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Wednesday, 11 March 2026

Notice of meeting :

Place Scrutiny Committee

**Thursday, 19th March, 2026 at 2.00 pm,
Council Chamber, County Hall, The Rhadyr USK**

AGENDA

Item No	Item	Pages
1.	Apologies for Absence	
2.	Declarations of Interest	
3.	Public Open Forum	
4.	Prohibition of driving except for access, Goldwire Lane, Monmouth - To scrutinise the consultation and options regarding Goldwire Lane, Monmouth.	1 - 220
5.	Animal Welfare - To understand the roles and responsibilities of the council's Animal Welfare team, and its relationship with the RSPCA.	
6.	Place Scrutiny Committee Forward Work Programme and Action List	221 - 226
7.	Cabinet and Council Work Planner	227 - 234
8.	To confirm the minutes of the previous meeting	235 - 244
9.	Next Meeting: 21st May 2026	

Paul Matthews

Chief Executive

MONMOUTHSHIRE COUNTY COUNCIL CYNGOR SIR FYNWY

THE CONSTITUTION OF THE COMMITTEE IS AS FOLLOWS:

County Councillor Louise Brown	Shirenewton;	Welsh Conservative Party
County Councillor Emma Bryn	Wyesham;	Independent Group
County Councillor Tomos Dafydd Davies	Llanfoist & Govilon;	Welsh Conservative Party
County Councillor Lisa Dymock	Portskewett;	Welsh Conservative Party
County Councillor Jane Lucas	Osbaston;	Welsh Conservative Party
County Councillor Jackie Strong	Caldicot Cross;	Welsh Labour/Llafur Cymru
County Councillor Tudor Thomas	Park;	Welsh Labour/Llafur Cymru
County Councillor John Crook	Magor East with Undy;	Welsh Labour/Llafur Cymru
County Councillor Martyn Groucutt	Lansdown;	Welsh Labour/Llafur Cymru

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The Council welcomes contributions from members of the public through the medium of Welsh or English. We respectfully ask that you provide us with adequate notice to accommodate your needs.

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If you would like to speak under the Public Open Forum at an upcoming meeting you will need to give three working days' notice in advance of the meeting by contacting Scrutiny@monmouthshire.gov.uk

The amount of time afforded to each member of the public to speak is at the Chair's discretion, but to enable us to accommodate multiple speakers we ask that contributions be no longer than 3 minutes.

Alternatively, if you would like to submit a written, audio or video representation, please contact the team via the same email address to arrange this. The deadline for submitting representations to the Council is 5pm three clear working days in advance of the meeting. If combined representations received exceed 30 minutes, a selection of these based on theme will be shared at the meeting. All representations received will be made available to councillors prior to the meeting.

If you would like to suggest future topics for scrutiny by one of our Scrutiny Committees, please do so by emailing Scrutiny@monmouthshire.gov.uk

Aims and Values of Monmouthshire County Council

Our purpose

To become a zero-carbon county, supporting well-being, health and dignity for everyone at every stage of life.

Objectives we are working towards

- Fair place to live where the effects of inequality and poverty have been reduced.
- Green place to live and work with reduced carbon emissions and making a positive contribution to addressing the climate and nature emergency.
- Thriving and ambitious place, where there are vibrant town centres and where businesses can grow and develop.
- Safe place to live where people have a home where they feel secure in.
- Connected place where people feel part of a community and are valued.
- Learning place where everybody has the opportunity to reach their potential.

Our Values

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

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

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

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

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

Monmouthshire Scrutiny Question Guide

Role of the Pre-meeting

1. Why is the Committee scrutinising this? (background, key issues)
2. What is the Committee's role and what outcome do Members want to achieve?
3. Is there sufficient information to achieve this? If not, who could provide this?

- Agree the order of questioning and which Members will lead
- Agree questions for officers and questions for the Cabinet Member

Questions for the Meeting

Scrutinising Performance

1. How does performance compare with previous years? Is it better/worse? Why?
2. How does performance compare with other councils/other service providers? Is it better/worse? Why?
3. How does performance compare with set targets? Is it better/worse? Why?
4. How were performance targets set? Are they challenging enough/realistic?
5. How do service users/the public/partners view the performance of the service?
6. Have there been any recent audit and inspections? What were the findings?
7. How does the service contribute to the achievement of corporate objectives?
8. Is improvement/decline in performance linked to an increase/reduction in resource? What capacity is there to improve?

Scrutinising Policy

1. Who does the policy affect ~ directly and indirectly? Who will benefit most/least?
2. What is the view of service users/stakeholders? What consultation has been undertaken? Did the consultation process comply with the Gunning Principles? Do stakeholders believe it will achieve the desired outcome?
3. What is the view of the community as a whole - the 'taxpayer' perspective?
4. What methods were used to consult with stakeholders? Did the process enable all those with a stake to have their say?
5. What practice and options have been considered in developing/reviewing this policy? What evidence is there to inform what works? Does the policy relate to an area where there is a lack of published research or other evidence?
6. Does the policy relate to an area where there are known inequalities?
7. Does this policy align to our corporate

	objectives, as defined in our corporate plan? Does it adhere to our Welsh Language Standards? 8. Have all relevant sustainable development, equalities and safeguarding implications 9. been taken into consideration? For example, what are the procedures that need to be in place to protect children? 10. 11. How much will this cost to implement and what funding source has been identified? 12. 13. How will performance of the policy be measured and the impact evaluated
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General Questions:

Empowering Communities

- How are we involving local communities and empowering them to design and deliver services to suit local need?
- Do we have regular discussions with communities about service priorities and what level of service the council can afford to provide in the future?
- Is the service working with citizens to explain the role of different partners in delivering the service, and managing expectations?
- Is there a framework and proportionate process in place for collective performance assessment, including from a citizen's perspective, and do you have accountability arrangements to support this?
- Has an Equality Impact Assessment been carried out? If so, can the Leader and Cabinet/Senior Officers provide members with copies and a detailed explanation of the EQIA conducted in respect of these proposals?
- Can the Leader and Cabinet/Senior Officers assure members that these proposals comply with Equality and Human Rights legislation? Do the proposals comply with the Local Authority's Strategic Equality Plan?

Service Demands

- How will policy and legislative change affect how the council operates?
- Have we considered the demographics of our council and how this will impact on service delivery and funding in the future?
- Have you identified and considered the long-term trends that might affect your service area, what impact these trends could have on your service/your service could have on these trends, and what is being done in response?

Financial Planning

- Do we have robust medium and long-term financial plans in place?
- Are we linking budgets to plans and outcomes and reporting effectively on these?

Making savings and generating income

- Do we have the right structures in place to ensure that our efficiency, improvement and transformational approaches are working together to maximise savings?
- How are we maximising income?
- Have we compared other council's policies to maximise income and fully considered the implications on service users?
- Do we have a workforce plan that takes into account capacity, costs, and skills of the actual versus desired workforce?

Questions to ask within a year of the decision:

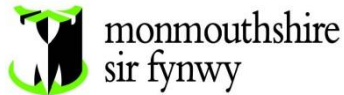
- Were the intended outcomes of the proposal achieved or were there other results?
- Were the impacts confined to the group you initially thought would be affected i.e. older people, or were others affected e.g. people with disabilities, parents with young children?
- Is the decision still the right decision or do adjustments need to be made?

Questions for the Committee to conclude...

Do we have the necessary information to form conclusions/make recommendations to the executive, council, other partners? If not, do we need to:

- (i) Investigate the issue in more detail?
- (ii) Obtain further information from other witnesses – Executive Member, independent expert, members of the local community, service users, regulatory bodies...

Agree further actions to be undertaken within a timescale/future monitoring report...



SUBJECT:	PROHIBITION OF DRIVING EXCEPT FOR ACCESS, GOLDWIRE LANE, MONMOUTH.
MEETING:	PLACE SCRUTINY
DATE:	19/03/2026
DIVISION/WARDS AFFECTED:	TOWN

1. PURPOSE:

- 1.1 To provide Place Scrutiny Committee with the opportunity to scrutinise the proposal to make permanent the Monmouthshire County Council (Traffic Regulation Order) (Goldwire Lane, Monmouth, Monmouthshire) Experimental (Traffic Order) 2024.

2. RECOMMENDATIONS:

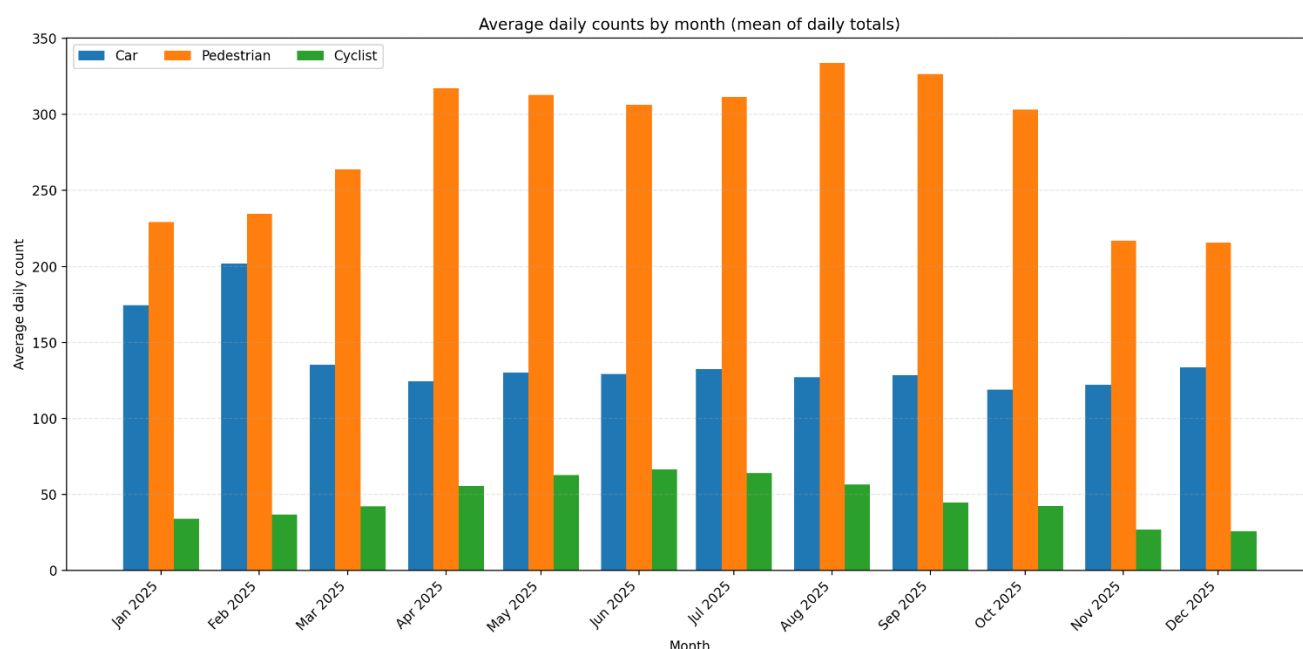
- 2.1 That Place Scrutiny Committee scrutinises the proposal to implement a permanent Traffic Regulation Order to prohibit driving along Goldwire Lane except for access.

3. KEY ISSUES

- 3.1 An Experimental Traffic Regulation Order (ETRO) was implemented on the 24th October 2024 for a period of no longer than 18 months from the date of implementation.
- 3.2 The ETRO was made to assess the impact of the changes on the immediate road network. The proposal aims to enhance road safety for vulnerable highway users travelling along the narrow section of Goldwire Lane that is subject to the "Prohibition of Driving Except for Access" restriction. In addition, the measure supports the use of more sustainable travel modes between the Goldwire Estate and the wider residential areas to the west, including Kings Fee, Elstob Way, Carbonne Close, Victoria Estate, Wonastow Road, and the adjoining residential streets. By creating a safer and more welcoming route to Drybridge Street and Cinderhill Street, the proposal improves connectivity from these communities to the town centre and wider locality.
- 3.3 The Monmouthshire County Council (Traffic Regulation Order) (Goldwire Lane, Monmouth, Monmouthshire) Experimental (Traffic Order) 2024 was advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 which attracted 245 responses.
- 3.4 Those opposing the proposal have raised a number of consistent themes which are addressed below.
- 3.5 *Goldwire Lane is an essential access in the event of flooding or an emergency which necessitated the closure of Wonastow Road.* Should an emergency situation occur, vehicles would be permitted to use Goldwire Lane.
- 3.6 *Given the number of properties in this area, one exit point is considered unacceptable as it will result in more congestion and lead to increased travel time and inconvenience.* The

length of the alternative route to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, which is not considered excessive or inappropriate.

- 3.7 *Rather than close the road, create a single shared space or alternatively widen the existing footpath to improve pedestrian access.* Due to the limited width of the carriageway, we are unable to increase the width of the footpath. Shared surfaces in this location would increase the risk of pedestrian / cyclist conflict with motorists which would potentially discourage active travel and have greatest impact on vulnerable users including those with disabilities.
- 3.8 The proposal to prohibit vehicle movements to access only is consistent with the requirements and strategic intent of the Welsh Government's Active Travel Act (2013) and the accompanying Active Travel Act Guidance (2021), both of which the Council has formally adopted. The legislation places a statutory duty on local authorities in Wales to plan for and deliver continuous improvements to active travel networks, specifically infrastructure that supports walking, cycling, and other sustainable modes used for routine everyday journeys. These include travel to employment, education, retail, leisure destinations, and public transport interchanges. The Act also seeks to secure a long-term modal shift away from private car dependency by promoting and enabling greater uptake of sustainable, low-carbon travel options, including walking, cycling and mobility-assisted travel.
- 3.9 Monitoring of the usage of the exit from Goldwire Lane on to Drybridge Street has been undertaken pre and post the ETRO coming into operation. This monitoring was undertaken by a Vivacity automated camera which was erected opposite the exit from Goldwire Lane on to Drybridge Street and it captures and records all vehicles, cyclists and pedestrian numbers exiting Goldwire Lane at this junction. The full results of the monitoring from 1/7/2024 to 10/12/2025 are available in Appendix 6 of this report. The below graph shows the daily average monthly counts by vehicles/pedestrians/cyclists taken from this data between Jan – Dec 2025.



- 3.10 Monitoring was also undertaken using automated traffic counter loops positioned at appropriate locations on the public highway for continuous 7 day periods. Count locations were deliberately selected to capture representative through traffic movements on both Goldwire Lane and Somerset Road, ensuring that the results

accurately reflect changes in driver behaviour without influence from nearby junctions or turning movements. The below table indicates the recorded vehicle numbers using both Goldwire Lane and Somerset Road pre and post the order coming into effect.

Goldwire Lane	Survey Date Period	7 Day Average number of Vehicles	Total Number of Vehicles
Pre ETRO	14/10/2024 to 20/10/2024	311	2175
Post ETRO	22/11/2024 to 28/11/2024	337	2356
Post ETRO	29/1/2025 to 4/2/2025	258	1808

Somerset Road	Survey Date Period	7 Day Average number of Vehicles	Total Number of Vehicles
Pre ETRO	14/10/2024 to 20/10/2024	644	4511
Post ETRO	22/11/2024 to 28/11/2024	526	3683
Post ETRO	20/1/2025 to 26/1/2025	617	4318

- 3.11 The results of the most recent post-ETRO monitoring undertaken on Goldwire Lane between 29 January 2025 and 4 February 2025 indicate a reduction in motorised vehicle movements when compared with the pre-ETRO monitoring period conducted between 14 October 2024 and 20 October 2024. Motorised vehicles continue to be permitted to use Goldwire Lane within the extents of the Traffic Regulation Order where such access is required for reaching properties located within the restricted area.
- 3.12 Enforcement of the “Prohibition of Motorised Vehicles Except for Access” Traffic Regulation Order rests solely with Heddli Gwent Police, who are the designated authority for this category of restriction. Any driver travelling along Goldwire Lane in contravention of the Order may be issued with a fixed penalty notice by the Police. The restriction is clearly signed at the entrance to the regulated section of Goldwire Lane, ensuring the prohibition is both visible and unambiguous for all highway users.
- 3.13 The ETRO also assessed any impacts on the wider highway network. Monitoring indicates that, while Somerset Road has experienced a slight reduction in vehicle movements, this change is not considered to have any adverse effect on overall traffic flow or network performance. The experimental arrangement has therefore operated as intended and has demonstrated that the restriction is functioning effectively.

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

- 4.1 The proposals aim to support the national policy for improving road safety by creating a safer, more welcoming highway environment for all highway users and reducing the likelihood and severity of road traffic collisions.
- 4.2 The proposal aligns with the Active Travel (Wales) Act by improving walking, cycling and scooting conditions. It also supports the Well being of Future Generations (Wales) Act goals of A Healthier Wales, A More Equal Wales, and A Resilient Wales.

5. OPTIONS APPRAISAL

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

Options	Benefits	Risks	Comments/Mitigation
No action	Less demand on officer time and resource/budget.	- Potential for Road Traffic Collisions remains unchanged. - Non-residential vehicles will continue to use the route. - Levels of pedestrian and vulnerable road user journeys to remain as existing	The benefits of adopting the proposals outweigh the resource implications.
Revoke ETRO and explore alternative options	Opportunity to test alternative arrangements	- Loss of established safety improvements - Additional cost - Longer delay before benefits realised	Not preferred as ETRO has demonstrated positive outcomes
Adopt the proposals	- A safer highway environment for all users. - Lessening of the frequency and severity of Road Traffic Collisions. - Increased levels of pedestrian and vulnerable road user journeys	N/A (Highway signage has been installed previously for the Experimental Traffic Regulation Order).	This is the preferred option.

6. CONCLUSION AND REASONS:

- 6.1 The proposal supports national road safety objectives and delivers measurable improvements to the safety of vulnerable users by reducing non-essential motorised traffic on a constrained section of highway.
- 6.2 Monitoring demonstrates reduced vehicle movements and an improved environment for pedestrians and cyclists. Making the order permanent will support health, well-being, and sustainable travel in the local community.

7. RESOURCE IMPLICATIONS:

- 7.1 The required highway signage for the Prohibition of Driving (except for access) restriction has been installed on site previously for the Experimental Traffic Regulation Order and therefore there is no additional resources required for this Traffic Regulation Order. Any future monitoring will be managed within existing service budgets.

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 was publicised in accordance with the statutory process including notification of County Councillor for the affected ward 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 Making Monmouthshire County Council (Traffic Regulation Order) (Goldwire Lane, Monmouth, Monmouthshire) Experimental (Traffic Order) 2024.

Appendix 4: Drawing number 2129.

Appendix 5: Photographs of Goldwire Lane

Appendix 6: Objection Presentation to Committee.

Appendix 7: Vivacity automated counter data usage of Goldwire Lane at it's exit on to Drybridge Street.

Appendix 8: Wellbeing of Future Generations Equalities Impact Assessment.

