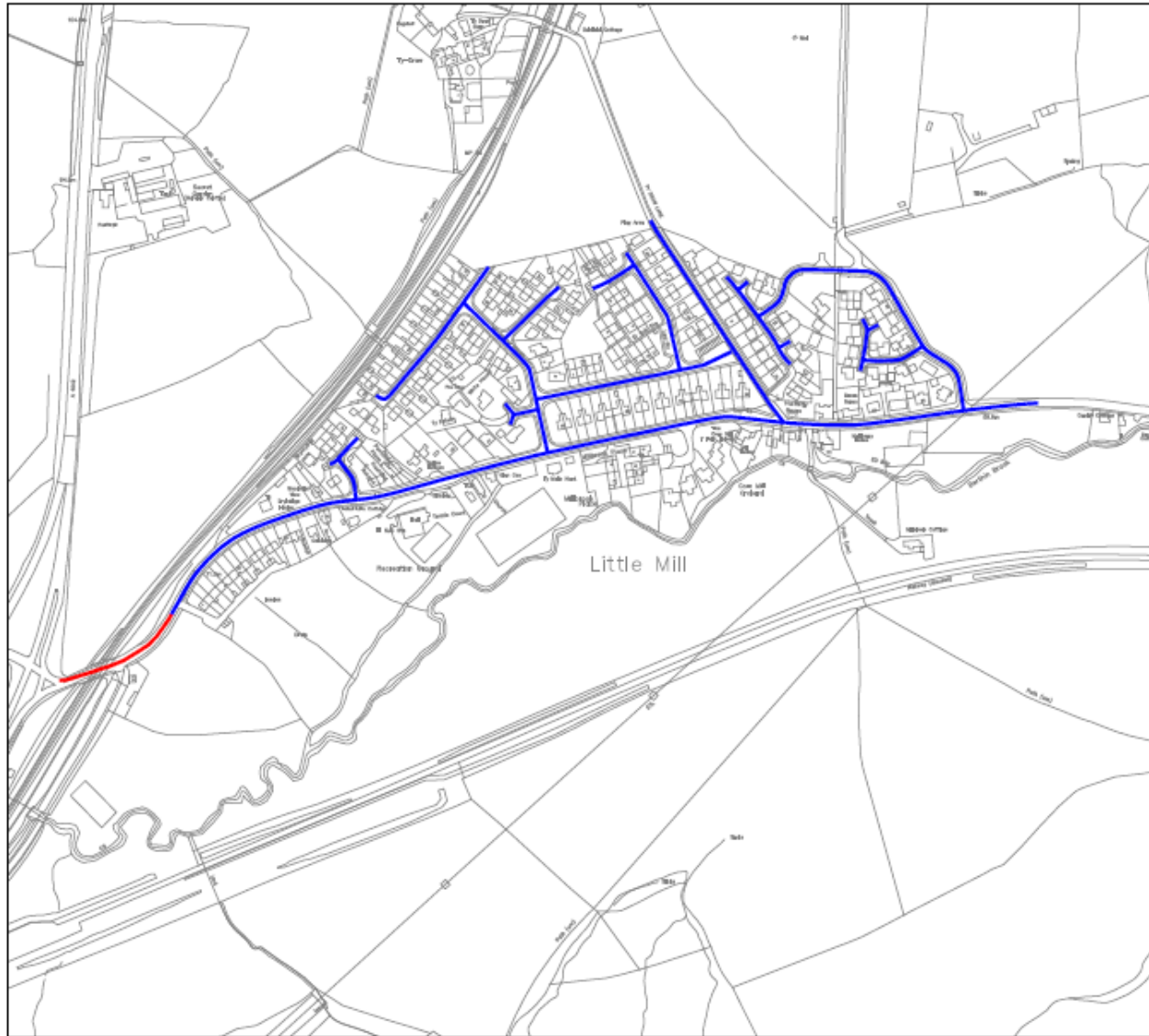




KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT



 MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title 30 MPH EXCEPTION & 20 MPH DEFAULT - CAERWENT	Drawing Title TRAFFIC REGULATION ORDER PLAN	Drawn By TJS	Checked PC	Drawing No. 2089	Rev REV
		Scale NTS	Date 13/09/22	<small>THIS DRAWING IS THE PROPERTY OF MARK HAND AND SHALL REMAIN HIS PROPERTY. ANY REPRODUCTION OR DISTRIBUTION OF THIS DRAWING WITHOUT HIS WRITTEN PERMISSION IS STRICTLY PROHIBITED. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT HIS WRITTEN PERMISSION.</small>			

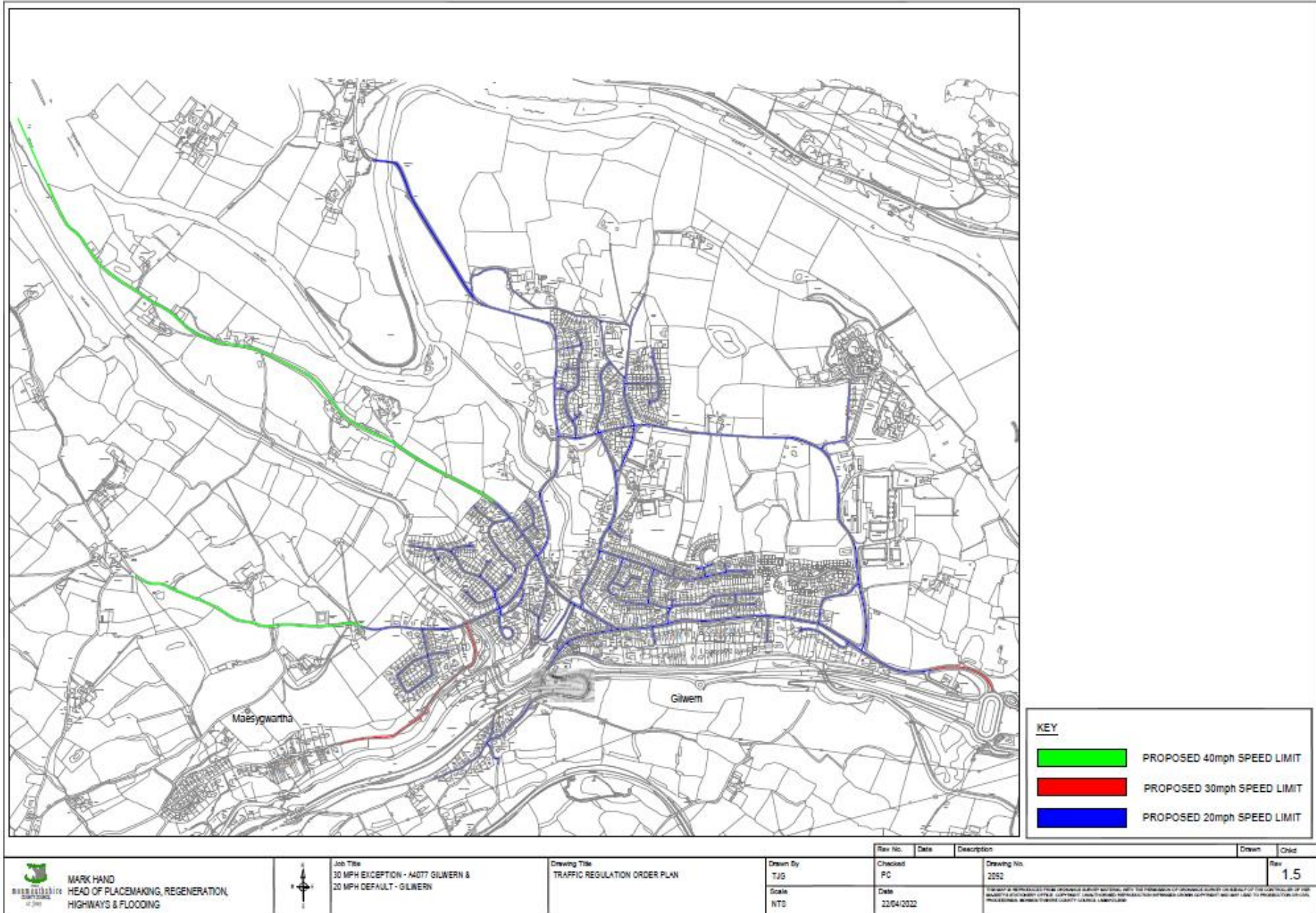
2090 30 MPH EXCEPTION - A472 LITTLE MILL