10. AUTHORS:

Phaedra Cleary, Assistant Engineer (Traffic)

Graham Kinsella, Traffic and Road Safety Manager

11. CONTACT DETAILS:

E-mail: phaedraclarey@monmouthshire.gov.uk; grahamkinsella@monmouthshire.gov.uk

Appendix 1: Schedule of Consultation Responses

Response Number	Submission Date and Time	Agree/Disagree/Somewhat Agree	Comments	Officers' response
370	11/6/24 12:51:35	Yes	I walk this route most days to town and really support vehicle access only. There is no need for it to be used for access, it is at present used as a short cut to avoid Wonastow Road. It would make it far easier for pushchairs, bikes, adults disability trikes and make for a more enjoyable walk into town. At present pedestrians walk in the road and move to the narrow pavement when they hear a car. The pavement is too narrow for pushchairs in places . Hopefully we could then lose the yellow lines and make the lane look better, maybe some trees or shrubs along it . But there is no evidence that it is implemented now even though the date given of 25th October has passed?	Noted.
384	1/6/25 14:51:44	Yes	I have experienced a 2 near misses and been hit by a vehicle whilst attempting to cross the top of Goldwire Lane on my way to work. I have spoken to other road users with similar experiences. I regularly witness pedestrians and wheelchair users struggling to get out of the way of large vehicles using the lane due to the lack of space here. The lane is used by a large number of vulnerable road users as a short route to access town from housing behind. Drivers sometimes exit the lane at speed causing a hazard to pedestrians, cyclists and drivers crossing across the road from the front of the Green Dragon. Drivers often appear distracted when exiting the lane, and do not always look out for pedestrians or cyclist wishing to cross	Noted.

			safely across the lane. I cannot recall if I have commented officially on this consultation already.	
391	1/7/25 22:53:27	Yes	Many residents, including elderly residents, felt unsafe using Goldwire Lane. It is a key pedestrian and cycle route to town from the estates going back to the Link Road. It is dangerous for cars to exit the junction on to Cinderhill Street and is dangerous to pedestrians using the footpath. Many pedestrians also cross at that junction rather than walk to the crossing. Temporary access may be needed if we have further flooding along Wonastow Road as we had before Christmas so I would not be in favour of permanent bollards. Many drivers are still not treating the experimental prohibition seriously.	Noted.
393	1/26/25 20:00:49	Yes	As a resident who grew up in Monmouth this section of Goldwire Lane has always been a key route for residents to access town. This passage way is a major gateway for pedestrians from a large segment of Overmonnow - Elstob Way, Holywell Close, Carbonne Close, Wyefield Court, Troy Way etc in addition to the residents living very close to that section of Goldwire Lane in the surrounding flats, senior accommodation and other houses and bungalows in Somerset Road. The hazard relates both to pedestrians along the route and in addition to pedestrians and motorists on the exit junction to Drybridge Street. The pavement in that section of Goldwire Lane is too narrow for prams, mobility scooters and rollator walkers. Pedestrians regularly walk in the middle of the road as there is insufficient	Noted.

			width to the pavement. As a car driver it is notable that cars are regularly exiting the lane causing disruption to traffic on Drybridge Street and St Thomas' roundabout and can be a hazard to pedestrians turning left towards the zebra crossing. There is too much going on at that point of Drybridge Street both for motorists and pedestrians. For these reasons I consider the current lay out and access to the dangerous.	
394 Page 8	2/12/25 20:10:16	No	Reducing the exit to vehicles by 50% in my opinion is not sensible for an estate of 229 property on a floodplain.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. There are prohibition of waiting at any time restrictions at the junction of Somerset Road with Wonastow Road in order support road safety and to ensure visibility of oncoming vehicles on Wonastow Road for highway users exiting from Somerset Road. . In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) would

				experience delays at peak travel time periods.
395	2/12/25 20:47:09	No	The estate of Goldwire Lane needs more than 1 exit, which the recent floods have proven. I work half an hour away from my home and use my car for work so can't take buses / walk / cycle. If there is an incident or build up of traffic on the one outgoing road it will add to the chaos. Also, I genuinely believe Goldwire Lane can be made better for all by just levelling off the road with the pavement to create 1 smooth level surface and adding traffic calming measures like speed bumps. Then everyone would be happy.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic.
396	2/12/25 20:56:18	No	This route has been a shared space between pedestrians, cyclists and motorists for the 60+ years my family have owned this property. My family including my elderly parents have never felt unsafe using this route whether by foot, bike or car. There is space for this to continue safely. There is no safe exit out of the lane if Somerset Road is closed off which is happening more regularly for various reasons. With new parking restrictions now in place on Drybridge Street there is more and more parking on Somerset Road and Wonastow Road making driving out of the junction of Somerset Road more and more dangerous. Just when is all this madness going to stop	This section of Goldwire Lane is not a shared space as there is a raised narrow footway adjacent to and above the carriageway. If vehicular exit from Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. There are prohibition of waiting at any time restrictions at the junction of Somerset Road with Wonastow Road which

				support road safety and to ensure visibility of oncoming vehicles on Wonastow Road for highway users exiting from Somerset Road. Vehicular parking is permitted at appropriate locations along Somerset Road. There is also a parking area available off the highway adjacent to Somerset Road.
397	2/12/25 21:16:29	No	It is increasingly difficult to exit via the junction on Somerset Road As a driver and a pedestrian that uses this road daily, i feel a shared space would be a better option. For instance, installing speed bumps across the whole road would ensure cars cannot drive at speed and then resurfacing the pavement is desperately needed, these two proposals would make it safer for pedestrians but also not restrict the access for vehicles, relieving traffic off of the Somerset road junction.	There are prohibition of waiting at any time restrictions at the junction of Somerset Road with Wonastow Road in order to support road safety and to ensure visibility of oncoming vehicles on Wonastow Road for highway users exiting from Somerset Road. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Current Welsh Government guidance on the default 20 mph speed limit or restricted roads does not support the installation of new physical vertical traffic calming features on restricted roads subject to the default 20 mph speed limit.

398	2/12/25 21:25:42	No	It should be a shared space for Cars and Pedestrians. Have used the road on a daily basis as parents were residents of Goldwire Lane for 65yrs with NO issues.	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic.
399	2/12/25 21:29:00	Somewhat	Not sure what TRO stands for.	Traffic Regulation Order.
400	2/12/25 21:29:58	No	Gold wire lane is an age old thoroughfare for townsfolk for over a hundred years. There has never been an incident on Goldwire Lane involving traffic and pedestrian. It's an important road for access into town when other nearby roads are blocked/closed. It's my opinion that a county councillor is pushing this through who has no insight into the local area and doesn't even live in the lower end of town. It's an absolute travesty for this to go ahead. People make up problems just to justify their jobs in local government. ridiculous. As a former council carer and a meals on wheels deliverer which are time sensitive roles, I relied on this access road to access major roadways in the Overmonnow area.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
401	2/12/25 23:54:08	No	It has been a thoroughfare way for at least 300 years. All it needs is resurfacing with a lower speed limit and a wider pavement. It is the only exit for residents if the exit to Wonastow Road becomes shut off. In the recent flooding this was the case. There is no history of accidents to pedestrians on that lane. The Council is over reacting to a non-existent problem.	20 mph speed limit is the default statutory speed limit for restricted roads in urban areas in Wales, as is the case for Goldwire Lane. It is not possible to widen the existing narrow footway and still retain sufficient carriageway width for motorised vehicles. If vehicular exit via Somerset Road onto Wonastow Road is not

				feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
402	2/13/25 8:25:02	No	Completely unnecessary	Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane. These vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to motorised vehicles approaching them from behind on this one way only permitted travel street.
403	2/13/25 9:28:22	No	This road has been used for traffic for as long as I can remember with no problems, also it will give residents a lot of problems getting out of the estate with just one exit especially when it floods. Can we instead concentrate on the parking around here where people park their cars go to work thus leaving the roads clogged up which is causing more of a problem for people. On an estate this size it should be resident parking only	Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles.

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				Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Vehicular parking is prohibited at appropriate locations throughout the estate. Resident only parking throughout the estate would not be supported at this time.
404	2/14/25 14:52:49	No	it will limit egress from the estate to 1 exit also the money could be better utilised elsewhere.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
405	2/14/25 17:15:28	Yes	I think the road should be closed. It hasn't felt safe for as long as I've lived here (11 years). Awful for children going to and from school, elderly people on mobility scooters, wheel chairs etc, babies in prams etc. It feels dangerous as a driver trying to exit by the Green Dragon	Noted.

			as too many things happening in such a tight space. I'm happy to see it closed off!	
406	2/14/25 18:00:41	No	It's the easiest way out of Overmonnow into town and on to the dual carriageway no accidents have happen there, it's not a black spot .Can't see the advantage of closing the road. Pointless, just another council idea to annoy the tax paying residents of Monmouth.	The alternative route via Somerset Road, Wonastow Road, and Drybridge Street is 0.3 miles long and is not considered excessive or inappropriate. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
408	2/14/25 18:30:47	No	If you are a respectful driver there should be no problem .since the new signage the pedestrians have become extremely rude and inconsiderate i drove along there 2 weeks ago and a lady was sauntering directly in front of me as slow as possible i politely opened my window to ask if she was ok to which she curtly replied you can't drive on this road ! I explained i lived at the end of the road and she reluctantly said oh ok then. I have noticed the pedestrians are not purposely trying to stop. People driving along this essential road for access:(	Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles

				approaching them from behind on this one way only permitted travel street.
409	2/14/25 19:42:49	No	Vital piece of carriageway to vehicles of residents in the immediate area. Bigger problem is the speed of drivers using Clawdd Du and Somerset Road to access Wonastow Rd.	Access by motorised vehicles is permitted to properties which are located within the section of Goldwire Lane that is subject to the prohibition of driving (except for access) restriction. The length of the alternative route to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Clawdd Du and Somerset Road are subject to a 20 mph speed limit and there is a responsibility on drivers to drive within the signed statutory speed limit.
410	2/14/25 20:03:53	No	Need to keep this road useable for vehicles and pedestrians	The prohibition of motorised vehicles (except for access) supports the Active Travel Act and the Councils support of the Act by providing a more welcoming safer environment for vulnerable highway users and by encouraging more sustainable modes of travel between the Goldwire Estate (and beyond) to and from the town centre. Vulnerable highway users including elderly pedestrians , wheelchair users,

				children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.
411 Page 16	2/14/25 20:26:19	No	My mother and father in laws access to their drive is down there. We are constantly in and out checking on them. Plus, what happens when it floods? Everyone is blocked in!	Access is permitted to properties which are located within the section of Goldwire Lane that is subject to the prohibition of driving (except for access) restriction. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.

412	2/15/25 10:02:11	No	Closure or restriction of this road has always been a problem for residents of that area. Martin used to live in Drybridge Street and has known this area through floods etc. for 60 years. Despite flood schemes, that area, and Wonastow Road, regularly flood so that access is restricted. What benefit would accrue from the proposed restrictions? Only difficulties, as recently experienced when Wonastow Rd was under water, will be the result for a great many residents, many of whom are elderly and/or coping with disability. They need carers, they need to use cars, why oh why is the Council advocating such a crazy plan. Whoever is in charge of this proposal, we suggest, should visit the town when the weather is bad, and visit it regularly, since we suspect that the proposal cannot possibly come from someone who actually lives in that area.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
413 Page 17	2/15/25 10:25:21	No	The access is essential to all people using Monmouth. Due to flooding other roads in the area become inaccessible and journey length are unnecessarily increased. A lot of older people in the retirement homes rely on carers coming to help them.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Access by motorised vehicles is permitted to properties which are located within the section of Goldwire Lane (including

				Abbeyfield House independent living complex).
414	2/15/25 12:17:09	No	This lane is important for access when Wonastow road floods, which happens regularly. In addition the new road layout of Wonastow Road and Drybridge Street is poorly designed, the access by the green dragon reduces traffic flow on Wonastow Road. In regard to the road itself, I would support plans to redesign the one way system, for example a widened footpath for pedestrians, there is plenty of room for a car and a widened footpath. To reduce speed, perhaps a couple of speed bumps too	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. the T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. Current Welsh Government guidance on the default 20 mph speed limit or restricted roads does not support the installation of new physical vertical traffic calming features on restricted roads subject to

				the default 20 mph speed limit. There is insufficient width to widen the existing narrow footway on Goldwire Lane and still retain sufficient carriageway width for motorised vehicles including emergency service vehicles.
415	2/15/25 12:32:12	No	This is our only way out when wonastow road is flooded, as we have seen in recent events how far up the flooding comes up in turn cutting all traffic off from exiting somerset road	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
416	2/15/25 16:55:23	No	.	Noted.
417	2/15/25 17:39:05	No	I use this road to get to my friends and back and feel we need another alternative during rush hour or for any reason wouldn't be able to use another access/exit	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.

418	2/15/25 17:41:53	No	Unnecessary.	The alternative route via Somerset Road, Wonastow Road, and Drybridge Street is 0.3 miles long and is not considered excessive or inappropriate. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane, these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.
419	2/15/25 19:10:26	No	Drivers are still using this road .It should not be difficult to make it safe for everyone to use.	There is insufficient width to widen the existing narrow footway on Goldwire Lane and still retain sufficient carriageway width for motorised

				vehicles including emergency service vehicles. Current Welsh Government guidance on the default 20 mph speed limit or restricted roads does not support the installation of new physical vertical traffic calming features on restricted roads subject to the default 20 mph speed limit.
420	2/15/25 22:09:58	No	If the Wonastow Rd is flooded down too Somerset Rd junction there is no other way too exit Goldwire Lane.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
421	2/15/25 22:13:06	No	My parents lived in clawdd du for over 55 years and used this lane most days. When they moved to clawdd du there was two ways into Goldwire Lane and three ways out. Cutting it down to only one way out is dangerous. That road floods.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
422	2/16/25 9:39:57	No	I do not support this for the reason of only having one exit to the large estate, which floods and gets really busy. There have never been any issues recorded on this road, so I see no valid reason to change anything	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to

				access Drybridge Street via Goldwire Lane. Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.
423	2/16/25 13:31:45	Yes	The road is so narrow and the exit onto St Thomas roundabout is dangerous. So many pedestrians use this route into town, the pavement is very narrow and uneven making it dangerous to walk when there are cars zooming down. There is another exit onto Somerset Road, with a much safer exit.	Noted.
425	2/17/25 19:58:57	No	For many years it has been used without issues. There are pavements to use and mobility scooters can use the road as it has already a 20mph limit. When Wonastow road is flooded it allows people to move around.	Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live

				carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
426 Page 23	2/19/25 14:24:46	No	I do not think it's safe to just to have one exit	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The exit from the Goldwire Estate via Somerset Road via its junction with Wonastow Road is of a higher highway standard than via the narrow section of Goldwire Lane and via the junction of Goldwire Lane with Drybridge Street. The visibility splay to the left and to the right is very restricted for vehicles exiting Goldwire Lane of oncoming vehicles on

				Drybridge Street due to the geometry of the junction and the walls of adjacent buildings.
427	2/21/25 17:22:04	No	Too much traffic is now having to leave the Clawdd Du and Gold wire lane area by one road only. This causes congestion and is a risk if there was a fire or accident along the exit road .	The exit from the Goldwire Estate via Somerset Road via its junction with Wonastow Road is of a higher highway standard than via the narrow section of Goldwire Lane and via the junction of Goldwire Lane with Drybridge Street. The visibility splay to the left and to the right is very restricted for vehicles exiting Goldwire Lane of oncoming vehicles on Drybridge Street due to the geometry of the junction and the walls of adjacent buildings. In an urbanised environment it is not unreasonable to anticipate that traffic joining a main highway from a side road would experience delays at peak times. If vehicular exit via Somerset Road onto Wonastow Road is not possible due to a fire or other emergency incident, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.

428	2/21/25 17:26:44	No	This is a residential area. Therefore, one road in and out is not enough.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The exit from the Goldwire Estate via Somerset Road via its junction with Wonastow Road is of a higher highway standard than via the narrow section of Goldwire Lane and via the junction of Goldwire Lane with Drybridge Street. Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users (mobility scooters) access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.
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429	2/22/25 10:45:21	No	Want it safer but concerns over speeding cars so maybe speed calming measures needed. But concerns also about restrictive exit for vehicles if implemented. Prefer safe shared space.	Current Welsh Government guidance on the default 20 mph speed limit or restricted roads does not support the installation of new physical vertical traffic calming features on restricted roads subject to the default 20 mph speed limit. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic.
430	2/22/25 10:46:49	No	Want a shared safe space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic.

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431	2/22/25 10:58:56	No	Used it since a child. Never had any issues with it. Prefer it to be kept open to all with pavements improved. I use a shopping trolley and walk in the road and had never had a problem with traffic going past. I don't see the point in changing it. I've used it safely for 69 years please keep it open to all.	There is insufficient width to widen the existing narrow footway on Goldwire Lane and still retain sufficient carriageway width for motorised vehicles including emergency service vehicles. Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.
432	2/22/25 11:11:11	No	Main exit going North/East. Anything untoward happens we are stuck. We had an incident about a year ago. Police involved no one could move. It's a bottleneck anyway and do not need further restrictions makes it unsafe .	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route to the town centre via Somerset Road, Wonastow Road and Drybridge

				Street is 0.3 miles in length, and it not considered excessive or inappropriate.
433	2/22/25 11:21:17	No	Used to be 3 exits now 1 with more cars this does not make sense. Friday 21st about 12 noon queuing to get out onto Somerset Road. This would not have had that before. Time is money when you're in business.	The exit from the Goldwire Estate via Somerset Road via its junction with Wonastow Road is of a higher highway standard than via the narrow section of Goldwire Lane and via the junction of Goldwire Lane with Drybridge Street. The visibility splay to the left and to the right is very restricted for vehicles exiting Goldwire Lane of oncoming vehicles on Drybridge Street due to the geometry of the junction and the walls of adjacent buildings. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) would experience delays at peak travel time periods. If vehicular exit via Somerset Road onto Wonastow Road is not possible due to a fire or other emergency incident, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. At peak traffic travel times it is not unreasonable to expect delays on Somerset Road in this urbanised environment. Somerset Road is a reasonably wide residential highway in

				a residential estate with parking prohibited at appropriate locations in order to support its usage by all highway users.
434 Page 29	2/22/25 11:28:16	No	Status Quo no need to change	Vulnerable highway users including elderly pedestrians , wheelchair users, children and mobility aids users access the town centre via this section of Goldwire Lane and these vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.

435	2/22/25 11:31:17	No	Access needed	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Vehicular access will still be permitted to properties situated within the extent of the Prohibition of Driving (Except for Access) restriction.
436	2/22/25 11:45:38	No	Flooding concern and used to have 3 exits now one. It's not a shortcut it's a main exit point.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
437	2/22/25 11:47:06	No	Flooding concern and lack of exits	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to

				access Drybridge Street via Goldwire Lane.
438	2/22/25 12:20:47	No	Inconvenience and in turn makes it unsafe causing pressure on other roads and road users and making Wonastow road busier with children crossing to get to the school.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. The exit from the Goldwire Estate via Somerset Road via its junction with Wonastow Road is of a higher highway standard than via the narrow section of Goldwire Lane and via the junction of Goldwire Lane with Drybridge Street. The visibility splay to the left and to the right is very restricted for vehicles exiting Goldwire Lane of oncoming vehicles on Drybridge Street due to the geometry of the junction and the walls of adjacent buildings. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) would experience delays at peak travel time periods.
439	2/22/25 16:02:39	No	All the traffic only having one exit.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or

				inappropriate. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) would experience delays at peak travel time periods. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
Page 32 440	2/22/25 17:13:57	No	Too much congestion for 229 properties	In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) would experience delays at peak travel time periods. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. The provision of a more welcoming environment on Goldwire Lane for vulnerable highway users

				aims to encourage more sustainable modes of travel between the Goldwire Estate and the town centre and beyond and thereby supporting a reduction in congestion caused by motorised vehicles on the highway network.
441	2/22/25 17:18:51	No	Inconvenience, school route, flooding will isolate nearby housing. Adds more congestion increase pollution and fuel costs to a lower income area	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The provision of a more welcoming environment on Goldwire Lane for vulnerable highway users aims to encourage more sustainable and healthier modes of travel between the Goldwire Estate and the town centre, the schools for school children and other highway users.

442	2/22/25 18:56:50	No	It has always been a convenient short for both pedestrians and drivers. As a driver you should always give right away to pedestrians. Which should not cause an issue. Other points I wish to make is with the climate getting milder and wetter Wonastow road has become very frequent to flooding and as a resident of Goldwire Lane we are unable to get out. The other point I have is the volume of traffic using Wonastow road with the large new estate the volume of traffic has doubled this has been more noticeable with the link road being closed, time spent queuing is really frustrating the queue is right back to the industrial estate I feel the junction at the end of the round is no help at all the roundabout was much easier for traffic to come out of Wonastow road. I am not sure where Catherine Fookes live but I am sure she has not got any inconvenience to her daily trips	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane, these vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. In an urbanised environment such as Wonastow Road it is not unreasonable to anticipate delays due to traffic volumes at peak travel periods. Planning consent for residential developments considers the effect on the highway network as part of the planning application process and developers are required to provide appropriate and proportionate
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				measures to support and encourage sustainable modes of travel to and from and within their development as part of their planning application submission.
443	2/22/25 19:53:41	No	I strongly oppose the closure restrictions on Goldwire Lane, particularly given that the only alternative route, Wonastow Road, suffers from frequent flooding. This alone demonstrates the need for Goldwire Lane to remain open. At certain times of the day, there can be long queues just to reach Drybridge Street, creating unnecessary delays and potential risks in emergency situations where quick access is essential. I also understand that Vivacity cameras have been (and actively still are) used to assess traffic in the area. However, while these may provide data on vehicle movements, they do not capture the full impact on local road users—especially delays caused by flooding or the inconvenience to those who rely on this route daily. The council should consider real-life experiences alongside automated data when making decisions. Furthermore, many of those in favour of this proposal are not regular users of the road and are not directly affected by these changes. It seems unfair that their opinions hold weight when they do not experience the disruption firsthand. The council should prioritize the voices of those who are actually impacted. I urge you to fully consider these real-life consequences before	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. In an urbanised environment such as Wonastow Road it is not unreasonable to anticipate delays due to traffic volumes at peak travel periods. Vulnerable highway users including elderly pedestrians , wheelchair users and young people from the Goldwire Estate and other local areas access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired

			making any permanent decisions. Thank you for the opportunity to provide feedback, and I hope my concerns will be taken into account.	vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.
44	2/22/25 20:15:19	No	Why do you need to change something that has, historically not been a problem? In 10 yrs time government will have us all kept at home to save outside injury. Just allow people to use their own common sense. Stop making rules about everything! Your elected to serve the people not to try and control them.	Vulnerable highway users including elderly pedestrians , wheelchair users, children access the town centre via this section of Goldwire Lane and these vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.

445	2/22/25 20:19:03	No	There is no need. Disgusting Waste of public money that the majority of residents don't want. Use our money more wisely. Our tax is hard earned. Put the money that will be wasted into opening the Vauxhall bridge, like the majority want or perhaps we need an investigation into how the money is being spent!	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre.
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446	2/22/25 20:23:11	No	It is absolutely ridiculous. I have carers that are on time specific calls. This closure is adding time to their journeys, especially with all the other roadworks and potholes in this town. When it floods This road is vital to ensure we can reach our clients. Also, having always lived in Monmouth, it is just yet again, another pointless exercise, achieving nothing but angering people who live in the town. Like the silly pinch point which means the town is in chaos, constantly.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway users' groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable
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				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre.
447	2/22/25 20:42:28	No	As commuting through Monmouth for over the years I'm used to driving down the lane. The change is confusing and unnecessary, it also makes for a long journey as the t junction by bridges centre in the other direction gets quite built up with traffic especially at rush hour, the removal of another road creates more congestion coming from wonastow and gold wire lane	The Prohibition of Driving (Except for Access) restriction is clearly signed on site and visible to motorists. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling from a side road (Somerset Road) and traffic using Wonastow Road and Drybridge Street would experience delays at peak travel time periods. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

448	2/22/25 20:53:01	No	My Mother in law lives in Goldwire Lane and requires Carers to visit 4 times a day. The restrictions presently in place to exit from Goldwire Lane now require vehicles to travel via Somerset Road on to the junction with Wonastow Road and then Right Turn to access Drybridge Street, creating extra congestion at the Wonastow Road and the Wonastow Road/Drybridge Street Junction. That junction itself has been badly designed as it is sometimes difficult to see cars approaching from the Right due to parked cars and presently by a Road Diversion Sign set directly in line of sight of vehicles exiting Wonastow Road onto Drybridge Street. I have lived in Monmouth for over 30 years and have never known of any accidents in the road running down the side of the Green Dragon, so i think it should be kept open to through traffic on to Drybridge Street, to relive the traffic at the Wonastow Road Junction. When Wonastow Rd was recently flooded it was impossible to exit Goldwire Lane other than the Road down the side of the Green Dragon.	The Prohibition of Driving (Except for Access) permits vehicular access (including for carers) to access properties situated within the extent of the restriction on Goldwire Lane. The length of the alternative route or through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to
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Page 41				access Drybridge Street via Goldwire Lane.
449	2/22/25 21:17:02	No	Complete inconvenience and results in extra traffic on wonastow Road as well as burning more fuel and polluting more residential areas	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel

				between the Goldwire Estate and the town centre
450	2/23/25 1:50:22	No	How is anyone supposed to use the shop facility also visiting family and friends. I think this is appalling how you want to shut a road to public drivers when there have never been any issues in the however many years the road has been there	The extent of the Prohibition of Motorised Vehicles (except for access) on part of Goldwire Lane does not affect access to the shop within the Goldwire Estate. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.
451	2/23/25 13:36:27	No	That road was very necessary, the only access out of Clawdd Du during the recent flooding in Monmouth. Trying to pull out on to the Wonastow Road can be difficult with the amount of cars coming down there, so to have an alternative option is useful. Instead of closing the road for cars, the pavement could be made easier for pedestrians to use if it was just a few inches wider with restrictions of larger vehicles in place.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate including Clawdd Du will be permitted to access Drybridge Street

				via Goldwire Lane. It is not possible to widen the narrow footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles.
452	2/25/25 12:37:16	No	We use the road on a regular basis.	The length of the alternative route or through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to

				access Drybridge Street via Goldwire Lane.
453	2/25/25 17:04:31	No	It's been a thorough fare 300years and I've here for 10 and know of any incident that would have caused a serious accident. I know of flooding here at Homeforge that caused flooding that rose around 3ft in the scooter park.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate including Clawdd Du will be permitted to access Drybridge Street via Goldwire Lane. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.
454	2/25/25 17:17:03	No	Difficulty exiting with flooding and been 31 years and no issues.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire

				Estate including Clawdd Du will be permitted to access Drybridge Street via Goldwire Lane. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.
455	2/25/25 17:23:47	No	If there are as ever an accident or fire any emergency allows people to get out another way	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane.
456	2/25/25 18:42:16	No	If the lane had a pedestrian path down the one side, it would be ok for everyone to use plus STOP People on bikes and e scooters coming the wrong way up a one way street . Trying to get onto the wonastow road in the morning us a nightmare with the huge lorries thundering past as the link road is also	It is not possible to widen the narrow footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles. Enforcement of the One Way Only permitted direction of travel

			closed . Monmouth is a nightmare to get in out or around at present .	restriction would be undertaken by Heddlu Gwent Police. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling from a side road (Somerset Road) and traffic using Wonastow Road would experience delays at peak travel time periods and due to temporary road closures on the highway network in this locality.
457	2/26/25 9:08:00	No	Because of ease of exit	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
458	2/26/25 9:23:37	No	Need to slow traffic down with traffic calming measures but the estate still needs 2 exits	The section of Goldwire Lane which is subject to this Traffic Order has a relatively narrow carriageway width and a built up urbanised character with adjacent buildings and the statutory speed limit is 20 mph therefore additional traffic calming features are not proposed over the length of highway subject to this Traffic Regulation Order. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road

Page 47				closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street.. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
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459	2/26/25 12:11:23	No	Emergency vehicles need the fastest route possible so closing the road permanently would add unnecessary delays and it doesn't take into account the flooding that happens in the area. It is also needed as an alternative safer vehicle access route as it's a safer junction to exit onto Cinderhill Street. The junction from Somerset Road onto Wonastow Road has become more congested since the removal of the mini roundabout at the main junction. In addition, the junction at Drybridge House has become dangerous because it has limited visibility if exiting from Wonastow Road. I think residents who know the area well have a better idea of what will/won't work and this should be the basis of decision making regarding the road infrastructure.	The road is not being closed permanently, should the vehicular exit via Somerset Road onto Wonastow Road not be feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route or through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) would experience delays at peak travel time periods. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its
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				construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout.
460	2/26/25 21:14:32	No	It's another stupid MCC idea coming from somebody high up (a consultant for MCC) who has an interest (daughter owns/ he has shares) in the green dragon. Whose business it would suit. I will use it regardless especially as their other stupid idea of taking the roundabout away by bridges, is adding an extra 5 + mins on to a journey, it to a crap town that MCC have also destroyed. Whoever are making these decisions. Well, I'm not saying they are stupid, but	The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout.
461	2/27/25 10:50:53	No	It seems rather excessive. There could be more appropriate solutions to the problem such as better pavements and traffic calming and cycle lanes.	It is not possible to widen the narrow footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles. Current Welsh Government guidance on the default 20 mph speed limit or restricted roads does not support the installation of new

				physical vertical traffic calming features on restricted roads subject to the default 20 mph speed limit. there is insufficient width to install a cycle lane and still provide sufficient carriageway width for motorised vehicles including emergency services vehicles.
463	2/28/25 14:16:13	No	It is a useful exit point especially if the Somerset Road is busy.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
464	2/28/25 16:18:15	No	Makes it difficult for residents who live on the estate to exit and have to join Wonastow Road which in my opinion is dangerous by Bridges. More people waiting to go out of the junction especially like this week with resurfacing of link road.	The scheme to reconfigure the junction of Wonastow Road with Drybridge Street (by the Bridges Centre) from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout

				and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout.
465	2/28/25 21:38:12	No	Gives residents of the Goldwire lane only one exit which puts more pressure on the traffic at the Wonastow road/ Drybridge Street junction which has become far more congested since the reintroduction of a T junction! Wonastow road floods most winters and when the junction with Somerset road is flooded the TRO gives residents no legal exit which is ridiculous. A compromise would be to pave and put speed humps and traffic calming on the TRO section of Goldwire lane to allow pedestrians and traffic to share the road which they've done for decades.	The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. the T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane. Current Welsh Government guidance on the default 20 mph speed

				limit or restricted roads does not support the installation of new physical vertical traffic calming features on restricted roads subject to the default 20 mph speed limit.
466	3/2/25 11:13:49	No	Affects my business and I feel only one exit is not acceptable especially on a flood plane	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
467	3/2/25 11:22:38	No	Flooding, traffic down end of Somerset Road. I Am a carer and mother kids school run and call time.	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and

				Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) would experience delays at peak travel time periods.
468	3/2/25 11:25:10	No	Bottle neck on Somerset Road, schools runs, flooding and care calls	In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) would experience delays at peak travel time periods. If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane.
469	3/2/25 12:02:41	No	Ease of access and can take 22 mins to get of Wonastow Road!	In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) would experience delays at peak travel time periods. The length of the

				alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
470	3/2/25 12:13:33	No	No need for change it's fine as it is	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
471	3/2/25 12:16:35	No	Blocks access	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other

				emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane. Access to properties situated within the extent of the Prohibition of Motorised Vehicles (Except for Access) restriction will be permitted for motorised vehicles.
472	3/2/25 12:22:59	No	Flooding restrictions	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane.
473	3/2/25 12:34:58	No	Improved surface needed for all not just pedestrians	Maintenance of the highway network is undertaken by The Council and is subject to roads maintenance programming , funding and prioritisation.
474	3/2/25 12:45:25	No	To stop Goldwire Lane congestion and kids using as a race track	Enforcement of moving traffic violations on the highway is undertaken by Heddlu Gwent Police. At peak travel times it is not unreasonable to expect delays on the highway network in urbanised

				environments due to the volume of traffic.
475	3/2/25 12:57:59	No	Takes too long to get out of estate	In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
476	3/3/25 16:35:34	No	3 exits down to one. Never been a problem before. People are considerate and do slow down. It's important to have another viable exit at all times especially due to flooding .	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane.
477	3/3/25 16:49:15	No	I'm disabled and want people to be able to get to me unimpeded.	Motorised vehicle access will be permitted to properties located on Goldwire Lane within the extent of The Prohibition of Motorised Vehicles (Except for Access) Traffic Regulation Order.

478	3/3/25 17:00:31	Somewhat	A shared safe space as long as pedestrians are safer than they are at the moment. I had an experience of a van going down the lane too fast and I struggled to get onto existing pavement as too narrow for 3 wheeler dilly (walker).	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
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479	3/3/25 17:22:18	No	Flooding, fire, accident reduced exit	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane. Access to properties situated within the extent of the Prohibition of Motorised Vehicles (Except for Access) restriction will be permitted for motorised vehicles including emergency services vehicles.
480	3/3/25 17:23:59	No	Flooding	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane.
481	3/3/25 17:27:57	Somewhat	It's much safer for pedestrians if it were restricted access, but it's a valuable road link. A "Stop" sign and paint at the end by The Dragon would be a good compromise.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live

				carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. A stop sign will be assessed in accordance with the criteria for the placing of a stop sign at a junction on a highway.
482	3/3/25 17:32:52	No	Flooding and ease of access	If vehicular exit via Somerset Road onto Wonastow Road is not feasible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic from the Goldwire Estate will be permitted to access Drybridge Street via Goldwire Lane.

				The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
483	3/3/25 17:42:08	No	Ease of exit been like it forever why change it.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
484	3/3/25 17:50:50	No	Flooding	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
485	3/3/25 17:52:41	No	Flooding is becoming a bit of a pain in the town for everyday users of the paths	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
486	3/3/25 17:55:30	No	Should be shared space.	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable

				highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
487	3/3/25 18:00:05	No	It limits everyone. Please don't do it.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live

				carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. Access to properties situated within the extent of the Prohibition of Motorised Vehicles (Except for Access) restriction will be permitted for motorised vehicles including emergency services vehicles.
488	3/3/25 18:02:49	No	Ease of exit	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
489	3/4/25 16:36:24	No	Stops the use of being able to leave Goldwire Lane when closes and floods happen ext.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road

				closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
490	3/4/25 16:38:45	No	Access to the main road ease of access for the estate	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
491	3/4/25 16:40:26	No	Ease of access	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
492	3/4/25 16:45:00	No	District Nurse so need ease of access	The length of the alternative route or through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Access to properties situated within the extent of the Prohibition of Motorised Vehicles (Except for Access) restriction will be permitted for motorised vehicles including emergency services vehicles.
493	3/4/25 16:49:20	No	Ease of exit onto main road	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and

				Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
494	3/4/25 16:52:26	Yes	There should be access as it is a through road	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
495	3/4/25 16:59:05	No	Ease of use and flood risk	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or

				inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
496	3/4/25 17:04:22	No	Flooding ease of exit	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
497	3/4/25 17:09:26	No	I see no valid reason for this to take place	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore

				resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
Page 67	3/4/25 17:12:33	No	Ease of exit	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
499	3/4/25 19:55:32	No	Ease of exit, if there is an accident. Flooding. Every second counts	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a

				planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
500	3/5/25 9:52:39	No	What if floods happen no real means of driving through	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
501 Page 68	3/5/25 16:24:29	No	I do not have issues with motorists; they are very courteous & respectful when I walk down Goldwire Lane with my travelator. It is the cyclists travelling at speed both ways along this road which frighten me as I cannot see very well.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more

				welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. Enforcement of the one way only permitted travel on this section of Goldwire Lane is undertaken by Heddlu Gwent Police and the One Way Only restriction is clearly signed on site.
502	3/7/25 12:55:46	No	Ease of exit. Flooding	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
503	3/7/25 16:12:08	No	Happy for it to remain a road needs wider paths	It is not possible to widen the narrow footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles.

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504	3/7/25 16:14:00	No	More exits needed and pavements need to be wider	It is not possible to widen the narrow footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
505	3/8/25 14:30:55	No	Ease of exit	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
506	3/8/25 14:41:10	No	Ease of exit. Flooding Risk	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road

				onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
507	3/8/25 14:45:10	No	Ease of exit and flooding Risk.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
508	3/8/25 15:07:40	No	Risk of flooding ease of exit	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route for through traffic to the town centre via

				Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
509	3/8/25 15:08:26	No	Risk of flooding and ease of exit	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route or through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
510	3/9/25 9:47:52	No	It is highly inconvenient, and I believe no one should have a road that doesn't belong to them as their own private property. In which this experimental order grants the green dragon, If this was the case then any one from any background, pub owner or not could claim land that doesn't belong to them due to "loud traffic" This is a complete waste of time and money I believe if you want to own a pub in the middle of a town then you should be expected to deal with the local traffic that has been using that road for hundreds of years.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live

Page 73				carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. Access to properties situated within the extent of the Prohibition of Motorised Vehicles (Except for Access) restriction will be permitted for motorised vehicles including emergency services vehicles.
511	3/10/25 11:21:32	Yes	Safety. A lot of people use this lane to get into town, and the footpath is not wide enough or in places in good enough repair to safely walk on which means walking in the road which is far from safe or ideal given that a lot of vehicles use this lane. If the footpath is made wider which it needs to be then the road will be narrower.	Noted.
512	3/11/25 12:44:57	No	People don't want it. It is not enough of a problem to warrant this kind of intervention when you have a large estate with	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length,

			only one exit. It sits on a flood plain which means all exits should be viable at all times.	and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
513	3/12/25 11:28:36	No	Access to this area and relieving traffic on Drybridge Street. Traffic slows automatically when using Goldwire Lane in general because it is narrow. So, it is not a particular danger to pedestrians in my opinion. I've lived in the area 26 years and never experienced a problem.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles

				(except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
514	3/12/25 12:05:50	No	I was born on Cinderhill Street in September 1944 and have experienced the power of a flood and it is not to be messed with. Every moment counts in a rescue. I had a career in the Fire Service for 21 years and feel that this estate needs at least 2 exits at all times. Never underestimate the power of water. It can be terrifying.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
515	3/12/25 16:00:42	No	I have lived in Monmouth 23 years and have never known it to be a problem.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles.

				Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
516 Page 76	3/13/25 14:13:32	No	Ease of exit from a busy estate. I used to use it a lot. Visibility is better out of the Goldwire Lane junction than the new Wonastow road junction .	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. The visibility for highway users exiting Goldwire Lane on to Drybridge Street is extremely restricted due to the geometry of the junction and the adjacent buildings. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T

				junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout.
517	3/13/25 15:26:45	No	I am thinking of moving to Homeforge House and the flood risk is of concern to me	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
	3/14/25 15:26:38	No	It has been used as a public access road for many years and very convenient for all traffic to include small lorries and ambulances. It is very necessary and to take it away from the people of Monmouth would be wrong.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired

				vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
519 Page 78	3/14/25 15:29:41	No	I do not see the advantages of closing it to vehicles it has been well used by vehicles and pedestrians for many years with no problems	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more

				welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
520	3/16/25 18:58:25	No	Traffic will back up onto Wonastow Road which now they have removed the roundabout is a nightmare to get out of, especially at home time and early evenings.	The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods.

521	3/16/25 19:02:10	No	We need access as Wonastow Road floods and with the extra traffic on the road plus the new arrangement exiting Wonastow we need an occasional route out.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
522	3/16/25 19:05:56	No	It is essential for us as it is an escape route when we have problems with traffic on Wonastow Road. The new system makes it difficult to access Drybridge Street.	The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods.