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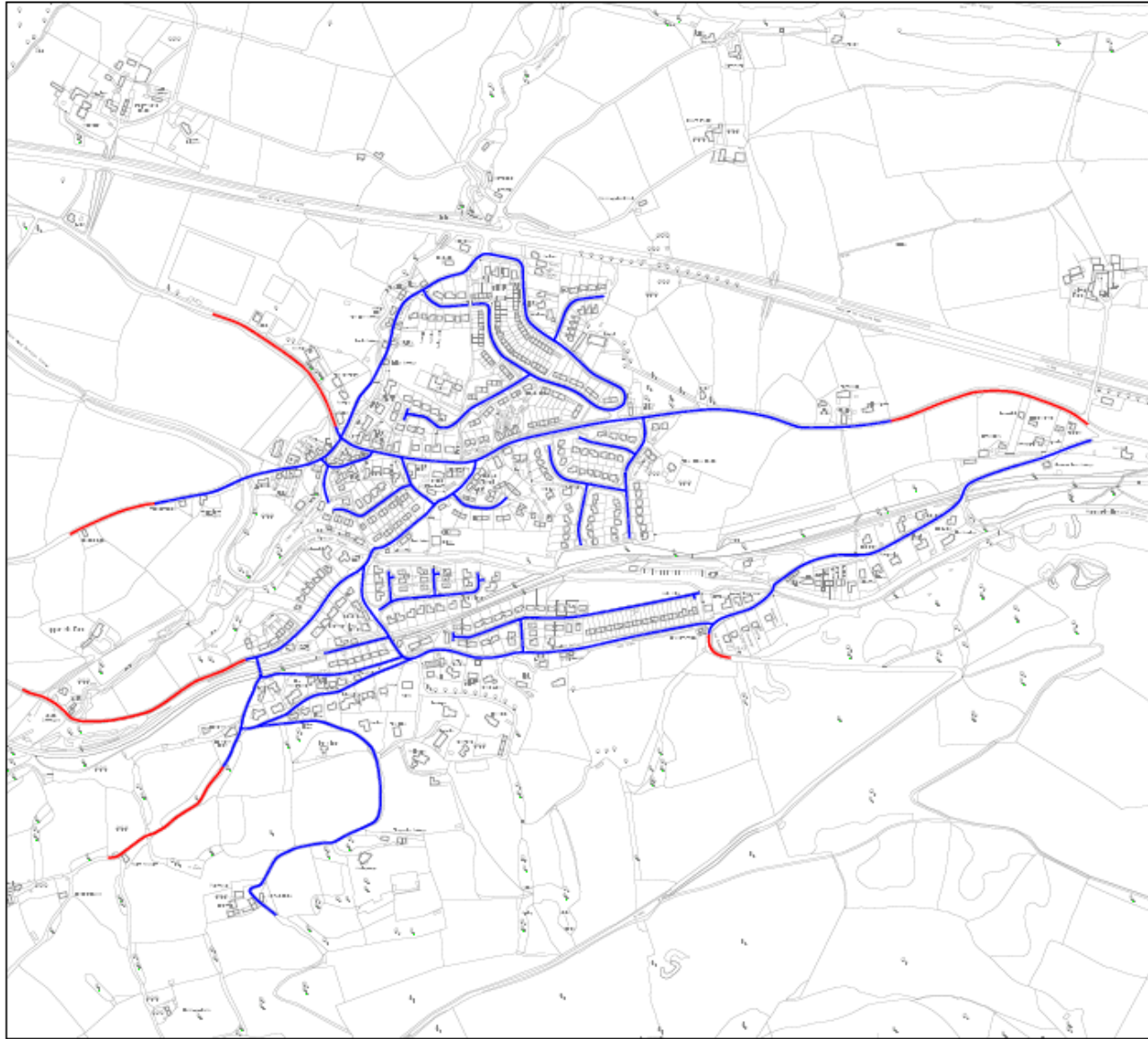
KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

 <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>	 <p>Job Title 30 MPH EXCEPTION - A472 LITTLE MILL AND 20 MPH DEFAULT</p>	<p>Drawing Title TRAFFIC REGULATION ORDER PLAN</p>	<p>Drawn By TJG</p>	<p>Rev No. Date Description</p>	<p>Drawn By PC</p>	<p>Checked PC</p>	<p>Drawing No. 2090</p>	<p>Drawn REV</p>
			<p>Scale NTS</p>	<p>Date 25/04/2022</p>	<p>Checked PC</p>	<p>Drawing No. 2090</p>	<p>Checked PC</p>	<p>Drawing No. 2090</p>



2092 30 MPH EXCEPTION - B4246 GOVILON

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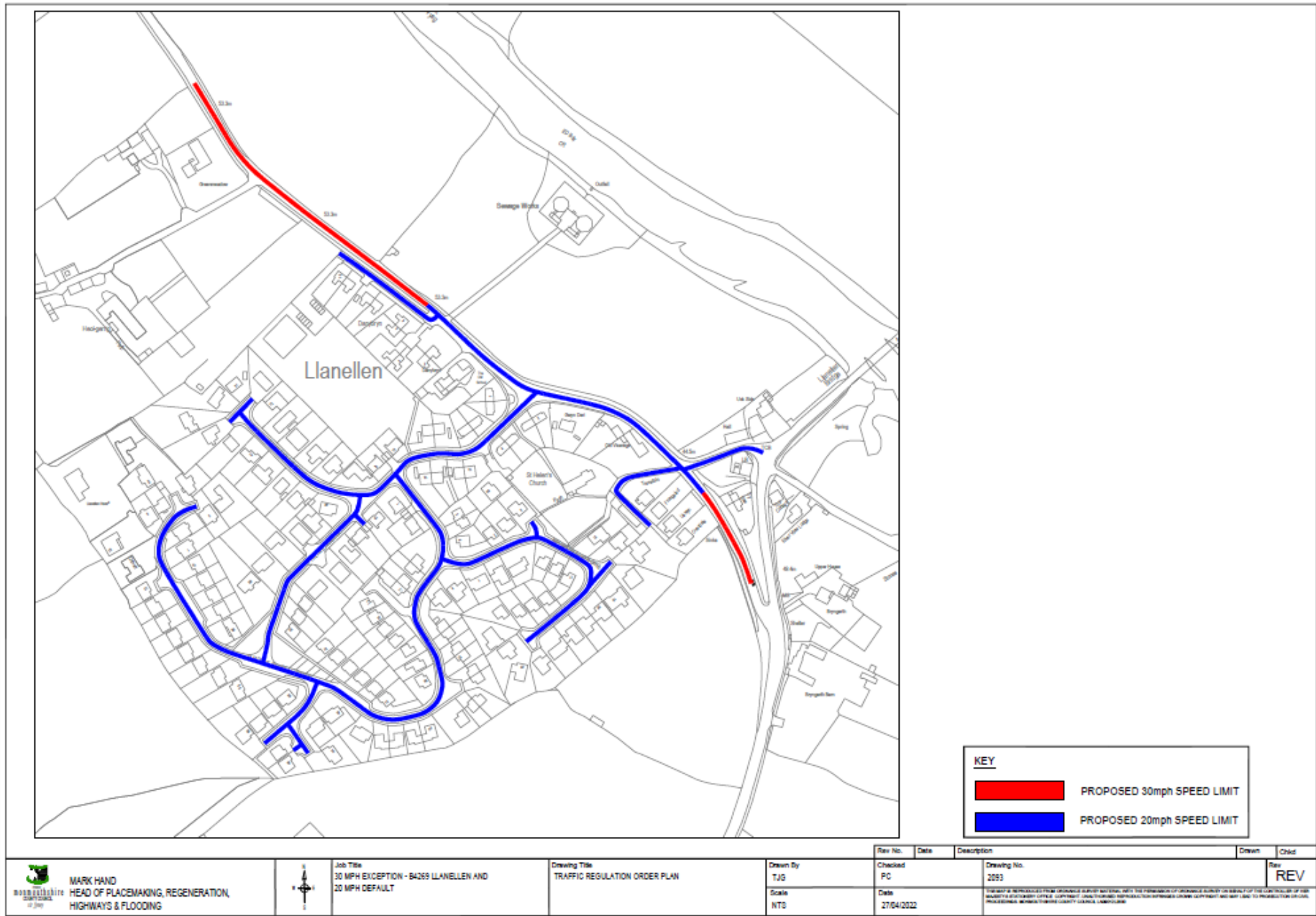


KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

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					Drawing No. 2092	Rev REV			

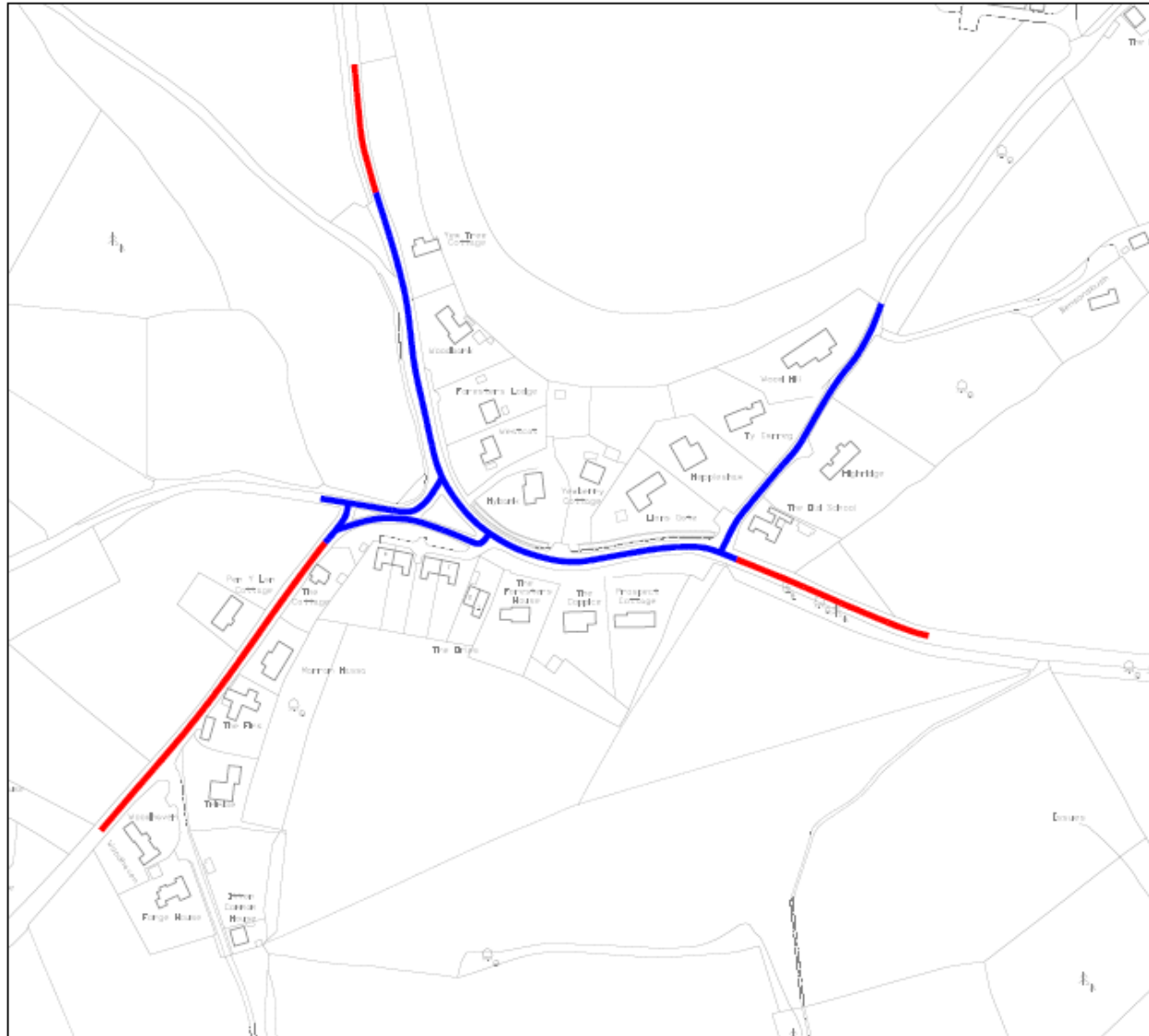
2093 30 MPH EXCEPTION - B4269 LLANELLEN



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2094 30 MPH EXCEPTION - B4293 ITTON COMMON

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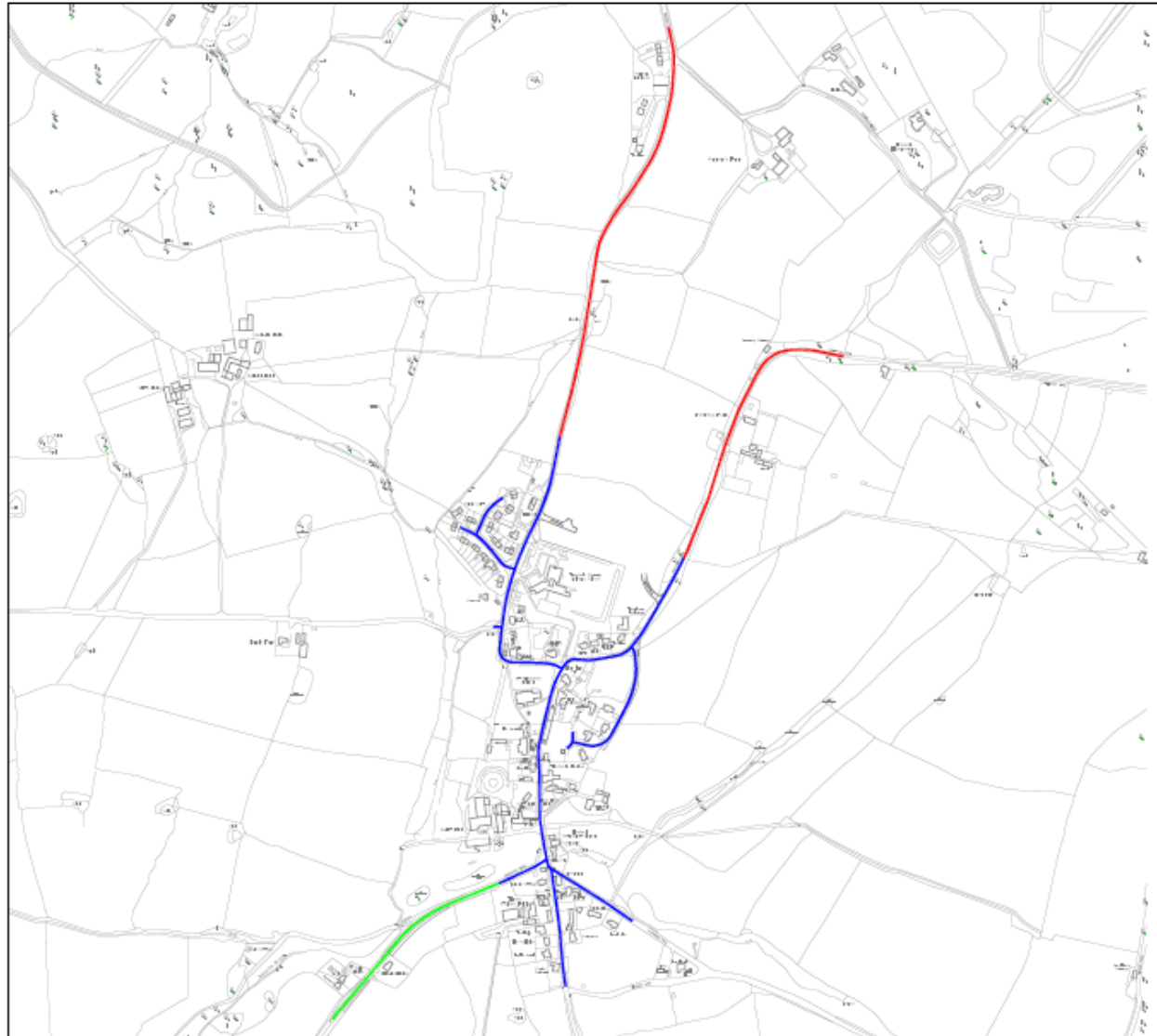


KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT



 <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		<p>Job Title 30 MPH EXCEPTION - B4293 ITTON COMMON AND 20 MPH DEFAULT</p>	<p>Drawing Title TRAFFIC REGULATION ORDER PLAN</p>	<p>Drawn By TJG</p>	<p>Rev No. Date Description 2094</p>	<p>Drawing No. 2094</p>	<p>Rev REV</p>
				<p>Scale NTS</p>	<p>Checked PC</p>	<p>Date 27/04/2022</p>	<p><small>Copyright Reserved. This document is the property of Mark Hand and shall remain the property of Mark Hand. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Mark Hand.</small></p>

2095 30 MPH EXCEPTION - B4293 TRELLECH

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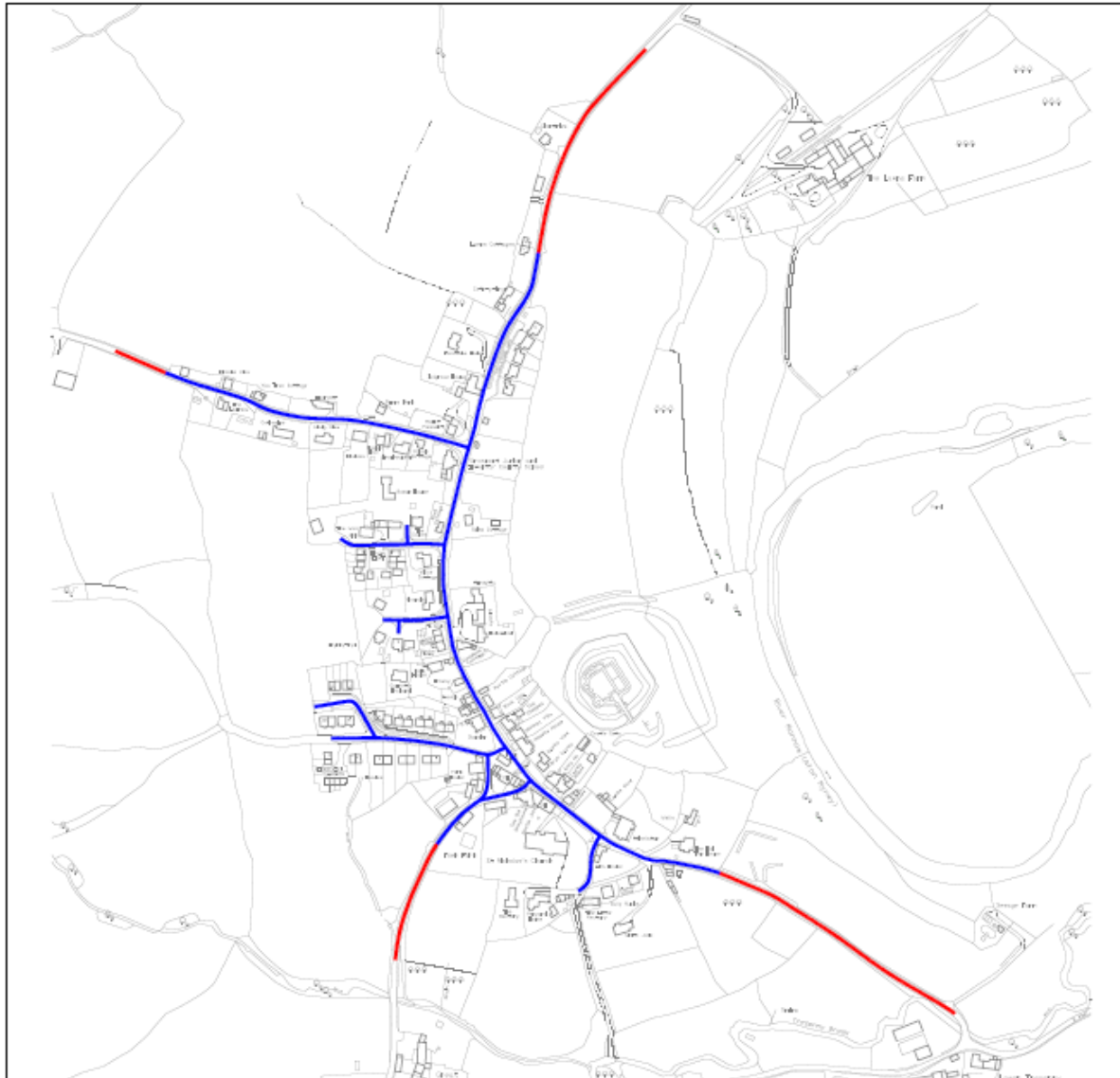


KEY	
	PROPOSED 40mph SPEED LIMIT
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

 MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title	Drawing Title	Drawn By	Rev No.	Date	Description	Drawn	Chief
		30 MPH EXCEPTION - B4293 TRELLECH AND 20 MPH DEFAULT	TRAFFIC REGULATION ORDER PLAN	T/JG	Checked	2095	27/04/2022	FC	
		Scale			Date		<small>THIS DRAWING IS THE PROPERTY OF MARK HAND AND SHALL REMAIN HIS PROPERTY. ANY REUSE OR REPRODUCTION OF THIS DRAWING WITHOUT HIS WRITTEN PERMISSION IS STRICTLY PROHIBITED. ANY REUSE OR REPRODUCTION OF THIS DRAWING WITHOUT HIS WRITTEN PERMISSION IS STRICTLY PROHIBITED.</small>		

2096 30 MPH EXCEPTION - B4347 GROSMONT

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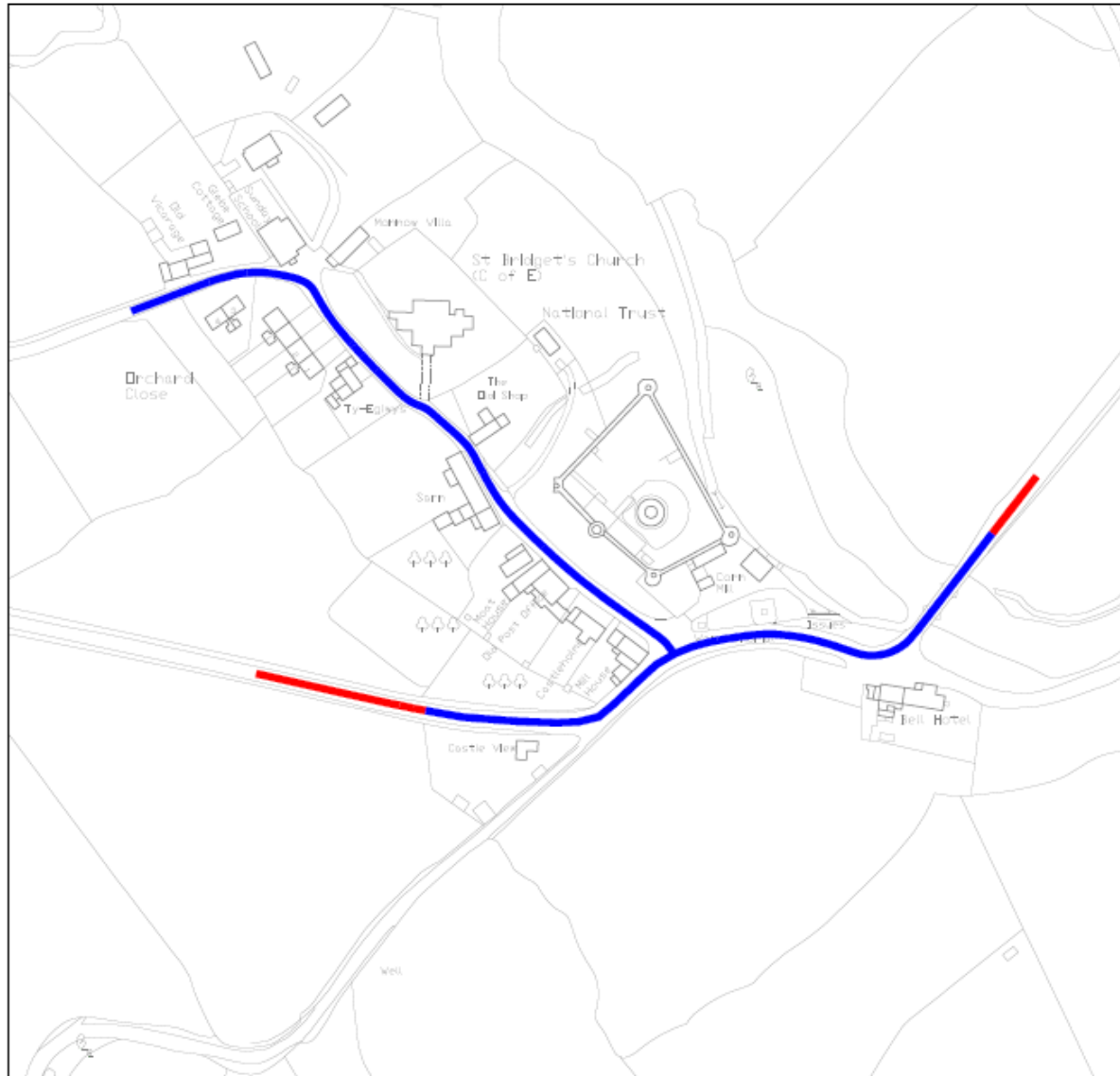


KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT

<p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		<p>Job Title 30 MPH EXCEPTION - B4347 GROSMONT AND 20 MPH DEFAULT</p>	<p>Drawing Title TRAFFIC REGULATION ORDER PLAN</p>	<p>Drawn By TJS</p>	<p>Rev No. 2096</p>	<p>Date 28/04/2022</p>	<p>Description TRAFFIC REGULATION ORDER PLAN</p>	<p>Drawn PC</p>	<p>Checked PC</p>	<p>Drawing No. 2096</p>	<p>Rev 1.2</p>
				<p>Scale NTS</p>	<p>Date 28/04/2022</p>	<p>Description TRAFFIC REGULATION ORDER PLAN</p>	<p>Drawn PC</p>	<p>Checked PC</p>	<p>Drawing No. 2096</p>	<p>Rev 1.2</p>	

2097 30 MPH EXCEPTION - B4521 SKENFRITH

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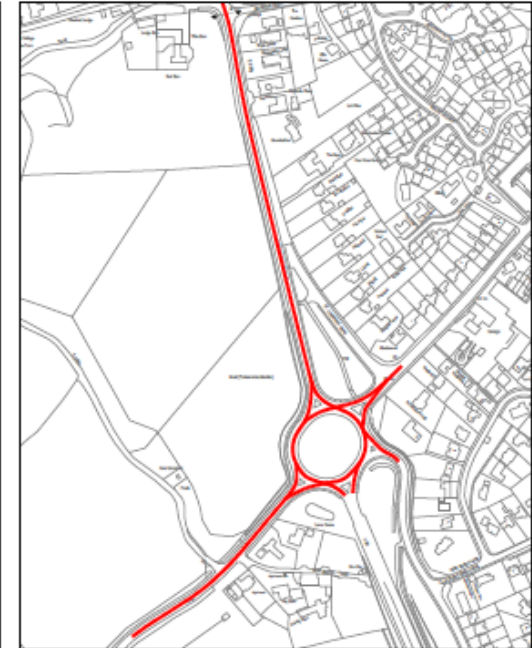
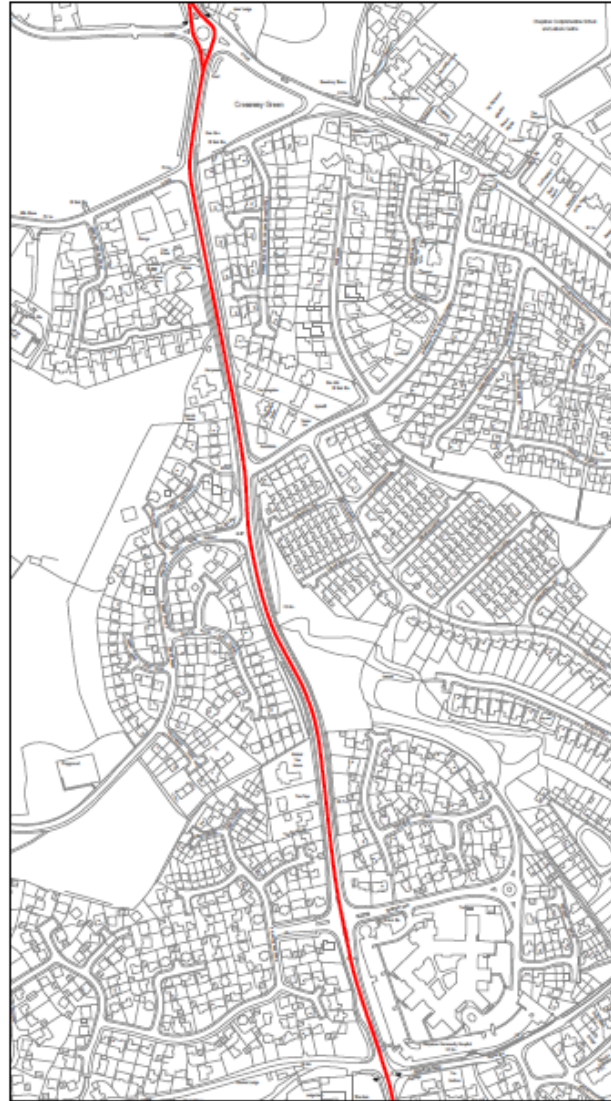


KEY	
	PROPOSED 30mph SPEED LIMIT
	PROPOSED 20mph SPEED LIMIT


 MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING		Job Title 30 MPH EXCEPTION - B4521 SKENFRITH AND 20 MPH DEFAULT	Drawing Title TRAFFIC REGULATION ORDER PLAN	Rev No. T/JG	Date PC	Description 2097	Drawn PC	Check PC
				Scale NTS	Date 28/04/2022	Drawing No. 2097	Rev 1.2	



2098 30 MPH EXCEPTION - A466 CHEPSTOW ST LAWRENCE ROAD

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KEY



 PROPOSED 30mph SPEED LIMIT

 <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		<p>Job Title 30 MPH EXCEPTION - A466 CHEPSTOW ST LAWRENCE ROAD</p>	<p>Drawing Title TRAFFIC REGULATION ORDER PLAN</p>	<p>Drawn By T/JG</p>	<p>Checked PC</p>	<p>Drawing No. 2098</p>	<p>Rev REV</p>
		<p>Scale NTS</p>	<p>Date 03/05/2022</p>	<p><small>THIS DRAWING IS REPRODUCED FROM AN UNREVISED SUPPLY AND SHALL BE THE PROPERTY OF THE DRAWING SUBJECT OR HOLDER OF THE DRAWING. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE DRAWING SUBJECT OR HOLDER OF THE DRAWING.</small></p>			