523	3/19/25 10:48:20	No	Flooding, need more exits	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
524	3/19/25 10:50:15	No	Build up traffic and flooding	In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
525	3/20/25 9:15:18	No	Flooding and congestion onto the Wonastow Road	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge

				Street via Goldwire Lane. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods.
526 Page 82	3/20/25 9:17:12	No	I believe it needs to be a shared space for vehicles and pedestrians	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active

				Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
527	3/20/25 9:18:51	No	I believe that it should continue to be a shared space for vehicles and pedestrians	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more

				welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
528	3/20/25 9:21:02	No	Shared space for vehicles and pedestrians	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
529	3/20/25 9:22:24	No	Shared space required	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
530	3/20/25 9:24:05	No	Cars and pedestrians	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

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531	3/20/25 9:25:36	No	Cars and pedestrians	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
532	3/20/25 9:54:31	No	This is a total waste of taxpayers' money when the public highways are in the poorest state in decades! totally not needed!	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore

				resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
Page 33 88	3/20/25 9:57:36	No	The project is a total waste of money when the current system works just fine. Fill in your potholes and spend the money on essential maintenance not unnecessary projects.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles

				(except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
534	3/20/25 9:58:59	No	Shared space for cars and pedestrians	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's

				commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
535	3/20/25 10:00:54	No	Shared space for pedestrians and vehicle users	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
536	3/20/25 10:05:53	No	shared space for pedestrians and cars needed	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
537	3/20/25 10:07:19	No	Shared space for pedestrians and cars	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
538	3/20/25 10:08:40	No	Shared space cars and pedestrians	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
539	3/20/25 10:48:33	No	Shared space cars and pedestrians	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
540	3/20/25 10:50:09	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
541	3/20/25 10:51:11	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
542	3/20/25 10:52:30	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
543	3/20/25 10:53:54	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
544	3/20/25 10:55:09	No	Used regularly	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
545	3/20/25 10:57:10	No	Inconvenience, use road regularly	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
546	3/20/25 13:44:32	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway

				due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre.
Page 100 147	3/20/25 13:46:12	No	shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing

				the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
548 Page 101	3/20/25 13:47:38	No	Flow of traffic, parked cars and pedestrians	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident

				or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
549	3/20/25 13:50:08	No	Shared space for vehicles and pedestrians	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging

				sustainable travel between the Goldwire Estate and the town centre
550	3/20/25 13:51:59	No	Required shared space for vehicles and pedestrians	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
551	3/20/25 13:53:10	No	It has been a shared space for many years	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
552	3/20/25 13:54:54	No	Shared space for cars and pedestrians	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
553	3/20/25 13:56:31	No	Lived on Drybridge Street for many years- why change now - should continue to be a shared space	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

554	3/20/25 13:57:41	No	shared space for cars and pedestrians	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
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555	3/20/25 13:58:50	No	Should be shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
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556	3/20/25 14:20:49	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
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557	3/20/25 14:22:26	No	keep open for all users	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
558	3/20/25 14:23:38	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly

				pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
559	3/20/25 14:25:15	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre

Page 112				via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
560	3/20/25 14:26:44	No	..	No comments added to this objection.
561	3/20/25 14:28:13	No	It should remain a shared space for all users	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre

				via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
	3/20/25 14:29:34	No	It's a shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups

				are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
Page 114 63	3/20/25 14:30:40	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway

				width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
Page 115	3/20/25 15:03:47	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised

				vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
Page 116	3/20/25 15:04:45	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also

				liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
566 Page 117	3/20/25 15:06:34	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this

				one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
567 Page 118	3/20/25 15:08:02	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles

				(except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
568	3/20/25 15:09:54	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's

				commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
569	3/20/25 15:11:06	No	Cars and people	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

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570	3/20/25 15:12:40	No	Cars and people	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
571	3/20/25 15:14:16	No	Shared space traffic and people	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly

				pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
572	3/20/25 15:15:43	No	It should be a shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre

				via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
573	3/20/25 15:16:43	No	Do not support	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also

				liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
574 Page 124	3/20/25 15:18:00	No	.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
575	3/20/25 15:19:25	No	shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more

				welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
576	3/20/25 15:20:43	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
577	3/20/25 15:51:25	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
578	3/20/25 15:52:28	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
579	3/20/25 15:53:40	No	shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
580	3/20/25 15:54:49	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
581	3/20/25 15:56:06	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
582	3/20/25 16:03:55	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
583	3/20/25 16:05:36	No	It would restrict access to emergency services and shared space	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
584	3/20/25 16:07:19	No	It would restrict access to emergency services, and we want a shared space	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to

				access Drybridge Street via Goldwire Lane. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic.
585	3/20/25 16:08:35	No	We want a shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active

				Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
586	3/20/25 16:10:36	No	Because it would restrict access to emergency services and local residents.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
587	3/20/25 16:12:29	No	Well used access to road at the far end especially when Wonastow Road is flooded.	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.

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588	3/20/25 16:13:57	No	No sensible reason to implement TRO.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
589	3/20/25 16:16:00	No	Shared traffic/pedestrian usage should be retained as is historic	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly

Page 137				pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
590	3/20/25 16:17:07	No	Should be a shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre

				via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
591	3/20/25 16:17:59	No	Shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups

				are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
Page 139 192	3/20/25 16:19:45	No	Should be a shared access	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway

				width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
593	3/20/25 16:20:54	No	Should stay shared access	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic.
594	3/20/25 16:21:54	No	Should remain a shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and

				young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
595	3/20/25 18:22:43	No	It's an access for local people and closing it will cause inconvenience	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then

				through traffic will be permitted to access Drybridge Street via Goldwire Lane.
596	3/20/25 18:24:49	No	Should remain in situ	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

597	3/20/25 18:26:05	No	Should remain shared access	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more
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				welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
598 Page 144	3/20/25 18:28:05	No	People should be able to walk or drive this short road - respectfully.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging

				sustainable travel between the Goldwire Estate and the town centre
599	3/20/25 18:31:01	No	The closure will leave only one way of leaving the area near the lane- as was proved during the recent flooding. There have been no issues with dual use in the 50 years I have lived in Monmouth.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. If vehicular exit from the Goldwire Estate via Somerset Road onto

				Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
600 Page 146	3/20/25 18:32:25	No	Should remain a shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's

				commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
601	3/20/25 18:34:22	No	Please concentrate on more urgent problems e.g. Iceland delivery point opposite a bus stop- etc, etc, etc, etc (pot holes?)	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to

				a flooding incident or other emergency incident or due to a planned road closure event then through traffic will be permitted to access Drybridge Street via Goldwire Lane The Council as highway authority maintains the highway network (except trunk roads network) within the County.
602 Page 148	3/20/25 18:37:29	No	Should remain as is	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre.

				If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
603	3/20/25 18:39:31	No	Monmouth has been ruined enough as it is please leave well enough alone!	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

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604	3/20/25 18:41:29	No	WORKS PERFECTLY WELL AS IT IS! DONT CHANGE!!	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
605	3/20/25 18:43:52	No	THERE IS NO RECORD OF ANY TRAFFIC INCIDENT AT THIS JUNCTION- IF IT AIN'T BROKE WHY FIX IT.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore

				resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
Page 151	3/20/25 18:45:13	No	IT CURRENTLY WORKS FINE, DO NOT CHANGE IT!	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles

				(except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
607	3/22/25 9:43:15	No	Inconvenience	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
608	3/25/25 13:18:15	No	We need this road to access our clients.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a

				planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
609	3/25/25 13:20:23	No	It is ridiculous to change this; there has never been any issues that I am aware of and used this regularly	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre

610	3/25/25 13:23:14	No	Wonastow Road floods, as a carer it is important that we have access to allow us to get to our calls. I have lived in Monmouth 50years, and this road has never been an issue. This road is actually safer than the new T junction and pedestrian crossing that's just been put in place by Drybridge.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) travelling along a side road (Somerset Road) from the Goldwire Estate would experience delays at peak travel time periods. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times
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				and volumes have not been found to be excessive or inappropriate for the new junction layout.
611	3/25/25 13:26:29	No	When the Wonastow Road floods this road is vital to us, as carers, as it is the only access to allow us to move around the town. Also, in 30+years of living in Monmouth, this road has never been an issue and with the ridiculous changes to the T junction and dangerous pedestrian crossing this road is actually safer!	If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout.

612	3/25/25 13:27:59	No	I am a support worker and use the road to get to my calls.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
Page 156	3/25/25 13:29:27	No	I am a carer and when the road floods I need to use the road to get to my calls	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.

614	3/25/25 13:30:44	No	It has always been a short cut. It is not an issue. Just take the pavement away.	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and
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				Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate.
615	3/25/25 13:32:32	No	I use this road regularly; it is easier than trying to use the T-junction with pedestrian crossing on top of it!	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout.
616	3/25/25 13:34:13	No	As a carer I use this road, especially when it floods. It is not overly use so does not need to be closed.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length,

				and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
617	3/25/25 13:35:56	No	I live close and use that road to take my kids to school.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.

618	3/25/25 13:42:22	Somewhat	1. Within Homeforge House there 49 flats, accommodation for the purpose of Independent Living, most of the residents being over the age of 60yrs. to assist with their independence a number of the residents require help of a walker. Due to the narrowness of the pavement in some areas of the lane the residents are compelled to walk in the road. This is dangerous especially as very high percentage are hard of hearing, and so do not always hear a vehicle approaching from behind, especially electric motorised cats etc. 2. The reduction for the speed of the traffic would help but a camera may need to be installed to monitor the situation.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
619	3/25/25 13:52:08	No	The road system in this area is very narrow and windy, particularly Somerset Road- where there are often vehicles parked on the road. This causes chicanes where vehicles are parked on opposite sides. This makes driving up and down Somerset Road dangerous as there are many blind spots. Access through Goldwire Lane alleviates this. Goldwire Lane must have pavements withdrawn with access for all. I would suggest a special lane for cyclists who are the biggest bane	Somerset Road is a highway in a residential area where parking is permitted at appropriate locations. If vehicles are parked in a dangerous location or causing an unnecessary obstruction of the highway, they are liable to prosecution by Heddlu Gwent Police. Somerset Road at its junction

locally. Speeding and weaving in and out around pedestrians. Please get lines also put on a wider pavement and return wonastow junction to Drybridge back to a roundabout as visibility coming out of this junction is dangerous. Also do something about cyclists whizzing over Monnow Bridge with no regard for pedestrians

with Wonastow Road and at its junction with Goldwire Lane has prohibition of waiting at any time restrictions in situ and vehicles parked within the extent of these restrictions are liable to being issued with a penalty charge notice by MCC Civil Enforcement Officers. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction layout. Enforcement of the highway law for moving traffic violations e.g.

				cyclists riding dangerously can only be undertaken by Heddlu Gwent Police.
620	3/25/25 13:54:13	Yes	I put yes, but with reservations regards flooding, if Wonastow Road floods. Cutting off Somerset Road what way will residence be able to get cars out?	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
621	3/25/25 15:22:02	Yes	To make drivers aware of how dangerous it is for the older generation who are blind and deaf, as they are unable to see or hear traffic coming from behind who have use the road as the pavement is unsuitable at the end of the lane. It is also a dangerous junction. I have actually witnessed a blind lady with two cars in front and one behind who were within inches of her. I do not think white painted lines is the answer. It needs proper paving.	Noted.

622	3/25/25 15:25:39	Yes	Due to state of road surface, inadequate pavements and speeding cars, road requires re-surfacing and clear precise markings for vehicle and pedestrian use, minus pavements. Plus, a 10mph speed limit imposed and policed with adequate fines for offenders	Noted. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. The statutory speed limit for this highway is 20 mph which is in accordance with the Welsh Governments guidance and regulations on setting speed limits in urbanised areas. Enforcement of the speed limit on the highway network in Monmouthshire is undertaken by Heddlu Gwent Police.
623	3/25/25 15:28:39	Yes	Wider footway for pedestrians for complete length of Goldwire Lane from Abbeyfield to the exit by the Green Dragon. 10mph as maximum speed suggested for the entire length of the road or even 5mph. Mandatory bells on the handlebars of all cyclists.	The statutory speed limit for this highway is 20 mph which is in accordance with the Welsh Governments guidance and regulations on setting speed limits in urbanised areas. It is not feasible to widen the existing footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles.
624	3/25/25 15:33:36	Yes	1 Wider footway area for safe pedestrian access for complete length of the part of Goldwire Lane from Abbeyfield to exit at the Green Dragon. 2. Suitable footway with for safe usage of "walkers" and mobility scooters etc. 3. Consider a 10mph speed limit for the entirety of its length	It is not feasible to widen the existing footway and still maintain sufficient carriageway width for motorised vehicles including emergency services vehicles. The statutory speed limit for this highway is 20 mph which is in

			accompanied by clear and unambiguous signage: (even better - 5mph limit) 4. No electric vehicles without artificial sounding device incorporated.	accordance with the Welsh Governments guidance and regulations on setting speed limits in urbanised areas. The regulations governing electric vehicles registered in the Uk are the responsibility of the United Kingdom government.
625 Page 164	3/25/25 15:35:08	No	/	Objection has been received but no additional comments or statements were made by the objector in addition to the “No” comment received. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
626	3/25/25 15:41:56	Somewhat	Yes, and somewhat, as I have a mobility scooter at moment cannot use it on a pavement to narrow. I would like a flat road with a road with allocation on it showing cars,bikes,prams/pedestrians, mobility scooters/walkers	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more

				welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
627	3/25/25 19:25:56	No	Should be a shared space for pedestrians and motorists	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable

				highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
628	3/25/25 20:04:10	No	Both vehicles and pedestrians should be able to use this route. It cuts off residents in an unworkable way to close it.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
629	3/26/25 18:51:03	No	Works at a continually shared space	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups

				are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
30	3/26/25 18:52:15	No	Waste of council money	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this

				one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
631 Page 169	3/26/25 18:54:08	No	It's always been shared access, and it should remain the same.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging

				sustainable travel between the Goldwire Estate and the town centre
632	4/7/25 20:06:30	No	Having own a flat in Somerset Road that I have my mother living in I feel that road should be open to traffic for easy access to town and emergency vehicles	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane.
633	4/17/25 10:26:08	No	Easy access should the road be flooded. I have lived in Monmouth since 1967 and have witnessed water up our steps even on Kings Fee. No way should any exits be impeded in anyway as you simple could not get out.	The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event, then

				through traffic will be permitted to access Drybridge Street via Goldwire Lane.
Email response number 1	10/18/25 07:34	Yes	My husband and I live in Victoria Estate and walk our dog daily and very often into town. We would like to register our support for the closure to traffic in Goldwire Lane as the sensible and safest option due to the difficulties of walking to town with a dog. child in a buggy, disabled buggy or walker when a car enters and proceeds down the lane making pedestrians squash up on the narrow path. Many times, we have had to help the less abled out of the way to enable a car to pass. The road is just too narrow at the far end for pedestrians and traffic; we have this Order becomes permanent in the not too distant future.	Noted.

Email response number 2	10/20/2025 23:44	No	Objection video received. https://youtu.be/BtiGOLnAvq0?si=M3gbzB6kAxssvm6T Received and considered at Council meeting dated 23rd January 2025. https://youtu.be/BtiGOLnAvq0?si=M3gbzB6kAxssvm6T	The scheme to reconfigure the junction of Wonastow Road with Rockfield Road from a mini roundabout to a T junction has been designed and engineered to current highway design standards. It has also been subject to safety audits. The T junction layout and traffic flows have also been modelled by independent transport consultants, traffic queues times and volumes have not been found to be excessive or inappropriate for the new junction layout. Cyclists riding against the permitted direction of travel on this one way only street are committing a moving traffic offence, and are therefore, liable to receive enforcement action via Heddli Gwent Police Installing a road marking line to segregate pedestrians from vehicles is not in accordance with standard practice for a shared space scheme and therefore would not constitute a shared space. There is insufficient width on the section of Goldwire Lane in question to widen the existing narrow footway and still maintain sufficient carriageway width for vehicles to use the narrow section of Goldwire Lane. The length of the alternative route for
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				through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other emergency incident or due to a planned road closure event then through traffic will be permitted to access Drybridge Street via Goldwire Lane. There is no evidence of a road safety issue where vehicular traffic including emergency service vehicles have found it impossible to use the T junction at the junction of Somerset Road with Wonastow Road. Emergency service vehicles displaying blue lights in an emergency situation would have priority over normal traffic on the highway network. There is a car park area on Somerset Road available for residents, visitors and carers. The majority of houses on Somerset Road have an off road parking facility. The double yellow lines situated on parts of Somerset Road are located at junctions in order to ensure the free flow of traffic. Vehicles parked on double yellow lines
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Page 174				on Somerset Road are liable to receiving a fixed penalty notice. The Prohibition of Motorised Vehicles Except for Access restriction does not prohibit access by motorised vehicles to the grocery store which is situated with Goldwire Estate.
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Email response number 3	1/31/2025 22:21	No	Email objection received by Traffic team was sent to Democratic Services for inclusion on the agenda for the Council meeting of the 23rd January 2025. Presentation pdf attached in Appendix 5 and has been received and was considered by Councillors at the Council meeting dated 23rd January 2025. Presentation and petitions were noted and received and considered by The Council Committee of 23rd January 2025 at which Mrs. Johnson also made a presentation in person.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre. The length of the alternative route for through traffic to the town centre via Somerset Road, Wonastow Road and Drybridge Street is 0.3 miles in length, and it not considered excessive or inappropriate. If vehicular exit from the Goldwire Estate via Somerset Road onto Wonastow Road is not possible due to a flooding incident or other
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				emergency incident or due to a planned road closure event, then through traffic will be permitted to access Drybridge Street via Goldwire Lane. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. In an urbanised residential environment, it is not unreasonable to anticipate that traffic joining a main highway (Wonastow Road) from a residential estate side road e.g. Somerset Road would experience delays at peak travel time periods. The scheme to reconfigure the junction of Wonastow Road with Drybridge Street from a mini roundabout to a T junction has been designed and engineered to current design standards. It has been subject to safety auditing by independent safety audit professionals. The T junction layout and traffic flows have also been modelled by independent transport professionals prior to its construction and traffic queue times and volumes have not been found to be excessive or inappropriate for the new junction
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Page 177				layout. The regulatory signs (Prohibition of Motorised Vehicles Except for Access) installed at the commencement of the Traffic Regulation Order on the public highway are fully in compliance with the requirements of The Traffic Signs and General Directions 2016 Statutory Instrument and are clearly visible to oncoming highway users. The Wonastow Road/Somerset Road junction is of a higher standard and wider than the junction of Goldwire Lane/Drybridge Street Junction (which has very restricted visibility to the right or to the left for vehicles exiting Goldwire Lane onto Drybridge Street) and visibility to the right and to the left upon exiting Somerset Road is protected by prohibition of waiting at any time road markings on Wonastow Road at its junction with Somerset Road. Cyclists are subject to highway law and the highway code and should ride accordingly on the public highway network. Drivers of motorised vehicle and all other classes of highway users have a responsibility to drive within the prevailing road conditions and to drive within the statutory speed limit and in an urbanised built up environment it is not unreasonable for
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Page 178				drivers to anticipate encountering pedestrians (including children) on the public highway or playing adjacent to and near the extent of the public highway. Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. There is insufficient width available to widen the existing footway(s) and still retain sufficient width for motorised vehicles.
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Email response number 4	03/11/2025 14:25	No	In the absence of a permanent alternative exit from Goldwire Lane that is not impacted by flooding and in recognising the current restrictions on trial are not a successful solution, Monmouthshire County Council should consider making the exit from Goldwire Lane onto Drybridge Street a safe shared space with appropriate signage, changes to road surface and traffic calming measures to ensure the safety of all users. To clarify the references to the restrictions being unsuccessful, Town Councillors have witnessed the continued regular use of the road which demonstrates the Order is being ignored and not enforced.	Single level shared surface streets are only appropriate for short stretches in locations with low to very low vehicle flows and speeds and that would not be the case if this section of Goldwire Lane was to remain available to all through vehicular traffic. Current guidance from the Welsh Government to local Authorities does not support the provision of new vertical traffic calming features on highways subject to the default 20 mph speed limit or restricted roads within Wales. The Prohibition of Motorised Vehicles (Except for Access) is currently clearly signed on site and signage is clearly visible to oncoming highway users. The powers to enforce this Traffic Regulation Order lie with Heddlu Gwent Police.
Email response number 5	10/14/2024 20:03	No	I wish to protest at the decision to restrict access to Goldwire Lane ,Monmouth. This is a ludicrous idea.	Vulnerable highway users including elderly pedestrians , wheelchair users, and young people access the town centre via this section of Goldwire Lane. These vulnerable highway user groups are also utilising the live carriageway due to the narrow

				available footway width therefore resulting in sharing the live carriageway with motorised vehicles. Visually and aurally impaired vulnerable highway users are also liable to encounter motorised vehicles approaching them from behind on this one way only permitted travel street. Prohibiting most motorised vehicles (except for access) supports the Active Travel Act and the Council's commitment to creating a safer, more welcoming environment for vulnerable highway users, thereby encouraging sustainable travel between the Goldwire Estate and the town centre
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Appendix 2: Summary of Consultation Responses

Location	Agree	Somewhat Agree	Disagree
2219 Prohibition of Driving (except for access) Goldwire Lane, Monmouth.	13	5	227

Appendix 3: Notice of Making

SECTION 9 – ROAD TRAFFIC REGULATION ACT 1984 NOTICE OF MAKING AN EXPERIMENTAL ORDER

MONMOUTHSHIRE COUNTY COUNCIL (TRAFFIC REGULATION ORDER) (GOLDWIRE LANE, MONMOUTH, MONMOUTHSHIRE) (EXPERIMENTAL) TRAFFIC ORDER 2024

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NOTICE IS HEREBY GIVEN that **MONMOUTHSHIRE COUNTY COUNCIL** in accordance with the Local Authorities Traffic Order (Procedure) (England & Wales) Regulations 1996 and the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act”), as amended, and Part IV of Schedule 9 to the Act and of all other enabling powers and after consultation with the Chief Officer of Police, has made an Experimental Order which shall come into force on the 25th October 2024 and shall remain in force for not more than eighteen months.

The **EFFECT OF THE ORDER** shall be:

GOLDWIRE LANE, MONMOUTH

To implement a Prohibition of Driving (except for access) Order on Goldwire Lane from its junction with Somerset Road to its junction with Drybridge Street.

If made permanent, the Order shall have the effect of amending the Monmouthshire County Council (Various Roads) (Traffic Regulation and Speed Limit) Consolidation Order 2019, or any later Consolidation Order made to revoke and re-enact the provisions of that order, in that the Map Schedules specified in the First Schedule shall be amended and the Map Schedule specified in the Second Schedule to this Order shall be implemented.

A copy of the proposed Order, Maps indicating the new restrictions, together with the Statement of Reasons for proposing to make the Order, may be inspected during normal office hours at County Hall, The Rhadyr, Usk, NP15 1GA or online via the Monmouthshire County Council website www.monmouthshire.gov.uk/public-consultation-traffic/ which can also be accessed by scanning the QR code shown.

If any person wishes to question the validity of this Order or of any of its provisions on the ground that it or they are not within the powers conferred by the Act, or that any requirement of the Act or of any instrument made under the Act has not been complied with, that person may, within six weeks from the date of this notice apply for the purpose to the High Court.



The Order will come into effect on the 25th October 2024 and will remain in operation for a period of up to eighteen months. If the provisions of the Order continue in operation for a period of at least six months, the Council will consider in due course whether the provision of the experimental order should be continued in force indefinitely by means of a permanent Order. Any person desiring to object to the making of an Order for the purpose of such indefinite continuation may, within six months of the Order coming into operation, send a statement in writing of the objection and the grounds on which it is made to the Chief Officer, Law and Governance at County Hall, The Rhadyr, Usk, NP15 1GA or by email to Traffic@monmouthshire.gov.uk quoting the reference Goldwire Lane, Monmouth (Experimental Traffic Order) 2024.

By virtue of Section 11 of the Road Traffic Regulation Act 1984, any person who contravenes a restriction or prohibition imposed under Sections 9 and 10 of the Act shall be guilty of an offence.

Dated: 9th October 2024

Carl Touhig
Head of Neighbourhood Services
Monmouthshire County Council
PO Box 106
Caldicot
Monmouthshire
NP26 9AN

SCHEDULE

FIRST SCHEDULE

Map Schedule to be amended

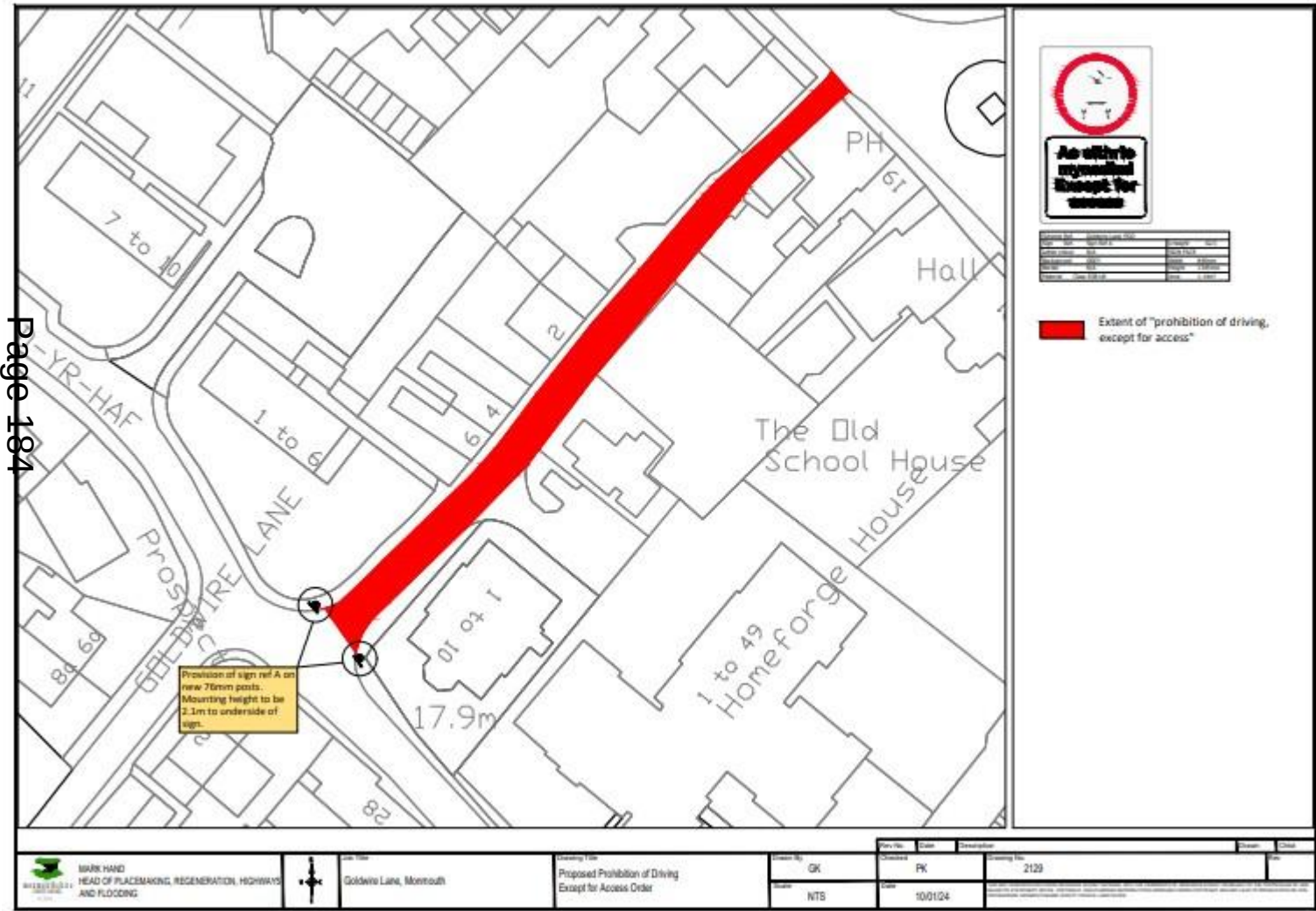
BC109B

SECOND SCHEDULE

Map Schedule to be inserted

BC 109C

Appendix 4: Drawing



Appendix 5 Photographs of Goldwire Lane



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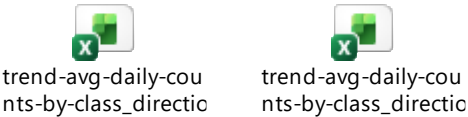
Page 187

Appendix 6 Objection Presentation to Committee



Presentation to
Council Committee.p

Appendix 7: Vivacity automated data camera counter of usage of Goldwire Lane at its exit on to Drybridge Street



Appendix 8: Wellbeing of Future Generations Equalities Impact Assessment

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monmouthshire
sir fynwy

Equality and Future Generations Evaluation

Name of the Officer completing the evaluation Phaedra Cleary Phone no: 01633 644731 E-mail: phaedracleary@monmouthshire.gov.uk	Please give a brief description of the aims of the proposal To make permanent the Monmouthshire County Council (Traffic Regulation Order)(Goldwire Lane, Monmouth, Monmouthshire) Experimental (Traffic Order) 2024.
Name of Service area Neighbourhood Services	08/04/2026

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	This proposal will provide a safe environment for all age groups to use this section of highway.	None identified at this stage	N/A
Disability	This proposal will provide a safe environment for disabled highway users and therefore encourage and support the use of the highway under consideration.	None identified at this stage.	N/a
Gender reassignment	None identified at this stage	None identified at this stage	N/A
Marriage or civil partnership	None identified at this stage	None identified at this stage	N/A
Pregnancy or Maternity	None identified at this stage	None identified at this stage	N/A
Race	None identified at this stage	None identified at this stage	N/A
Religion or Belief	None identified at this stage	None identified at this stage	N/A
Sex	None identified at this stage	None identified at this stage	N/A
Sexual Orientation	None identified at this stage	None identified at this stage	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	The safety improvements arising from the proposed changes would benefit those living in more historic parts of our towns and villages these areas, which often (but not always) are Lower Super Output Areas characterised by less affluence/greater deprivation.	None identified at this stage	N/A
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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	The new highway signs installed are bi-lingual with Welsh appearing in front of English as per current guidance.	N/A	N/A
Operational Recruitment & Training of workforce	None identified at this stage	None identified at this stage	N/A
Service delivery Use of Welsh language in service delivery Promoting use of the language	Any new highway signs and carriageway markings will be bi-lingual with Welsh appearing in front of English as per current guidance.	None identified at this stage	N/A

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: Safer highway environments will be more attractive for alternate transport modes such as cycling, walking, and scooting by the development of Active Travel Routes.	N/A
A Wales of cohesive communities Communities are attractive, viable, safe, and well connected	Positive: Development of Active Travel Routes facilitated.	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic, and environmental wellbeing	Positive: Improved accessibility for residents will improve local social wellbeing.	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: Easier and safer travelling route from the Goldwire Estate to and from the town centre (via the zebra crossing on Drybridge street) for vulnerable highway user groups.	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?
 Long Term Balancing short term need with long term and planning for the future	N/A	N/A
 Collaboration Working together with other partners to deliver objectives	N/A	N/A
 Involvement Involving those with an interest and seeking their views	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?
 Prevention Putting resources into preventing problems occurring or getting worse	Proposals will be enforced by Heddlu Gwent Police.	None
 Integration Considering impact on all wellbeing goals together and on other	The proposal will have a positive impact on wellbeing by supporting connectivity and active travel between the town centre and the Goldwire estate.	None

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	None identified at this stage	None identified at this stage	N/A
Safeguarding	None identified at this stage	None identified at this stage	N/A
Corporate Parenting	None identified at this stage	None identified at this stage	N/A

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

Page 195	Officer observations and correspondence from the respective communities and their elected representatives. Prior consultation and data recorded as part of the proposed making permanent of the Experimental Traffic Regulation Order.
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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?

1.1	Positive impacts: The proposed restriction on motorised vehicles (except for access) will contribute to providing a safer highway environment for all vulnerable highway user groups. It will also support the aims of the Active Travel Act and encourage more sustainable modes of travel.
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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 order.	Traffic Team (Graham Kinsella, Phaedra Cleary, Gareth Freeman, Georgina Edwards)

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	08/04/2026.	

Date	Local Start Hour	Local End Hour	Days Selected	Data Availability Percent	Car	Cyclist	Pedestrian	TOTAL
01/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	121	63	285	469
02/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	135	78	304	517
03/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	142	70	295	507
04/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	166	68	324	558
05/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	138	73	431	642
06/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	133	67	277	477
07/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86083333	144	61	315	520
08/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	142	62	284	488
09/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	132	70	261	463
10/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96541667	134	78	327	539
11/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	137	55	342	534
12/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	139	69	355	563
13/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	115	48	281	444
14/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.51416667	127	89	301	517
15/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041667	107	58	266	431
16/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	132	62	308	502
17/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	124	66	355	545
18/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	147	59	333	539
19/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	138	51	408	597
20/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	115	53	319	487
21/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86125	127	45	300	472
22/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	127	62	260	449
23/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333	129	59	255	443
24/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	139	71	291	501
25/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	132	68	344	544
26/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	148	67	367	582
27/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	119	60	232	411
28/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86125	103	67	332	502
29/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	128	65	230	423
30/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	146	69	314	529
31/07/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	135	49	368	552
01/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	138	49	364	551
02/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86125	143	47	384	574
03/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	117	38	254	409
04/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93083333	119	42	271	432
05/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	128	57	299	484
06/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	111	64	308	483
07/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	112	49	357	518
08/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	126	70	454	650
09/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	125	44	420	589
10/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	105	48	287	440
11/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.27083333	135	71	297	503
12/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	124	76	355	555
13/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	138	61	312	511
14/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	138	62	302	502
15/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	169	67	363	599
16/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.65291667	119	81	417	617
17/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	95	40	329	464
18/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041667	137	71	292	500
19/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	120	90	321	531
20/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	129	62	270	461
21/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	144	58	314	516
22/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	161	72	404	637
23/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	91	48	346	485
24/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96541667	104	54	320	478
25/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041667	118	58	293	469
26/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	121	44	343	508
27/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	155	58	306	519
28/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96541667	136	48	306	490
29/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96541667	153	55	416	624
30/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	127	30	319	476
31/08/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	103	34	325	462
01/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.61791667	113	58	305	476
02/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	150	56	287	493
03/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96541667	116	53	312	481
04/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	132	44	384	560

05/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93083333	159	63	425	647
06/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	132	66	609	807
07/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	113	33	257	403
08/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93083333	121	44	301	466
09/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333	112	55	299	466
10/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	142	25	257	424
11/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	150	35	260	445
12/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	160	50	356	566
13/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.82666667	131	34	456	621
14/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	126	28	227	381
15/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96541667	131	39	267	437
16/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96541667	135	54	273	462
17/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.6875	141	46	296	483
18/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.79208333	122	59	305	486
19/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	143	62	358	563
20/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96541667	128	39	334	501
21/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	111	36	236	383
22/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041667	139	38	288	465
23/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	117	46	350	513
24/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	122	42	291	455
25/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	127	38	330	495
26/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93083333	140	38	424	602
27/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	113	51	414	578
28/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	90	23	252	365
29/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.82625	121	40	316	477
30/09/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	110	43	335	488
01/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	130	47	317	494
02/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	128	57	362	547
03/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.68791667	148	41	367	556
04/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.82625	118	39	455	612
05/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	107	33	333	473
06/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.47916667	109	42	303	454
07/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	107	52	326	485
08/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	19	48	399	466
09/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	6	47	331	384
10/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	32	54	401	487
11/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333	110	47	327	484
12/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	114	38	211	363
13/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.34041667	115	42	304	461
14/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	102	42	234	378
15/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041667	108	53	222	383
16/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	134	51	286	471
17/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	131	48	308	487
18/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	111	46	343	500
19/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	91	27	217	335
20/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93083333	118	40	293	451
21/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.44416667	115	43	260	418
22/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	112	48	227	387
23/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.65291667	121	31	319	471
24/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.72208333	125	31	236	392
25/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	146	36	376	558
26/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	109	27	223	359
27/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.54833333	147	39	263	449
28/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.75708333	164	33	240	437
29/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	195	46	331	572
30/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86125	190	44	244	478
31/10/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.82625	225	41	344	610
01/11/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	161	19	308	488
02/11/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	124	32	149	305
03/11/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86083333	159	50	304	513
04/11/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.6875	146	64	238	448
05/11/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	156	44	298	498
06/11/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	98.92333333	179	38	240	457
07/11/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	168	35	278	481
08/11/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	121	17	265	403
09/11/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333	103	24	246	373
10/11/25	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.82625	153	35	316	504

11/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	151	29	203	383
12/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.965	142	37	323	502
13/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041667	143	22	135	300
14/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	131	17	216	364
15/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	19.44458333	3	17	47	67
16/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	30.20833333	16	6	127	149
17/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.68791667	82	18	204	304
18/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	80.97208333	81	27	349	457
19/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	109	29	232	370
20/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	98.29916667	120	25	166	311
21/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	125	18	129	272
22/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	108	37	254	399
23/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	94.13208333	94	11	116	221
24/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041667	123	31	218	372
25/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	111	15	151	277
26/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	135	25	143	303
27/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	139	29	210	378
28/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	179	21	234	434
29/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	123	23	288	434
30/11/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	79	8	125	212
01/12/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	98.02083333	138	22	195	355
02/12/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	134	17	107	258
03/12/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	123	25	125	273
04/12/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	114	27	226	367
05/12/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96541667	139	26	191	356
06/12/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.51375	128	32	324	484
07/12/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041667	124	29	252	405
08/12/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86083333	158	28	235	421
09/12/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	127	35	307	469
10/12/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	84.75708333	152	18	195	365

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Date	Local Start Hour	Local End Hour	Days Selected	Data Availability	Percent Car	Cyclist	Pedestrian	TOTAL
01/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041666666666	235	57	344	636
02/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	243	67	398	708
03/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	233	56	363	652
04/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	245	65	367	677
05/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	292	51	338	681
06/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	259	50	457	766
07/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	188	44	304	536
08/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041666666666	232	65	346	643
09/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	242	61	328	631
10/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	244	64	343	651
11/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	244	58	422	724
12/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	295	61	390	746
13/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86125	225	67	424	716
14/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	205	55	311	571
15/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.54875	314	51	312	677
16/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	242	68	330	640
17/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	230	69	330	629
18/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	246	77	389	712
19/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	252	69	447	768
20/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	227	49	448	724
21/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	211	60	388	659
22/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.47916666666667	233	88	323	644
23/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	242	81	354	677
24/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	213	55	347	615
25/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	253	68	342	663
26/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	252	72	415	739
27/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	224	52	365	641
28/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	212	73	376	661
29/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93083333333334	244	76	375	695
30/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	260	80	325	665
31/07/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	259	74	367	700
01/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	268	70	299	637
02/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	244	62	347	653
03/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	280	61	439	780
04/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	223	52	268	543
05/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041666666666	259	52	282	593
06/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	240	63	317	620
07/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	260	75	312	647
08/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	261	65	301	627
09/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	264	70	403	737
10/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	232	50	465	747
11/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	212	59	372	643
12/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.51375	234	90	378	702
13/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	264	85	333	682
14/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	243	64	336	643
15/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	250	62	301	613
16/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	279	86	434	799
17/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	230	58	398	686
18/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	206	58	339	603
19/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333333333	242	83	339	664
20/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	260	85	321	666
21/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	244	61	309	614
22/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	231	75	303	609
23/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	264	78	358	700
24/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	253	44	407	704
25/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	207	58	263	528
26/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.58333333333333	194	66	301	561
27/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	232	83	307	622
28/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	224	68	300	592
29/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	228	76	380	684
30/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	277	85	419	781
31/08/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	228	67	405	700
01/09/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	196	46	345	587
02/09/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333333333	245	75	262	582
03/09/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	252	75	338	665
04/09/24	00:00	00:00	[Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	256	49	312	617