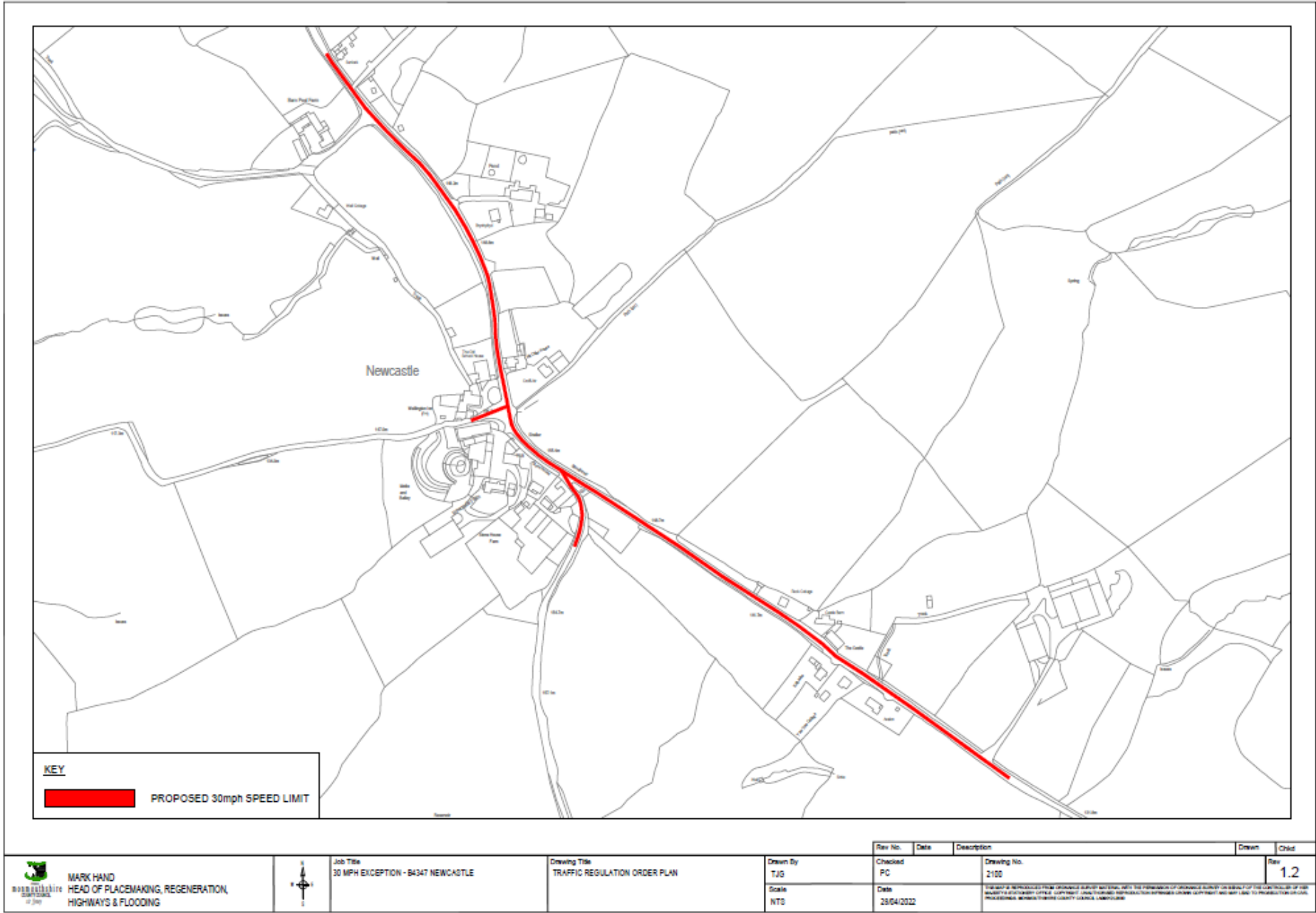
KEY

PROPOSED 30mph SPEED LIMIT

 <p>MARK HAND HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS & FLOODING</p>		<p>Job Title 30 MPH EXCEPTION - B4233 TAL-Y-COED</p>	<p>Drawing Title TRAFFIC REGULATION ORDER PLAN</p>	<p>Drawn By T/JG Scale NTS</p>	<p>Rev No.</p>	<p>Date</p>	<p>Description</p>	<p>Drawn</p>	<p>Chief</p>
					<p>Checked PC</p>	<p>Date 28/04/2022</p>	<p>Drawing No. 2099</p>	<p>Rev REV</p>	

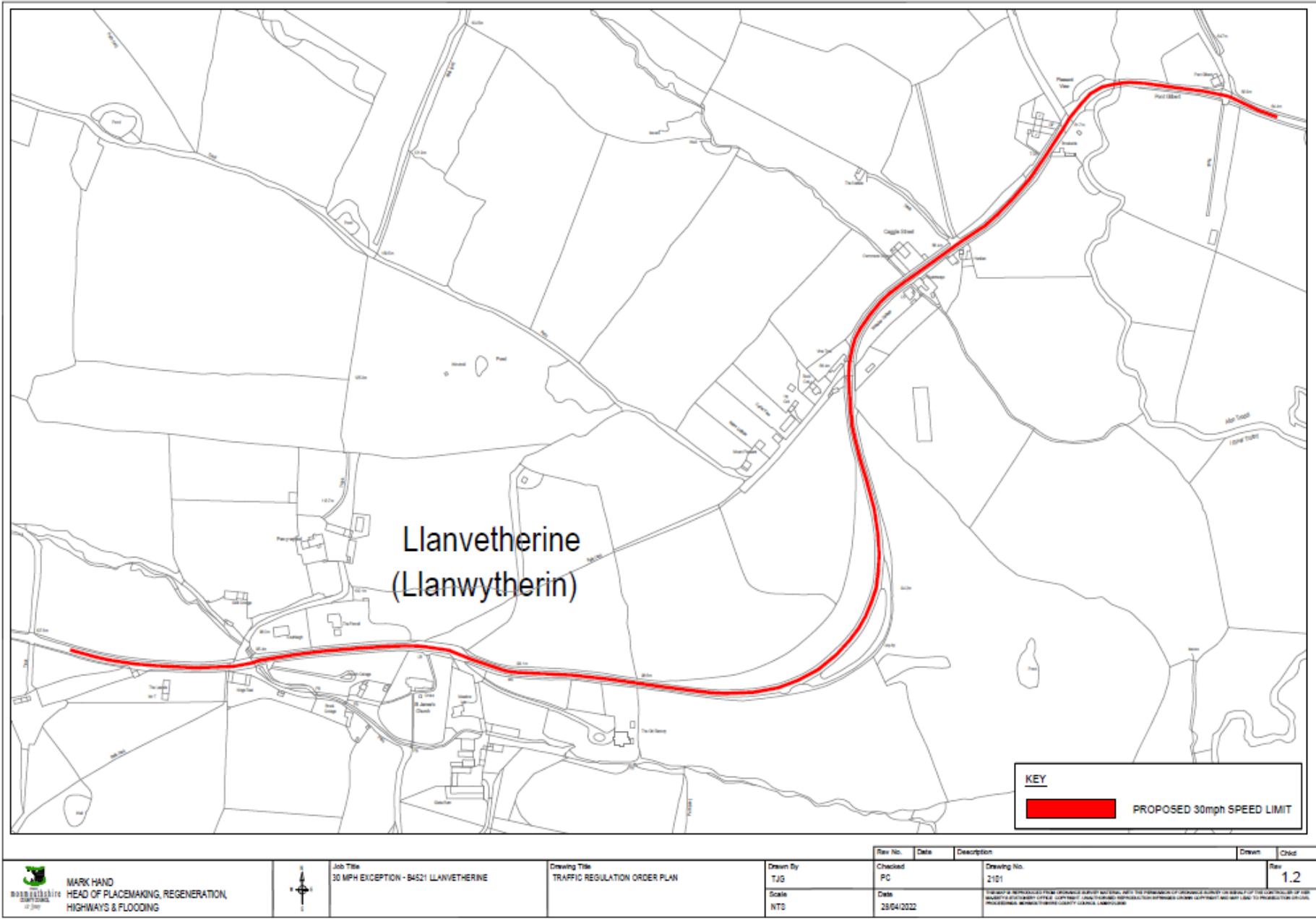
2100 30 MPH EXCEPTION - B4347 NEWCASTLE

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2101 30 MPH EXCEPTION - B4521 LLANVETHERINE

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monmouthshire
sir fynwy

Integrated Impact Assessment

Including Equality and Future Generations Evaluation

<p>Name of the Officer completing the evaluation</p> <p>Mark Hand Phone no: 01633 644773 E-mail: markhand@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 20mph or 30mph through the residential and rural routes identified.</p>
<p>Name of Service area</p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p>July 2023</p>