05/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	236	41	287	564
06/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	291	41	401	733
07/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	255	48	437	740
08/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	219	36	249	504
09/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.51416666666667	262	63	351	676
10/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	262	58	296	616
11/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	239	47	327	613
12/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	236	47	332	615
13/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	285	39	353	677
14/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	238	44	400	682
15/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	230	37	259	526
16/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93083333333334	251	65	320	636
17/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	278	57	328	663
18/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	251	55	306	612
19/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	252	66	291	609
20/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	308	60	312	680
21/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	286	37	463	786
22/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	219	39	261	519
23/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.54875	278	45	415	738
24/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	269	65	292	626
25/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	253	68	363	684
26/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	255	38	280	573
27/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	308	51	351	710
28/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	241	45	387	673
29/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	198	31	194	423
30/09/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.51416666666667	278	56	272	606
01/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	256	40	375	671
02/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	248	53	339	640
03/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	258	47	362	667
04/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	295	57	388	740
05/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	284	57	389	730
06/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	240	49	244	533
07/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93083333333334	242	58	307	607
08/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	254	54	319	627
09/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	248	58	298	604
10/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	239	46	273	558
11/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	299	46	329	674
12/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	298	48	402	748
13/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	222	42	211	475
14/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89541666666666	224	42	288	554
15/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	256	47	264	567
16/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	258	58	288	604
17/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	264	67	253	584
18/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	275	63	345	683
19/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	260	37	415	712
20/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	207	18	298	523
21/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.72250000000001	243	48	330	621
22/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	251	49	263	563
23/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	271	54	317	642
24/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	230	52	338	620
25/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	98.95833333333333	259	44	369	672
26/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96499999999999	226	32	362	620
27/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	207	22	264	493
28/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.37541666666668	196	40	261	497
29/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	202	52	286	540
30/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	218	48	302	568
31/10/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	223	32	323	578
01/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96499999999999	234	46	301	581
02/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	209	51	397	657
03/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	169	44	245	458
04/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.34041666666667	225	50	325	600
05/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	204	53	330	587
06/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	219	53	265	537
07/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86125	197	56	291	544
08/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	216	51	353	620
09/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	214	47	335	596
10/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	189	22	290	501

11/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86083333333333	185	49	240	474
12/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	216	56	295	567
13/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	204	30	209	443
14/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.82666666666667	225	46	279	550
15/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333333333	213	31	226	470
16/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	216	55	364	635
17/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	165	26	167	358
18/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86125	226	42	249	517
19/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	203	42	381	626
20/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.47916666666667	191	28	198	417
21/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	254	36	255	545
22/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	274	34	233	541
23/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	254	20	288	562
24/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	340	53	499	892
25/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	98.85458333333334	230	37	174	441
26/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	219	26	149	394
27/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	258	42	226	526
28/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	272	58	264	594
29/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	310	45	276	631
30/11/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	258	46	374	678
01/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	214	40	285	539
02/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333333333	259	52	216	527
03/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	262	40	373	675
04/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	250	49	221	520
05/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	258	50	273	581
06/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	272	33	264	569
07/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	205	40	362	607
08/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	170	24	217	411
09/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.51375	242	38	230	510
10/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86083333333333	184	35	261	480
11/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	200	43	255	498
12/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	259	36	308	603
13/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	223	40	303	566
14/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	189	28	251	468
15/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	158	36	260	454
16/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333333333	193	43	278	514
17/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	212	25	186	423
18/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	248	29	241	518
19/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	206	23	251	480
20/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	256	55	447	758
21/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	208	34	405	647
22/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	192	17	251	460
23/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93083333333334	231	42	296	569
24/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	214	28	340	582
25/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	97	20	143	260
26/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	146	43	343	532
27/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	162	39	285	486
28/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	169	43	321	533
29/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	129	27	226	382
30/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.79166666666667	173	36	221	430
31/12/24	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	182	53	345	580
01/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	118	31	205	354
02/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	139	22	163	324
03/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	168	14	151	333
04/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	174	45	314	533
05/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	122	18	313	453
06/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041666666666	188	20	232	440
07/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	62.326249999999995	118	26	214	358
08/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	186	44	229	459
09/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	172	39	175	386
10/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.75666666666666	230	48	278	556
11/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	199	30	238	467
12/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	168	19	188	375
13/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.54875	199	47	257	503
14/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	210	38	152	400
15/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	168	18	151	337
16/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	180	47	265	492

17/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	181	35	270	486
18/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	192	37	286	515
19/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	160	36	201	397
20/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.51375	158	49	273	480
21/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	181	56	238	475
22/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	164	36	191	391
23/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	221	39	288	548
24/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	190	40	229	459
25/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	151	20	175	346
26/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.82625	164	22	150	336
27/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.51375	202	28	228	458
28/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	177	39	342	558
29/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	182	44	254	480
30/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	155	35	173	363
31/01/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	197	34	279	510
01/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	175	41	366	582
02/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	149	23	177	349
03/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.54875	161	27	211	399
04/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	212	48	235	495
05/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	182	43	267	492
06/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	154	35	169	358
07/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	195	48	241	484
08/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	202	45	272	519
09/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	136	25	172	333
10/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333333333	251	27	282	560
11/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	243	43	219	505
12/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	266	41	193	500
13/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	268	47	193	508
14/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	277	62	231	570
15/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	209	29	328	566
16/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	155	50	210	415
17/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.68791666666668	248	45	194	487
18/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	270	46	191	507
19/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	277	38	158	473
20/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	301	34	306	641
21/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	296	61	252	609
22/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	172	31	286	489
23/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	123	27	215	365
24/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89625000000001	147	27	207	381
25/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	162	27	201	390
26/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	131	26	321	478
27/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	138	13	275	426
28/02/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	154	22	194	370
01/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	108	24	312	444
02/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	144	22	143	309
03/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333333333	161	25	202	388
04/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	138	36	163	337
05/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	140	37	217	394
06/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	124	36	201	361
07/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.75708333333334	123	37	268	428
08/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.58291666666666	130	37	342	509
09/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	119	46	251	416
10/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333333333	126	42	227	395
11/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	111	55	279	445
12/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	171	40	249	460
13/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96541666666667	126	41	266	433
14/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	157	38	296	491
15/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	140	49	349	538
16/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	101	35	235	371
17/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.79124999999999	114	54	250	418
18/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	138	33	223	394
19/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	135	49	261	445
20/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	158	33	251	442
21/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	176	65	262	503
22/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	142	58	367	567
23/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	109	47	194	350
24/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041666666666	141	40	269	450

25/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	116	51	250	417
26/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	142	43	255	440
27/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	129	46	310	485
28/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	147	47	315	509
29/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	142	48	325	515
30/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	152	41	338	531
31/03/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333333333	134	54	314	502
01/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	128	45	303	476
02/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	129	66	306	501
03/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.96541666666667	115	61	296	472
04/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	133	59	323	515
05/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	134	47	379	560
06/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	104	56	273	433
07/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.75666666666666	124	55	307	486
08/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	130	59	352	541
09/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	114	67	320	501
10/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	126	56	342	524
11/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	158	42	379	579
12/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	125	63	378	566
13/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	103	37	200	340
14/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041666666666	126	54	272	452
15/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	121	47	265	433
16/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	107	54	312	473
17/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	141	61	312	514
18/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	128	36	293	457
19/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	123	51	379	553
20/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	118	44	295	457
21/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.44375000000001	97	48	282	427
22/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	111	59	306	476
23/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	112	49	268	429
24/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	133	66	308	507
25/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	137	49	331	517
26/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	154	68	371	593
27/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	141	54	299	494
28/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.51416666666667	110	79	383	572
29/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	127	69	318	514
30/04/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	128	69	364	561
01/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	133	74	305	512
02/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	150	65	373	588
03/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	119	58	332	509
04/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	110	67	275	452
05/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.30583333333334	127	46	282	455
06/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	103	70	283	456
07/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	131	75	288	494
08/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	150	73	235	458
09/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	140	83	439	662
10/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	140	51	383	574
11/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	103	56	293	452
12/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041666666666	113	82	243	438
13/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	147	92	293	532
14/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	132	73	287	492
15/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	128	69	291	488
16/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	166	72	337	575
17/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	136	49	405	590
18/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	138	51	312	501
19/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041666666666	127	73	258	458
20/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	130	65	260	455
21/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	139	73	307	519
22/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	130	57	243	430
23/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	149	60	336	545
24/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	129	52	335	516
25/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	122	36	337	495
26/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.93041666666666	105	37	258	400
27/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	114	47	282	443
28/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	112	52	291	455
29/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	136	61	352	549
30/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	122	61	377	560

31/05/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	157	62	411	630
01/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	118	40	272	430
02/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.6875	144	45	345	534
03/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	99	82	252	433
04/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	128	71	282	481
05/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	145	76	311	532
06/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	145	79	340	564
07/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	96.18041666666666	128	46	337	511
08/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	111	38	222	371
09/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.47916666666667	112	80	241	433
10/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	133	102	240	475
11/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	116	67	272	455
12/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	141	45	277	463
13/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	162	49	279	490
14/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	127	68	340	535
15/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	115	52	240	407
16/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86125	138	76	288	502
17/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	134	89	265	488
18/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	151	76	345	572
19/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	119	69	292	480
20/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	152	70	368	590
21/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	149	56	343	548
22/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	119	65	267	451
23/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.86083333333333	105	79	296	480
24/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	110	74	284	468
25/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	122	68	293	483
26/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	132	78	323	533
27/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.16666666666667	143	64	348	555
28/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	112	59	382	553
29/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	100	128	65	520	713
30/06/25	00:00	00:00 [Mon,Tue,Wed,Thu,Fri,Sat,Sun]	99.89583333333333	143	67	325	535

Goldwire Lane campaign

334 signatures across
2 petitions – Saying **NO**
to restricted access of
Goldwire Lane.

Asking MCC to look to
provide:

Safety for all parties

Unrestricted access for
vehicles and
pedestrians

Better consultation in
the future



R.Davies, J.Johnson, M.Newell & B. Surrinder

Map showing Goldwire Lane

Highly populated area
of 229 properties.

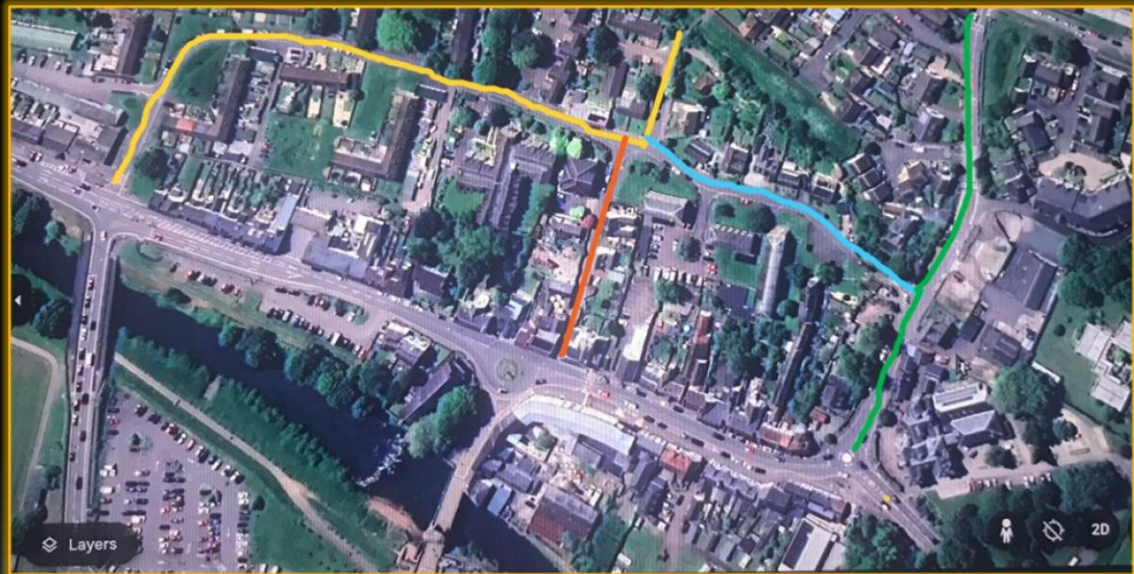
This photo clearly
shows the proximity of
the Monnow River to
the estate.

Yellow – Goldwire Lane

Red- ETRO

Blue- Somerset Road

Green- Wonastow Road



Goldwire lane dry whilst Somerset Road flooded

During the flooding
24th Novembr 2024
when the Wonastow
Road was flooded.



Recent Flooding on Wonastow Road

This is 24th November 2024.

The only way out of the estate if Goldwire Lane is closed off.

Goldwire Lane at the time was dry.



Clawdd Du at the back of the houses

The ditch at the back of the housing estate that fills when the Monnow backs up.

This is 24th November 2024

It does not normally have water in it.

Photo shows water level very high.



Wonestow Road 8am 6th Jan 2025

Natural Resources
Wales alerted us by
phone at midnight.

This is later that
morning.

This culvert runs down
the side of Wonestow
Road



Wonastow Road 8am 6th Jan 2025/ recording 12am
the previous night. 3 Alerts already this winter



Goldwire Lane showing new signage

ETRO put in place 25th
October 2025 stating
"EXCEPT for ACCESS"
But does not say where
too..



Goalpost Somerset Road

Three Blocks of flats.

Evidence of children playing near the road and also playing on their bikes.



Somerset Road showing bottle neck

Only exit for 229
properties with
Goldwire Lane closed.

Reducing capacity by
50%



Somerset Road showing bottle neck





Cyclist-in black-no lights on Rockfield Road



A real safety concern on all our roads especially Goldwire Lane

Could the future of Goldwire Lane look something like this?



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Monmouthshire's Scrutiny Forward Work Programme 2025-26

All meetings at 2pm unless otherwise stated				
19th March 2026	Prohibition of driving except for access, Goldwire Lane, Monmouth	To scrutinise the consultation and options regarding Goldwire Lane, Monmouth.	Debra Hill-Howells Cllr Maby	Pre-decision Scrutiny
	Animal Welfare	To understand the roles and responsibilities of the council's Animal Welfare team, and its relationship with the RSPCA.	Gareth Walters Zoe Phillips	Performance Monitoring
21st May 2026 (provisional)				
30th July 2026 (provisional)				
28th January 2027 (provisional)	Caldicot Placemaking Plan	To scrutinise the plan before adoption by Cabinet.	Daniel Fordham Craig O'Connor	Pre-decision scrutiny
Future Items – dates to be confirmed				
To be confirmed	Local Flood Strategy (<u>invite PS members</u>)	<i>To scrutinise the strategy in light of the consultation responses received and the Winter flooding in 2025.</i>	Ross Price Deb Hill-Howells Cllr Maby	<i>Pre-decision Scrutiny</i>

Monmouthshire's Scrutiny Forward Work Programme 2025-26

All meetings at 2pm unless otherwise stated				
To be confirmed	Sustainable Drainage Systems	<i>To scrutinise SuDs and drainage on estates in the county.</i>	Ross Price Deb Hill-Howells Cllr Griffiths	<i>Policy Development</i>
To be confirmed	Toilet Strategy	<i>To involve the committee in the development of an updated Public Toilet Strategy for Monmouthshire.</i>	Jane Rodgers(?)	<i>Policy Development</i>
To be confirmed – likely Sep/Oct 26	Road Safety Strategy	<i>To scrutinise the Road Safety Strategy.</i>	Graham Kinsella Geraint Roberts Deb Hill-Howells Carl Touhig Cllr Maby	<i>Pre-decision Scrutiny</i>
To be confirmed	Pavement Café Policy	<i>To scrutinise the pavement café policy as the basis for making decisions on applications for licences.</i>	Carl Touhig Cllr Griffiths	<i>Policy Development</i>
To be confirmed	Electric Vehicle Charging Strategy	<i>To scrutinise progress of the strategy prior to Cabinet decision.</i>	Deb Hill-Howells Ian Hoccom Cllr Maby	<i>Pre-decision Scrutiny</i>
To be confirmed	Monlife Heritage Strategy		Tracey Thomas	<i>Pre-decision Scrutiny</i>
To be confirmed	Surplus Council Assets (link to Property Assets review under P&O?)		Nick Keyse Peter Davies Cllr Callard	<i>Pre-decision Scrutiny</i>

Monmouthshire's Scrutiny Forward Work Programme 2025-26

All meetings at 2pm unless otherwise stated				
Increase the use of local produce in schools and care homes and new food strategies and policies approved by Cabinet				
Nature Isn't Neat expansion				
Development of a new station at Magor and improvements at Severn Tunnel Junction Creating plans for a metro that links Monmouthshire to Bristol, Newport and Cardiff				
Develop a county-wide digital solution that matches				

Monmouthshire's Scrutiny Forward Work Programme 2025-26

All meetings at 2pm unless otherwise stated				
those who need to travel with those who have car spaces				
Find new ways to progress refurbishment of Caldicot Leisure Centre				
Deforestation and school meals procurement - Food Strategy - Jointly with P&O				

Place Scrutiny Committee

Action List

29th January 2026

Minute Item:	Subject	Officer / Member	Outcome
3	To request a list of Surplus Council Assets from officers.	Robert McGowan, Nick Keyse	Requested; in process.
4	To send members a link to the Cabinet & Council Work Planner	Robert McGowan	Done

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Committee / Decision Maker	Meeting date / Decision due	Report Title	Cabinet member	Purpose	Author	Date item added to the planner
Cabinet	Deferred	Pavement Café Policy	Paul Griffiths - Sustainable Economy	To adopt the pavement café policy as the basis for making decisions on applications for licences	Carl Touhig	4-Oct-22
Cabinet	07-Mar-28	Strategic Equality Plan	Angela Sandles - Engagement	To To seek Council approval of the Strategic Equality Plan 2028-2033 in line with the Public Sector Equality Duty	Pennie Walker	
Council	31-Mar-27	Welsh Language Strategy	Angela Sandles - Engagement	To approve the publication of the Welsh Language Strategy 2027 - 2032 in line with the Welsh Language Standards.	Pennie Walker	19-Feb-26
Council	04-Mar-27	Adoption of Replacement Local Development Plan (RLDP)2018-2033	Paul Griffiths - Sustainable Economy	To consider adoption of RLDP following the public examination by PEDW	Craig O Connor	19-Feb-26
Cabinet	09-Dec-26	Caldicot Placemaking Plan	Paul Griffiths - Sustainable Economy	To consider adoption of the Caldicot Place making Plan	Craig O Connor	19-Feb-26
Cabinet	09-Dec-26	Strategic Risk Assessment	Ben Callard - Resources	To provide Cabinet with an overview of the current strategic risks facing the authority.	Hannah Carter	19-Feb-26
Cabinet	09-Dec-26	Public Services Ombudsman for Wales (PSOW) Annual letter	Angela Sandles - Engagement	To fulfil the expectation of the PSOW that their report is brought to the attention of Cabinet.	Annette Evans	2-Mar-26
Council	12-Nov-26	Annual Director's Report for Social Care	Ian Chandler - Social Care & Safeguarding	Present the annual report to Council	Jane Rodgers	3-Mar-26
Council	12-Nov-26	Safeguarding Annual Evaluation Report	Ian Chandler - Social Care & Safeguarding	Present the annual evaluation of safeguarding across Council services	Jane Rodgers	3-Mar-26
Council	24-Sep-26	Self-Assessment Report 2025/26	Mary Ann Brocklesby - Whole Authority Strategy	To seek Council approval of the self-assessment report 2025/26 to ensure that members have a clear and transparent assessment of the authority's performance during the year ending 31 March 2026 in line with requirements outlined in the Local Government and Elections (Wales) Act 2021.	Hannah Carter	10-Feb-26
Cabinet	08-Jul-26	Social Partnership and Public Procurement (Wales) Act 2023: Monmouthshire County Council's Annual Report	Ben Callard - Resources	To seek approval of the Social Partnership Duty Report 2026, setting out how the authority will build on existing practice and work collaboratively with trade unions to ensure compliance with the Social Partnership and Public Procurement (Wales) Act 2023.	Philippa Green	9-Feb-26
Cabinet	10-Jun-26	Investment Package for Caldicot Leisure Centre	Angela Sandles - Engagement	Consideration of proposed investment to improve facilities at Caldicot Leisure Centre	Craig O Connor	19-Feb-26
Cabinet	10-Jun-26	Strategic Risk Assessment	Ben Callard - Resources	To provide Cabinet with an overview of the current strategic risks facing the authority.	Hannah Carter	19-Feb-26
Cabinet	15-Apr-26	Proposed acquisition of land to construct a road diversion at Llanthony Valley	Catrin Maby - Climate Change and Environment	To seek Cabinet approval to the acquisition of land to enable the Highway Authority to construct a road realignment away from the land slip at Llanthony Valley.	Deb Hill Howells	19-Feb-26
Cabinet	15-Apr-26	Consultation concerning the provision of Early Education at Durand Primary School	Laura Wright - Education	To provide Members with feedback following the statutory consultation process concerning proposals to replace the Local Authority Nursery with a non maintained setting at Durand Primary School	Matthew Jones	4-Mar-26