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 highway users should feel safer negotiating the highway, due to the reduction in travelling speeds. Particularly those vulnerable members of society, such as older people and children.	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	These 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 highway users should feel safer negotiating the highway, due to the reduction in travelling speeds. Particularly those vulnerable members of society, such as people with disabilities.	None.	N/A
Gender reassignment	None	None	N/A
Marriage or civil partnership	None	None	N/A
Pregnancy or maternity	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 highway users should feel safer negotiating the highway, due to the reduction in travelling speeds. Particularly those vulnerable members of society, such as pregnant women or new parents and their infants.	None	N/A
Race	None	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	Reduced traffic speeds create safer environments for active travel, which benefits those who cannot afford to run a car.	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
<p>Policy Making</p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language, no less favourably</p>	<p>Consultation has been bilingual</p>	<p>None</p>	<p>N/A</p>
<p>Operational</p> <p>Recruitment & Training of Workforce</p>	<p>There are no recruitment implications from this proposal</p>	<p>None</p>	<p>N/A</p>
<p>Service delivery</p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	<p>All new highway signs and carriageway markings will be bi-lingual with Welsh appearing in front of English as per current guidance.</p>	<p>None</p>	<p>N/A</p>


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





Well, Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>Positive: Welsh Government evidence for the speed limit legislative change shows that the number and severity of road traffic collisions is significantly reduced at 20mph, resulting in significant reductions in service demand and costs to the NHS.</p>	<p>N/A</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: 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.</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: lower travelling speeds will contribute to making the streets safer and more attractive for alternate transport modes such as cycling, walking and scooting which benefits physical and mental wellbeing.</p>	<p>N/A</p>
<p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	<p>Positive: lower travelling speeds will contribute to making the streets safer and encourage community cohesion.</p>	<p>N/A</p>
<p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>Positive: lower travelling speeds should contribute to enhancing general wellbeing and decarbonisation by reducing dependency on motorised vehicles and encourage more</p>	<p>N/A</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?
	sustainable modes of transport such as walking, cycling and scooting.	
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	By making our towns and villages less car dominated they might become more attractive to visitors and tourists	N/A
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

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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>Long Term</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. The 30mph buffers support those speed limits. The 30mph proposals improve highway safety.	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>Working together with other partners to deliver objectives</p> <p>Collaboration</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. The proposals were subject to early engagement with locally elected representatives to help shape the proposals.</p>	<p>N/A</p>
 <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>Statutory consultation has been undertaken with all necessary stakeholders including the general public. The proposals were subject to early engagement with locally elected representatives to help shape the proposals.</p>	<p>N/A</p>
 <p>Putting resources into preventing problems occurring or getting worse</p> <p>Prevention</p>	<p>Welsh Government evidence for the speed limit legislative change shows that the number and severity of road traffic collisions is significantly reduced at 20mph, resulting in significant reductions in service demand and costs to the NHS. Encouraging modal shift will assist with decarbonisation.</p>	<p>None</p>
 <p>Considering impact on all wellbeing goals together and on other bodies</p> <p>Integration</p>	<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.</p>	<p>None</p>

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

	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?

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- Welsh Government's "Setting exceptions to the 20mph default speed limit for restricted roads" guidance.
- Welsh Government's Criteria for default 20mph speed limits.
- Representations received and in discussion with the respective local communities.
- Traffic data.

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 Government's 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
1	ICMD	July 2023	

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SUBJECT:	Proposed Electric Vehicle Charging Tariff at Council Sites
MEETING:	ICMD
DATE:	16th August 2023
DIVISION/WARDS AFFECTED:	ALL

1. PURPOSE:

1.1 To consider the financial implications and agree the charging tariff per kw/h for electric vehicle charging owned and operated by the Council at its operational sites.

2. RECOMMENDATIONS:

2.1 That we adopt a kw/h charge of 50p for the financial year 2023/24, acknowledging that this will result in a level of subsidy for staff and members of the public using the chargers.

2.2 Future charging tariff decisions to be delegated to the Chief Officer in consultation with the Cabinet Member.

3. KEY ISSUES:

3.1 As part of the Council's decarbonisation agenda, 7kw electric vehicle charging infrastructure (EVCI) has been installed in public car parks in collaboration with the CCR and grant funding. The EVCI is operated by Connected Kerb and the kw/h unit rate for users is currently 35p but will shortly be rising to 50p. Other providers of EVCI include Gwent Energy who currently charge 50p and Dragon Charging who currently charge 65p.

3.2 A clear priority of the Council is to support the transition of vehicles from internal combustion engines (ICE) to electric vehicles for both the Council's operational fleet and grey fleet. EVCI has been installed at County Hall via the Council's re:fit programme which will be available to colleagues and members of the public.

3.3 Prior to switching on the EVCI at County Hall there needs to be an agreed charging tariff. A sensitivity analysis has been undertaken to ascertain the cost to the end user and the Council and is illustrated in the table below. The modelling has been undertaken on the assumption that each charger would be used for 6 hours (2 * 3-hour sessions), 5 days a week for 51 weeks of the year. Achieving these charging rates will in part be dependent on effective car park management to ensure that vehicles do not remain at the charging points once they are fully charged.

	Cost recovery	MCC Proposed	Connected Kerb (Previous)		Connected Kerb (new)	Gwent Energy	Dragon Charging
Public / staff rate per kWh	57.2	50.0	35.0	45.0	50.0	50.0	65.0
Connection fee	£ -	£ -	£ -	£ -	£ -	£ 1.00	£ 0.50
Net income (minus transaction fees, energy costs, VAT)	£ -	-£ 597	-£ 1,835	-£ 1,010	-£ 597	-£ 204	£ 838
Annual Costs							
Back office	£ 600						
Servicing	£ 1,500	-£ 2,697	-£ 3,935	-£ 3,110	-£ 2,697	-£ 2,304	-£ 1,262
User cost per session	3 hours, 21 kWh	£ 12.02	£ 10.50	£ 7.35	£ 9.45	£ 10.50	£ 11.50
Example session hours	6	£ 24.04	£ 21.00	£ 14.70	£ 18.90	£ 21.00	£ 22.00
	42 kWh						£ 27.80
Gross income p.a. (inc VAT)	£ 6,130	£ 5,355	£ 3,749	£ 4,820	£ 5,355	£ 5,865	£ 7,217
Transaction fees p.a.	£ 460	£ 402	£ 281	£ 361	£ 402	£ 440	£ 541
Transaction fees per session	£ 0.90	£ 0.79	£ 0.55	£ 0.71	£ 0.79	£ 0.86	£ 1.06

3.4 As is evident from the above table, if we are to adopt 50p per kWh in line with the tariff charged at other public sites, the Council will incur a loss of £2,697 (based on the outlined assumptions) for the financial year 2023/24. Officers are concerned that if we adopt a cost recovery model we will dis-incentivise the use of electric vehicles and we will be disadvantaging those officers and community members who do not have the ability to charge at their home and benefit from their domestic energy tariff.

3.5 The cost model will need to be reviewed when the Council has confirmation of its electricity costs for 24/25, and officers will continue to track the tariff rates of commercial providers operating at Council owned sites. The usage data will be used to test the baseline assumptions when considering the 24/25 tariff rate.

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

This report has no impact on corporate parenting and an EQIA has been completed which indicates that the positive benefits of promoting electric vehicles will outweigh the financial subsidy in the first year.

5. OPTIONS APPRAISAL

5.1 The Council could choose to set the charging tariff at a cost recovery, income yielding or subsidised rate. To achieve an income the tariff would need to be a minimum of 65p, and it is considered that this will deter users from accessing the EVCI. In addition, this rate is higher than a domestic tariff rate and will therefore disproportionately impact on those users who do not have access to off street charging.

5.2 The cost recovery model would require a charge of 57.2 kwh which is still considered to be cost prohibitive at a time when we are promoting the transition to ULEV vehicles. The recommended option is 50p per kWh, to be reviewed when the electric unit rates have been confirmed for 24/25.