	25-Mar-26	Welsh Church Fund Working Group	Ben Callard - Resources	The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications for the Welsh Church Fund Working Group Meeting 4 held on Thursday 05th March 2026.	Dave Jarrett	6-Mar-26
Council	05-Mar-26	Corporate Parenting Strategy 2025 - 2028	Ian Chandler - Social Care &	Reason is to endorse a new Corporate Parenting	Jane Rodgers	24-Oct-25
Council	05-Mar-26	2026/27 Capital Strategy and 2026/27 Treasury Management Strategy	Ben Callard - Resources	To approve the Council's 2026/27 Capital and Treasury Management Strategies, including the Minimum Revenue Provision (MRP) policy.	Jon Davies	3-Dec-25
Council	05-Mar-26	COUNCIL TAX RESOLUTION and REVENUE AND CAPITAL BUDGETS FOR 2026/27	Ben Callard - Resources		Jon Davies	3-Dec-25
Council	05-Mar-26	PUBLICATION OF PAY POLICY STATEMENT AS REQUIRED BY THE LOCALISM ACT	Ben Callard - Resources	To approve the publication of Monmouthshire County Council's Pay Policy, in compliance with the Localism Act.	Philippa Green	14-Jan-26
Cabinet	04-Mar-26	2026-27 WCF/Mon Farm treasury strategy	Ben Callard - Resources	To present to Cabinet for approval the 2026/27 Investment and Fund strategy for Trust Funds for which the Authority acts as sole or custodian trustee. To approve the 2026/27 grant allocation to Local Authority beneficiaries of the Welsh Church Fund.	Jon Davies	12-Jun-25
Cabinet	04-Mar-26	Revenue and Capital Budget 2026-27 – Final proposals following scrutiny and public consultation	Ben Callard - Resources	To update Cabinet with the consultation responses to the draft budget proposals issued in respect of the Capital and Revenue budgets for 2026/27. To make recommendations to Council on the Capital and Revenue budgets including the level of Council Tax for 2026/27. To receive the statutory report of the Responsible Financial Officer on the budget process and the adequacy of reserves. To receive the Responsible Financial Officer's Prudential Indicator calculations for capital financing.	Jon Davies	3-Dec-25
Cabinet	04-Mar-26	Property Acquisition for use as Temporary Accommodation - withdrawn 11/02/26	Sara Burch	To seek authorisation to proceed with the purchase of a residential 3 bed property and continue to use it as a House in Multiple Occupation (HMO) to support pressures linked to the availability of temporary accommodation.	Louise Corbett	2-Feb-26
Cabinet	04-Mar-26	To consider the purchase of a Low Cost Home Ownership (LCHO) property Castlewood	Sara Burch	To consider the purchase of a Low Cost Home Ownership (LCHO) property Castlewood, Usk following receipt of the owner's intent to sell	Louise Corbett	2-Feb-26
Cabinet	04-Mar-26	Monmouthshire Draft Local Growth Fund Investment Plan	Paul Griffiths - Sustainable Economy	To present to elected members UK Government's new Local Growth Fund and Monmouthshire Draft Fund Investment Plan.	Hannah Jones	12-Feb-26
Cabinet	04-Mar-26	To agree funding options for additional work at the former Deri View Primary School Site	Ben Callard - Resources	To review and agree funding options for additional work at the former Deri View Primary school site, this needs to be completed prior to the relocation of Ysgol Y Fenni to the site.	Nikki Wellington	16-Feb-26
ICMD	25-Feb-26	Submission of Section 6 Biodiversity duty report to WG	Catrin Maby - Climate Change and Environment	To submit report outlining how the Council maintains and enhances biodiversity and promote the resilience of ecosystems	Craig O Connor	7-Jan-26
Cabinet	11-Feb-26	Cultural Strategy	Sara Burch		Tracey Thomas	20-May-25

Cabinet	11-Feb-26	2025/26 Budget - Financial update 3	Ben Callard - Resources	To provide the third update of the financial year of the Councils progress against the 2025/26 revenue and capita budget	Jon Davies	12-Jun-25
Cabinet	11-Feb-26	26/27 Placemaking Delivery	Paul Griffiths - Sustainable Economy	To agree funding allocations for Welsh Government Transforming Towns and Pride in Place. Impact Fund.	Craig O Connor	19-Dec-25
Cabinet	11-Feb-26	Development of a Supported Accommodation Provision for Care Experienced Young People	Ian Chandler - Social Care & Safeguarding	To provide details and seek approval for the acquisition and refurbishing of a residential property in Monmouth for the purpose of developing a supported accommodation provision for care experienced children.	Jane Rodgers	16-Jan-26
ICMD	28-Jan-26	Local Government (Wales) Act 1994 The Local Authorities (PRECEPTS) (WALES) Regulations 1995 - Determination of Payment Schedule	Ben Callard - Resources	To determine the schedule of precept payments to precepting authorities for 2026/27 as required by statute and following the results of the consultation process.	Ruth Donovan	28-Jan-26
Council	22-Jan-26	Council Tax Reduction Scheme 2026/27	Ben Callard - Resources	The purpose of this report is to: • present arrangements for the implementation of the Council Tax Reduction Scheme and to approve it for 2026/27. • agree to adopt the amendments to the Regulations, proposed by Welsh Government, • affirm that annual uprating amendments will be carried out each year without a requirement to adopt the whole Council Tax Reduction Scheme.	Ruth Donovan	28-Nov-25
Cabinet	21-Jan-26	2026/27 Draft Revenue & Capital budget proposals	Ben Callard - Resources		Jon Davies	12-Jun-25
Cabinet	21-Jan-26	Agree S106 Funding for Caldicot Multi-User Route that connects the newly constructed Caldicot Links/Greenway Active Travel route with the Country Park	Sara Burch	To agree additional funding for the Caldicot Multi-User Route	Colette Bosley	15-Oct-25
Cabinet	21-Jan-26	Disposal of two farm cottages at Leechpool Holdings	Ben Callard - Resources	To seek approval for the disposal of two vacant farm cottages located in Leechpool Holdings, Portskewett, identified as surplus to requirements following internal review with services that no longer have an identified need.	Nick Keyse	26-Nov-25
Cabinet	21-Jan-26	Review of Nursery provision at Durand Primary School	Laura Wright - Education	To seek permission to enter into statutory consultation processes regarding proposals to replace the Local Authority Nursery at Durand Primary School with a non maintained setting.	Matthew Jones	23/12/25
ICMD	14-Jan-26	Museum Service - Collections Rationalisation	Sara Burch - Rural Affairs, Housing and Tourism	To agree the removal of 2 collections - one of newspapers and one of books from the museum collections, to offer to more appropriate homes. (This is part of a series of similar decisions)	Rachael Rogers	2-Dec-25
ICMD	14-Jan-26	Welsh Church Fund Working Group	Ben Callard - Resources	The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications for the Welsh Church Fund Working Group Meeting 3 held on Thursday 04th December 2025	Dave Jarrett	10-Dec-25
ICMD	14-Jan-26	Revoking the Usk Air Quality Management Area Order 2005	Angela Sandles - Engagement	To inform the Cabinet Member (Cllr Angela Sandles) of the need to revoke the Usk Air Quality Management Area Order 2005 and agree the principal steps for doing so.	Huw Owen	17-Dec-25

ICMD	14-Jan-26	Annual Health and Safety Report 2024/25	Ben Callard - Resources	To seek the cabinet members approval of the 2024/25 Annual Health and Safety Report including priorities for 2025/26	Kate Thompson	19-Dec-25
ICMD	17-Dec-25	Annual Performance Report - Planning	Paul Griffiths - Sustainable Economy	Report the Annual Performance Report to Welsh Government	Andrew Jones	15-Oct-25
ICMD	17-Dec-25	Section 6 Report to Welsh Government on Biodiversity and resilience of ecosystems	Catrin Maby - Climate Change and Environment	Report of Councils actions taken to help maintain and enhance biodiversity	Kate Stinchcombe/Colette Bosley	15-Oct-25
ICMD	17-Dec-25	Various Traffic Regulation Orders - Amendment Order No 18	Catrin Maby - Climate Change and Environment	The report seeks Cabinet Member approval to proceed with the making and implementation of the MCC Traffic Regulation, speed limit and parking regulations Consolidation Order 2019 (Amendment Order No.18) 2025	Gareth Freeman	26-Nov-25
ICMD	17-Dec-25	Council TaxBase 2026/27 and associated matters	Ben Callard - Resources	To agree the Council Tax base figure for submission to Welsh Government, together with the collection rate to be applied for 2026/27 and to make other necessary related statutory decisions.	Ruth Donovan	28-Nov-25
Cabinet	10-Dec-25	Socially Responsible Procurement Policy	Ben Callard - Resources	1. To approve the adoption of the Socially Responsible Procurement Policy. 2. To delegate authority to approve any subsequent updates to reflect national Guidance and/ or meet new legislative requirements, to the Deputy Chief Executive and Chief Officer for Resources, in liaison with the Cabinet Member for Resources.	Cath Fallon	20-Oct-25
Cabinet	10-Dec-25	Joint Committee of the National Adoption Service and Foster Wales	Ian Chandler - Social Care & Safeguarding	Joint Committee of the National Adoption Service and Foster Wales - to consider a Deed of Variation to the current Joint Committee	Jane Rogers	24-Oct-25
Cabinet	10-Dec-25	Strategic Risk Assessment	Ben Callard - Resources	To provide Cabinet with an overview of the current strategic risks facing the authority.	Hannah Carter	29-Oct-25
Cabinet	10-Dec-25	Community and Corporate Plan - Q2 Progress Update	Mary Ann Brocklesby - Whole Authority Strategy	To provide Cabinet with an update on the progress that has been made to deliver the commitments set out in the Community and Corporate Plan 2022-28.	Hannah Carter	29-Oct-25
Cabinet	10-Dec-25	Approval of Placemaking Plans - Monmouth, Abergavenny, Magor and Undy	Paul Griffiths - Sustainable Economy	Approval of Placemaking Plans - Monmouth, Abergavenny, Magor and Undy	Craig O Connor	17-Nov-25
Cabinet	10-Dec-25	Public Services Ombudsman for Wales Annual letter 2024-25	Angela Sandles - Engagement	1) To consider the data in this letter, to understand MCC's performance on complaints, including any patterns or trends and our compliance with recommendations made by the PSOW's office. 2) To inform the PSOW of the outcome of MCC's considerations and any proposed actions on the above matters.	Annette Evans	
Council	04-Dec-25	Annual Safeguarding Report	Ian Chandler - Social Care & Safeguarding		Diane Corrister	18-Jul-25
Council	04-Dec-25	Director's Annual Report	Ian Chandler - Social Care & Safeguarding		Jane Rogers	18-Jul-25
Council	04-Dec-25	Regional Partnership Board Annual Report 2024/2025	Ian Chandler - Social Care & Safeguarding		Natasha Harris (Torfaen)	24-Oct-25
Council	04-Dec-25	Appointment of Paul Matthews to the board of CCR Energy Ltd			James Williams	27-Oct-25

Council	04-Dec-25	Annual Report of the Standards Committee 2024/25	Angela Sandles - Engagement		James Williams	27-Oct-25
ICMD	26-Nov-25	LOCAL GOVERNMENT (WALES) ACT 1994 THE LOCAL AUTHO	Ben Callard - Resources	To seek Member approval of the proposals for consultation purposes regarding payments to precepting authorities during the 2026/27 financial year as required by statute	Peter Davies	7-Nov-25
Cabinet	19-Nov-25	Destination Management Plan	Sara Burch & Paul Griffiths		Collette Bosley	17-Apr-25
Cabinet	19-Nov-25	2025/26 Revenue & Capital Monitoring Update 2	Ben Callard - Resources		Jon Davies	12-Jun-25
Cabinet	19-Nov-25	Panel Performance Assessment	Mary Ann Brocklesby - Whole Authority Strategy	To provide an update on the proposed approach for the Council's Panel Performance Assessment which is a requirement under the Local Government and Elections (Wales) Act 2021.	Matt Gatehouse	28-Aug-25
Cabinet	19-Nov-25	Car Parking Review	Paul Griffiths - Sustainable Economy	That Cabinet endorses the following recommendations 1.That Cabinet agrees the strategic objectives for the Council's parking strategy 2.That Cabinet agrees the proposed MCC actions in response to the recommendations made in the Monmouthshire car parking review	Craig O Connor	9-Oct-25
Cabinet	19-Nov-25	Inclusion Strategy and Additional Learning Needs Policy	Laura Wright - Education	The purpose of this report is to provide Cabinet with an opportunity to consider the Inclusion Strategy and the Additional Learning Needs (ALN) Policy to ensure that they are fit for purpose and meet the local priorities as outlined in the Learning Place section of the Community and Corporate Plan.	Morganna Wagstaff	13-Oct-25
Cabinet	19-Nov-25	Medium Term Financial Plan update - November 2025	Ben Callard - Resources		Jon Davies	4-Nov-25
Council	23-Oct-25	RLDP for Adoption	Paul Griffiths - Sustainable Economy		Rachel Lewis	17-Apr-25
Cabinet	15-Oct-25	A strategy to take forward a whole authority approach to wellbeing and prevention	Ian Chandler - Social Care & Safeguarding		Jane Rogers	19-Jun-25
Cabinet	15-Oct-25	Connect to Work and Future Focus programmes	Paul Griffiths - Sustainable Economy		Hannah Jones / Rory Clifford	21-Jul-25
Cabinet	15-Oct-25	2025/26 Revenue Monitoring Update 1	Ben Callard - Resources		Jon Davies	12/76/25
ICMD	08-Oct-25	WELSH CHURCH FUND WORKING GROUP	Ben Callard - Resources	1.1 The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications for the Welsh Church Fund Working Group Meeting 2 held on Thursday 18th September 2025.	Dave Jarrett	
ICMD	24-Sep-25	Health & Safety Annual Report	ben Callard - Resources		Kate Thompson	5-Aug-25
Council	18-Sep-25	Self-assessment 2024/25		To seek Council approval of the self-assessment report 2024/25 in line with requirements outlined in the Local Government and Elections (Wales) Act 2021.	richard Jones	10-Jun-25
Cabinet	17-Sep-25	Review of Housing Support Grant Programme. County of Sanctuary Strategy	Sara Burch Angela Sandles - Engagement	To approve a county of sanctuary strategy which establishes clear principles which will run through all council services and which promotes inclusion and welcome across the wider community.	Ian Bakewell	23-May-25
Cabinet	17-Sep-25				Sharran Lloyd and Jane Harvey	27-May-25

Cabinet	17-Sep-25	Real Living Wage Employer Accreditation	ben Callard - Resources	Further to Cabinet's decision on Wednesday 6th November 2024, and an evaluation of the authority's supply chain, to bring forward a further report detailing the plan to pay the real living wage rate to employees of third parties contracted to work at the authority's sites, and to seek approval to pursue accreditation as a Real Living Wage employer.	Philippa Green	13-Jun-25
Cabinet	17-Sep-25	Proposed endorsement of the Monmouthshire Local Area Energy Plan	Catrin Maby - Climate Change and Environment	Welsh Government commissioned the production of Local Area Energy Plans for Local Authority areas which will be used to develop a regional and national Energy Plan. The Local Area Energy Plan for Monmouthshire provides data on the energy requirements of the county and the transition that will be required to support carbon neutrality of the energy demands. The report seeks Cabinets endorsement of the Local Area Energy Plan to enable the development of the regional Area Energy Plan and a supporting Investment Prospectus.	Deb Hill Howells	28-Jul-25
ICMD	20-Aug-25	Highway Traffic Regulation Amendment Order No 17	Catrin Maby - Climate Change and Environment		Gareth Freeman	4-Aug-25
ICMD	23-Jul-25	Lloyds tour of Britain Stage 5 Pontypool to Tumble	Angela Sandles - Engagement		Nick John	2-Jul-25
ICMD	23-Jul-25	Welsh Church Fund Working Group	Ben Callard - Resources		Dave Jarrett	2-Jul-25
Council	17-Jul-25	Strategic Director's Report, Children, Learning, Skills and the Economy'	Laura Wright - Education		Will Mclean	18-Jun-25
Council	17-Jul-25	Chepstow Integrated Transport LUF project			Deb Hill Howells	24-Jun-25
Cabinet	16-Jul-25	Shire Hall Delivery Stage - Financial Approval	Ben Callard - Resources		Tracey Thomas	25-Mar-25
Cabinet	16-Jul-25	Play Sufficiency Update	Angela Sandles - Engagement	Play sufficiency assessment update.	Nick John	28-Mar-25
Cabinet	16-Jul-25	ADD AS FIRST ITEM Social Partnership and Public Procurement (Wales) Act 2023: Monmouthshire County Council's Annual Report 2024/25 Revenue & Capital monitoring Outturn (incl early update on 2025/26)	Ben Callard - Resources	To seek approval of the Social Partnership Duty Report 2025, setting out how the Council will build on existing practice, and work collaboratively with trade unions, to ensure compliance with the Social Partnership and Public Procurement (Wales) Act 2023.	Philippa Green	6-Jun-25
Cabinet	16-Jul-25		Ben Callard - Resources		Jon Davies	12-Jun-25
Cabinet	16-Jul-25		Ben Callard - Resources		Jon Davies	12-Jun-25
Council	26-Jun-25	Licensing Act Policy 2025	Angela Sandles - Engagement	Policy has to be approved by Full Council and it needs to be in place by 1 st July 2025	Linda O Gorman	10-Jan-25
Council	26-Jun-25	Appointments to Outside Bodies	Angela Sandles - Engagement		John Pearson	23-May-25
Council	26-Jun-25	Separation of Licensing Functions	Angela Sandles - Engagement		Linda O Gorman	28-May-25
Council	26-Jun-25	Strategic OfficerLeadership and Organisation Structure changes	Mary Ann Brocklesby - Whole Authority Strategy		Paul Matthews	5-Jun-25
Cabinet	25-Jun-25	Nature Recovery Action Plan & Green Infrastructure Strategy	Catrin Maby - Climate Change and Environment		Collette Bosley	17-Apr-25
Cabinet	25-Jun-25	Strategic Risk Assessment	Mary Ann Brocklesby - Whole Authority Strategy	To provide Cabinet with an overview of the current strategic risks facing the authority.	richard Jones	10-Jun-25
Cabinet	21-May-25	Y Prentis Update	Paul Griffiths - Sustainable Economy		Hannah Jones	26-Feb-25