6. REASONS:

6.1 Commuting and business mileage forms part of the carbon emission baseline assessment that is reported annually to Welsh Government. Given the requirement to achieve net zero by 2030 the Council needs to consider all aspects of its emissions and implement strategies to reduce and remove the carbon emitting activities. Whilst office-based colleagues can work in a hybrid manner, they will still need to attend the offices for Council meetings etc.

Our frontline colleagues have no opportunity to work in a hybrid manner and must travel to their work base on a daily basis. The availability of affordable EVCI will support colleagues to transition their personal vehicles, which is supplemented by the re-launched Tusker scheme.

7. FINANCIAL CONSIDERATIONS

7.1 If the 50p per kWh is adopted it is anticipated that the Council will incur a loss of £2,697 for the financial year 23/24. This figure may reduce as the estimated loss is based on 51 weeks usage, conversely if the usage figures are lower than anticipated, the losses will increase due to the fixed overheads of £2,100.

7.2 The Decarbonisation Team are responsible for the project and will be responsible for both income and any losses arising for the use of the EVCI. Any losses which cannot be met by the outperformance of the renewables income will be managed as part of the wider directorate budget and budget recovery plan.

8. CONSULTEES

Communities & Place DMT

9. BACKGROUND PAPERS: None

10. AUTHOR:

Debra Hill-Howells Head of Decarbonisation, Transport & Support Services

CONTACT DETAILS

debrahill-howells@monmouthshire.gov.uk



Integrated Impact Assessment document (incorporating Equalities, Future Generations, Welsh Language and Socio Economic Duty)

<p>Name of the Officer</p> <p>Debra Hill-Howells</p> <p>Phone no: 0775 851405 E-mail: debrahill-howells@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>To agree the kWh charge for EVCI installed at MCC operational sites that are available to staff and members of the public</p>
<p>Name of Service area</p> <p>Decarbonisation</p>	<p>Date</p> <p>3rd July 2023</p>

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

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	None	None	None
Disability	None	None	None
Gender reassignment	None	None	None

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	None
Pregnancy or maternity	None	None	None
Race	None	None	None
Religion or Belief	None	None	None
Sex	None	None	None
Sexual Orientation	. None	None	None

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.

	<p>Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage</p>	<p>Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.</p>	<p>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</p>
<p>Socio-economic Duty and Social Justice</p>	<p>The proposed kWh rate of 35p per kWh will assist in reducing the disparity between those who are able to charge their vehicle at home and benefit from a lower domestic tariff and those that do not have access to off street parking and therefore unable to charge their vehicles at home.</p> <p>It will encourage the take up of electric vehicles as members of staff can access a salary sacrifice scheme.</p>	<p>People who are able to charge their vehicles at home are likely to be paying a lower unit rate for their electricity than the proposed 35p per kWh.</p>	<p>MCC staff can access a salary sacrifice scheme to assist them in purchasing an electric vehicle. The fleet team are also investigating the potential to introduce a loan scheme for those colleagues who do not want to lease a vehicle or are unable to benefit from the salary sacrifice scheme.</p> <p>Usage will be monitored throughout the year and the tariff will be reviewed at the end of the current financial year to reflect the Council's electricity unit rate for 24/25.</p>





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	None	None	None
Operational Recruitment & Training of workforce	N/A	N/A	N/A
Service delivery Use of Welsh language in service delivery Promoting use of the language	Communication can be undertaken through the medium of Welsh.	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		Tariff will be subsidized in the financial year 23/24 to encourage the use of the EVCI and mitigate the financial impacts for those who are unable to charge their vehicle at home.
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Supports transition from ICE to electric vehicle which will reduce the carbon emissions of the operational and grey fleet.	
A healthier Wales People's physical and mental wellbeing is maximized, and health impacts are understood	None	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Increased accessibility to EVCI for staff and Usk residents / visitors	
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Improved EVCI infrastructure will support the wider community to transition to net Zero by reducing transport emissions which is the biggest carbon emitter in Monmouthshire.	
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	None	
A more equal Wales People can fulfil their potential no matter what their background or circumstances	The provision of EVCI at a cost of 35p per kWh will provide improved access to staff and the wider public to transition to electric vehicles.	

5. How has your proposal embedded and prioritized 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>Long Term</p>	<p>The proposal is to subsidise the cost of charging for electric vehicles at MCC operational sites. The EVCI at County Hall will be accessible to members of the public as well as staff and will therefore support the wider community to transition their vehicle to electric. There is a forecast financial loss in 23/24.</p>	<p>It is proposed that the financial loss is offset against any excess income generated by the solar farm</p>
 <p>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>The EVCI has been installed as a result of the re:fit scheme working with SSE and the tariffs will be agreed at the Communities & Place DMT.</p>	
 <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>As this is an operational matter.no consultation has been undertaken beyond MCC officers. The proposed charging structure has been compared to alternative providers.</p>	
 <p>Putting resources into preventing problems occurring or getting worse</p> <p>Prevention</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>It is considered that the proposal will generate a wider benefit as it will provide EVCI for staff and the wider community. The charging rate proposed, whilst higher than domestic energy tariffs, is in line with the cheapest rate available in other public sites within Monmouthshire.</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	None	.	
Corporate Parenting	None		

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

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A sensitivity analysis on the financial impacts of the proposed charging tariffs.

		Cost recovery	Connected Kerb			Gwent Energy	Dragon Charging
Public / staff rate per kWh		57.2	25.0	35.0	45.0	50.0	65.0
Connection fee		£ -	£ -	£ -	£ -	£ 1.00	£ 0.50
Net income (minus transaction fees, energy costs, VAT)		£ -	-£ 2,661	-£ 1,258	-£ 267	£ 700	£ 1,950
Annual Costs	Back office	£ 600	-£ 4,761.02	-£ 3,357.57	-£ 2,366.89	-£ 1,399.81	-£ 149.67
	Servicing	£ 1,500					
User cost per session	3 hours, 21 kWh	£ 12.02	£ 5.25	£ 7.35	£ 9.45	£ 11.50	£ 14.15
Example session hours	6	£ 24.04	£ 10.50	£ 14.70	£ 18.90	£ 22.00	£ 27.80
	42 kWh						
Gross income p.a. (inc VAT)		£ 6,130	£ 2,678	£ 3,749	£ 4,820	£ 5,865	£ 7,217
Transaction fees p.a.		£ 460	£ 201	£ 281	£ 361	£ 440	£ 541
Transaction fees per session		£ 0.90	£ 0.39	£ 0.55	£ 0.71	£ 0.86	£ 1.06

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

The proposed charging rate of 35p per kWh will improve accessibility to electric vehicles for those who are unable to charge their vehicles at home.

The proposed tariff will result in a forecast loss to MCC in the financial year 23/24.

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
Proposal to be considered by Communities & Place DMT	July 2023	

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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.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	Proposal to be considered as an ICMD decision	16 th August 2023	
2.			

SCHEDULE 12A LOCAL GOVERNMENT ACT 1972 EXEMPTION FROM DISCLOSURE OF DOCUMENTS

REPORT: LOW COST HOME OWNERSHIP
FUTURE USE

AUTHOR: STRATEGY AND POLICY OFFICER,
AFFORDABLE HOUSING

**MEETING AND DATE
OF MEETING:** ICMD
16th August 2023

I have considered grounds for exemption of information contained in the report referred to above and make the following recommendation to the Proper Officer:-

Exemptions applying to the report:

Likely to reveal information relating to a particular individual (Paragraph 12).

Factors in favour of disclosure:

Transparency regarding asset to be purchased by the Council.

Prejudice which would result if the information were disclosed:

Prejudice towards homeless households who may be placed in the property temporarily. Prejudice towards the current owners of the property, the value of the property and works required.

My view on the public interest test is as follows:

Factors against disclosure outweigh those in favour.

Recommended decision on exemption from disclosure:

Withhold

Date: 31st July 2023

Signed: Sally Meyrick – submitted electronically

Post: Strategy and Policy Officer, Affordable Housing

I accept the recommendation made above.

Proper Officer

Date:

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