Cabinet	21-May-25	Digital, Data and Technology Collaboration	Mary Ann Brocklesby - Whole Authority Strategy	To develop proposals to build on existing collaborative arrangements in place for the provision of technology services through the Shared Resource Service. Expanding on these to include digital and data services will generate economies of scale enabling the authority to access expertise to accelerate progress against delivery of priorities set in the Community and Corporate Plan.	Peter Davies & Matt Gatehouse & Sian Hayward	14-Mar-25
Cabinet	21-May-25	Active Gwent Sports Partnership	Angela Sandles - Engagement	For Monmouthshire County Council to formally enter into the Active Gwent sport partnership.	Nick John	28-Mar-25
Cabinet	21-May-25	Marches Forward Partnership	Mary Ann Brocklesby - Whole Authority Strategy		Peter Davies / Cath Fallon	1-Apr-25
Cabinet	21-May-25	Placemaking Grant 25/26 & 26/27	Paul Griffiths - Sustainable Economy		Craig O Connor	29-Apr-25
Council	15-May-25	SAC Membership Report	Martyn Groucutt - Education	To inform Council of SAC recommendations to appoint members of SAC	Sharon Randall-Smith	16-Apr-25
Council	10-Apr-25	Senior Pay Review	Ben Callard - Resources		Julie Anthony	3-Mar-25
Council	10-Apr-25	Constitution Review	Angela Sandles - Engagement		James Williams	25-Mar-25
ICMD	09-Apr-25	PSPO Lane Closure to prevent fly tipping & off roading	Catrin Maby - Climate Change and Environment		Mark Cleaver	13-Mar-25
ICMD	09-Apr-25	Welsh Church Fund Working Group - meeting 4	Ben Callard - Resources			
Cabinet	02-Apr-25	Reponse to Boundary Commission Electoral Review Consultation	Angela Sandles - Engagement		John Pearson	12-Feb-25
Cabinet	02-Apr-25	Marches Forward Partnership	Mary Ann Brocklesby - Whole Authority Strategy		Peter Davies - Lead (Cath Fallon)	3-Mar-25
ICMD	26-Mar-25	Proposal to increase the fee payments to Monmouthshire Foster Carers	Ian Chandler - Social Care & Safeguarding		Charlotte Drury	4-Feb-25
ICMD	12-Mar-25	Highway Traffic Regulation Amendment Order No 16	Catrin Maby - Climate Change and Environment			
Council	06-Mar-25	2025/26 Final Budget sign off including CT resolution	Ben Callard - Resources		Jon Davies	13-Jun-24
Council	06-Mar-25	2025/26 Capital Strategy & Treasury Strategy	Ben Callard - Resources		Jon Davies	13-Jun-24
Council	06-Mar-25	Contract Procedure Rules	Ben Callard - Resources		Scott James	9-Jan-25
Council	06-Mar-25	Publication of the Councils Pay Policy	Ben Callard - Resources	To approve the publication of Monmouthshire County Council's Pay Policy, in compliance with the Localism Act.	Matt Gatehouse / Pip Green	17-Jan-25
Council	06-Mar-25	Appointment of Chief Officer - Head of Transport - Exempt info	Catrin Maby - Climate Change and Environment		Deb Hill Howells	21-Jan-25
Cabinet	05-Mar-25	2025/26 Final Revenue and Capital Budget Proposals	Ben Callard - Resources		Jon Davies	4-Jun-24
Cabinet	05-Mar-25	2025/26 WCF/Mon Farm Strategy	Ben Callard - Resources		Jon Davies	4-Jun-24
Cabinet	05-Mar-25	Approval of a Discretionary Policy for Council Tax Premiums	Ben Callard - Resources		Ruth Donovan	27-Jan-25
ICMD	26-Feb-25	County of Sanctuary: Homes for Ukraine	Angela Sandles - Engagement	To confirm future support arrangements for Ukranian's living in Monmouthshire as part of the Homes for Ukraine Scheme following changes to the national arrangement for both funding & visas	Richard Drinkwater/Matt Gatehouse	7-Feb-25
ICMD	26-Feb-25	Housing Allocations Policy				
Cabinet	19-Feb-25	2024/25 Revenue and Capital Monitoring Month 9	Ben Callard - Resources		Jon Davies	4-Jun-24

Cabinet	19-Feb-25	UK Shared Prosperity Fund post March 2025 – financial implications and impact	Paul Griffiths - Sustainable Economy		Hannah Jones	10-Jul-24
ICMD	29-Jan-25	2025/26 Community Council and Police Precepts final	Ben Callard - Resources		Jon Davies	17-Dec-24
Council	23-Jan-25	Council Tax Reduction Scheme 2025/26	Ben Callard - Resources		Jon Davies	13-Jun-24
Council	23-Jan-25	Council Diary 2025/26	Angela Sandles - Engagement		John Pearson	
Council	23-Jan-25	GWENT REGIONAL PARTNERSHIP BOARD (RPB) AREA PLAN AND RPB ANNUAL REPORT 23/24	Ian Chandler - Social Care & Safeguarding		Natasha Harris (Torfaen)	
Cabinet	22-Jan-25	2025/26 Draft Revenue and Capital Budget Proposals	Ben Callard - Resources		Jon Davies	4-Jun-24
Cabinet	22-Jan-25	Education Middle Tier	Martyn Groucutt - Education		Will McLean	20-Nov-24
Cabinet	22-Jan-25	Business case for the purchase of a property in Abergavenny to develop supported accommodation for care experienced young people	Ben Callard - Resources		Jane Rogers	7-Jan-25
ICMD	15-Jan-25	Welsh Church Fund Working Group - meeting 3	Ben Callard - Resources		Dave Jarrett	13-Jun-24
ICMD	15-Jan-25	Decision to transfer Dixton Archive from Monmouth Museum to Herefordshire Record Office			Rachael Rogers	9-Dec-24
ICMD	18-Dec-24	2025/26 Community Council and Police Precepts draft	Ben Callard - Resources		Jon Davies	13-Jun-24

Monmouthshire Select Committee Minutes

Meeting of Place Scrutiny Committee held at Council Chamber, County Hall, The Rhadyr USK on Thursday, 29th January, 2026 at 2.00 pm

Councillors Present

County Councillor Jane Lucas (Chair)

County Councillors: Louise Brown, Emma Bryn, Tomos Davies, Lisa Dymock, Martyn Groucutt, Tudor Thomas, John Crook and Peter Strong

Officers in Attendance

Hazel Ilett, Scrutiny Manager
Robert McGowan, Policy and Scrutiny Officer
Craig O'Connor, Chief Officer, Place and Community Well-being
Tracey Thomas, Development/Heritage/Attractions Manager
Kate Stinchcombe, Nature Recovery and Land Use Manager
Colette Bosley, Green Infrastructure Manager
Rachael Rogers, Museums and Arts Manager

APOLOGIES: Councillor Jackie Strong

1. Apologies fro Absence

Jackie Strong, Peter Strong as substitute.

2. Declarations of Interest

None.

3. Place Scrutiny Committee Forward Work Programme and Action List

ACTION: to request a list of all surplus council assets, relating to Councillor Brown's request, to share with the committee.

4. Cabinet and Council Work Planner

ACTION: send link to members as a reminder.

5. To confirm the minutes of the previous meeting

The minutes of 6th November were agreed.

6. Public Open Forum

None.

7. Cultural Strategy - To conduct pre-decision scrutiny ahead of the decision at Cabinet

Tracey Thomas and Rachael Rogers delivered a presentation, introduced the report and answered the members' questions with Craig O'Connor:

How will the Cultural Forum ensure fair representation of all areas and interest groups, avoiding overrepresentation or bias?

The forum will have clear criteria and role profiles, aiming for representation from all key areas and underrepresented groups, including children and young people. Subgroups and ongoing community workshops will help maintain broad engagement.

Why does the heritage timeline focus more on touristy areas, with little mention of Severnside towns and villages?

Feedback is welcomed, and the timeline will be updated to better reflect Severnside and other overlooked areas. Additional information from councillors is invited for inclusion.

Can the strategy include dementia-friendly events, not just in care homes but also in the wider community?

The strategy aims for inclusivity, with staff trained in dementia-friendly practices. Efforts will be made to ensure all events are accessible and inclusive for people with dementia and other needs.

How will the strategy create skilled employment and avoid reliance on low-skilled, seasonal tourism jobs?

The focus is on developing skilled roles in film, technology, theatre, and photography, engaging young people and leveraging Monmouthshire's appeal as a film location to create higher-skilled opportunities.

Does the Cultural Strategy currently reflect local, villagelevel and grassroots cultural activity?

The strategy is broader in scope and does not yet reflect all the rich grassroots activity. The Council does understand what happens locally, and the strategy will evolve to include it more clearly. Progress to date may not be fully visible in the draft.

Is the Council already supporting grassroots culture in practical ways?

Yes, the Council already runs regular networking events across towns and smaller communities and provides space for artists to display and sell their work (e.g., artwork, jewellery, ceramics). These activities have expanded significantly in the past 12 months, though the progress is not yet wellreflected in the written strategy.

Can all the heritage buildings mentioned by Members be included in the strategy?

Some of the buildings referenced are not owned or controlled by the Council. To address this, the Council will need to build relationships with external owners and groups to understand how they can collectively support tourism and strengthen Monmouthshire's cultural identity.

How does the Cultural Strategy relate to the Destination Management Plan (DMP) and other strategies?

They serve different purposes but are designed to complement each other. The DMP focuses on the visitor economy, tourism infrastructure, and sustainable growth. The Cultural Strategy focuses on people – how residents and visitors engage with arts, culture, and creativity. Both documents “speak to each other” and form part of a coordinated organisational approach.

How do built environment issues (heritage assets, venues, buildings at risk) fit into this?

These areas are primarily covered by other Council documents, such as Placemaking Plans and the Buildings at Risk register. The Cultural Strategy does not duplicate these but instead sits alongside them as part of a holistic approach to “place.” Each document covers different aspects but collectively ensures protection, enhancement, and coordinated development.

Is the Cultural Strategy intended to stand alone?

No, the Cultural Strategy is not a standalone document. It works together with the DMP, Placemaking Plans, heritagefocused policies, and the wider strategic framework. Together, they collectively address cultural experience, economic growth, tourism, and built heritage across Monmouthshire.

Will the final strategy include direct links to events and places listed, making it easier for readers to learn more?

The team will consider adding links, being mindful that links can break over time, but agree it would be useful.

Does the strategy offer strong enough support for volunteers and community-led events, and could there be stronger action points for supporting volunteer groups?

The importance of volunteers is recognized, and the team will look at strengthening actions around volunteering and ensuring this is better reflected in the strategy.

Would it be possible to include incidental Welsh, such as using “Croeso” in the welcomes, to reflect local identity?

The document will be translated, and the team will revisit the use of incidental Welsh to better reflect identity.

Concurring with increasing the use of incidental Welsh in the strategy, Monmouthshire’s Welsh identity needs to be highlighted, including the presence of Welsh-medium schools and the impact of the 2016 Eisteddfod.

The team agreed, confirming the strategy will be available as a dual Welsh-English document and will strengthen references to Welsh language, schools, and the Eisteddfod, acknowledging its significance for the county.

Chair’s Summary:

Thank you to the officers for the report and their responses today.

8. Biodiversity and Resilience - To scrutinise the Section 6 Report to Welsh Government on Biodiversity and resilience of ecosystems

Colette Bosley and Kate Stinchcombe delivered a presentation, introduced the report and answered the members' questions:

There are concerns about two planning applications in Portskewett where soil import paperwork and water quality discharge sampling did not meet Natural Resources Wales (NRW) requirements – how might they be resolved, especially when the site is adjacent to the Severn Estuary?

The officers acknowledged awareness of the issues and explained that biodiversity officers are involved in the planning process, flagging such concerns. They offered to follow up separately with the Member regarding the specific applications, recognizing the seriousness of inheriting unresolved environmental issues.

Who is the biodiversity officer responsible for planning matters?

The Council does have biodiversity officers who respond specifically to development management planning cases. However, resources are currently stretched: the team has only 1.5 FTE, and one biodiversity post was lost just before Christmas. Recruitment for a replacement officer is expected imminently, with the remaining 0.5 FTE to follow in the coming weeks. In the meantime, several ecologists across the authority are covering planning consultations.

How are biodiversity issues monitored when an old planning approval is activated years later through minimal site works?

Officers try to address such issues within legal duties. For larger or long duration sites, planning conditions can require ongoing ecological monitoring during the interim period. This ensures new wildlife interest that appears between approval and development is identified and considered before work progresses.

What happens if a site becomes overgrown and biodiversity increases before later clearance?

Where monitoring conditions are in place, any new species or habitats that appear during the intervening years must be considered before further development. Officers acknowledge this is a real issue – particularly on smaller sites – because it may not always be proportionate to require continuous surveying, creating a risk that ecological changes go unrecorded.

How does the Council ensure biodiversity impacts are properly assessed and mitigated when clearing sites that have changed since the original approval?

For larger schemes with anticipated long delays, planning conditions requiring regular ecological surveys can ensure new biodiversity value is identified. Enforcement and biodiversity teams work together where necessary to prevent unacceptable site clearance if ecological interests have emerged.

How is compliance with Green Infrastructure (GI) plans monitored, especially when required planting hasn't been delivered?

GI management plans – sometimes extending up to 20year maintenance periods – are secured through planning obligations. Officers aim to ensure longterm delivery, but limited biodiversity resources make monitoring challenging. Where nondelivery or breaches occur, the enforcement team works jointly with biodiversity officers to pursue compliance.

What happens when a new planning application is submitted on land where required GI planting should already exist but hasn't been implemented?

This becomes a matter for planning enforcement, supported by biodiversity officers. A new principal enforcement officer is joining the team, improving capacity to act where applicants fail to carry out previously required landscaping or biodiversity measures.

How are planning enforcement, biodiversity duties, and longterm management plans connected?

Officers emphasised that enforcement and biodiversity work collaboratively, especially where management plans have not been followed. Enforcement capacity has recently been strengthened, allowing better coordination between ecological requirements and statutory planning control.

What monitoring systems are in place to ensure biodiversity and GI management plans are followed?

Net biodiversity benefit is usually secured on plans at the application stage. GI and biodiversity management obligations (often longterm) exist, but resourcing makes monitoring difficult. Large sites may be required to carry out interim ecological monitoring to detect new wildlife. A strengthened enforcement team provides additional support to secure compliance.

Can relevant experts (e.g., those involved with Nedern Brook) be invited to speak to the Severnside Area Forum?

Yes, this would be welcome, and the officers would be happy to extend invitations to the appropriate people for further discussion.

Was the term "pushback" dismissive of community feedback on the Nature Isn't Neat programme?

The officer apologises, clarifying this was not intended to be dismissive. The term was meant only to reflect differing viewpoints, all of which are valid.

How does the Council balance community expectations with ecological aims under Nature Isn't Neat?

Officers acknowledge this is a difficult balance. While some concerns arise, many areas receive even stronger positive support for meadow-style management. The team works with communities to resolve issues where they occur.

How well do grounds teams understand local sites and seasonal variation?

Very well. Grounds staff have sites mapped across the county and adjust management as the growing season evolves, mowing some areas more often depending on use and ecological need.

Why is grass-cutting practice inconsistent across the county (e.g., small heaps vs large piles)?

Variation is due to practical constraints. In some areas arisings can be taken away but in others this is not possible, so material must remain on site. This creates unavoidable differences.

What is being done to improve grassland management standards and consistency?

Operatives will receive refresher training this spring on Nature Isn't Neat principles. Common issues (including grass disposal) will be discussed to improve practice.

Will councillors be further supported in explaining Nature Isn't Neat to residents?

Yes. After the May election, another member seminar will be held before summer, timed to coincide with when most complaints arise.

How will the Council improve public understanding and acceptance of long-grass/meadow management?

A summer public campaign will highlight the benefits for pollinators, water storage, and carbon storage. A public perception survey will also be issued via Let's Talk Monmouthshire to measure current attitudes.

Is the Council listening to community concerns about vegetation, mowing, and site appearance?

Yes. Officers fully recognise community concerns and intend to listen carefully, understand issues, and work collaboratively to ensure communities feel well-looked-after.

How important is educating the public about Nature Isn't Neat, given diverse views on grass-cutting?

Yes. Officers agree that education is essential. Public attitudes vary widely, and clearer communication helps residents understand why reduced mowing is more environmentally friendly than frequent cuts using diesel machinery. Officers welcome support for the approach and confirm that it forms an important part of their ecological and land-management strategy.

Is regenerative farming being prioritised, given the scale and nature of agriculture in Monmouthshire?

Yes. The Council is actively working with sustainable food colleagues, biodiversity officers, Wye Valley National Landscape teams, Farming & Protected Landscapes programmes, Living Levels partnerships, and regenerative farming clusters. Engagement, education, and collaborative projects are already underway and expanding.

How is the Council working with farmers to encourage more sustainable land management?

Through farming clusters, landscape partnerships, regenerative farming pilots, and joint working with catchment partnerships such as ASK. Officers aim to encourage tree-planting, hedgerows, habitat restoration, and more sustainable agricultural practices despite limited staffing resources.

Can the Council influence issues related to large poultry units, manure, and water pollution?

Only indirectly. Officers note these are largely matters for Natural Resources Wales (NRW), but MCC is engaging with regenerative farming schemes and wider landscape partnerships that encourage better environmental practices.

Why doesn't Monmouthshire have more large, free-access country parks like urban authorities? Is the Council doing anything to expand access to green and natural spaces despite limited land ownership?

Because Monmouthshire is rural and much of the land is not Council-owned. Acquiring or designating new large parks is difficult. However, the Council works to secure maximum green infrastructure and public green space within development sites through the planning system. Officers try to secure as much green space as possible through planning applications and green infrastructure requirements. Although creating new country parks is challenging, they use innovative planning approaches to increase access where feasible.

Could sites like the old Hereford Road cemetery in Abergavenny, with its rich biodiversity, be used for scientific studies by schoolchildren as part of the Welsh curriculum?

Officers confirmed that the cemetery has been used for pollinator training with local schools and described broader efforts to engage schools through practitioner groups and grant-funded projects, including pollinator sessions and swift box initiatives.

There are indeed ongoing challenges in changing public attitudes toward "Nature isn't Neat," with one constituent's complaints about untidy vegetation being a good example.

Response: Officers reiterated the importance of education and communication, referencing previous and planned initiatives to address public perception.

The Mill Common Project is a tremendous asset, and the Member would like to highlight the hard work and total involvement of the team and community in tree

planting and historical engagement. It is important to communicate these achievements so that people are aware of the positive work being done.

Officers thanked the Member for his comments.

How does the council plan to reach disengaged or unaware residents regarding biodiversity initiatives, what indicators will be used to measure increased understanding and participation, and can councillors receive training to better address residents' concerns?

There are plans for operative and member training, a public campaign, and measurable engagement mechanisms (e.g., surveys). Officers acknowledge the challenge of reaching disengaged groups and welcome feedback on effective approaches.

Is there an update on the pilot Tree Warden Scheme project and its progress?

Officers explained the scheme began as a pilot at Mill Common, with initial training delivered, and expressed hope to expand it across the county. They described it as a national standard for volunteer training.

What are the cost implications of hiring a new ecologist and would this save money by reducing the need for external consultants, especially for ash dieback work?

Officers confirmed the new role is expected to save money by handling work in-house that would otherwise require consultants, and will help address ongoing ecological issues more efficiently.

What is the new machinery for Nedern Brook? Residents and councillors would appreciate demonstrations and involvement.

The machinery is a flail that collects arisings, and there are plans to work with NRW and promote the initiative to the community.

Could wide, winding walkways through long grass areas be created, with staged grass lengths and information boards, to improve accessibility and public experience?

Officers agreed, noting that walkways and interpretation boards are already included in larger sites, and that design accommodates accessibility where possible.

"Nature Isn't Neat" is to be supported but there are resident complaints about weeds on roads and pavements, and a need for better maintenance to prevent infrastructure damage.

Officers acknowledge the concern; it is a common issue, and will be addressed in upcoming campaigns and through collaboration with operatives, councillors, and the public.

Is there work ongoing with farmers to dig trenches and create ponds to help prevent downstream flooding?

The council's flooding team has applied for funding for natural flood management projects, including working with individual landowners and larger catchment-scale initiatives to store water and develop payment schemes for ecosystem services.

Is there a delay in the RLDP (Replacement Local Development Plan) due to phosphate issues, and when is the Planning Inspectorate likely to review it?

The council is providing additional phosphate information to the planning authority, there are no current objections from statutory bodies, and the timetable for hearings depends on the planning authority's scheduling, with updates to be shared when available.

Can officers comment on a recent document indicating that phosphate stripping in Monmouth may not be as effective as previously thought?

The latest data shows water quality in the lower Wye in Monmouthshire is improving and not failing, but officers would welcome the specific article or information being shared for further review.

Chair's Summary:

Thank you to the officers for the report and for attending today.

9. Next Meeting

Thursday 19th March 2026 at 2.00pm.

The meeting ended at 4.23 pm.

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