

Dydd Mawrth, 5 Gorffennaf 2016

Annwyl Cyngorydd

**PENDERFYNIADIAU AELOD CABINET UNIGOL**Hysbysir drwy hyn y caiff y penderfyniadau dilynol a wnaed gan aelod o'r cabinet eu gwneud **Dydd Mercher, 13eg Gorffennaf, 2016.****AGENDA**

- |    |  |         |
|----|--|---------|
| 1. | ARWEINYDDIAETH PRYDAU SIR FYNWY<br><br>Cabinet Member    County Councillor G Burrows<br><br><b>AUTHOR:</b> Colin Richings – Lead for Older People's Direct Care<br><br><b>CONTACT DETAILS:</b><br><b>Tel:</b> 07786 702753<br><b>E-mail:</b> <a href="mailto:colinrichings@monmouthshire.gov.uk">colinrichings@monmouthshire.gov.uk</a>  | 1 - 12  |
| 2. | GORCHYMYN ARFAETHEDIG CYFYNGIAD PWYSAU PONT WYSG 08.00 - 11.00 a 14.00 - 18.00<br><br><i>CABINET MEMBER;</i> <i>County Councillor S B Jones</i><br><br><i>AUTHOR:</i> <i>Paul Keeble – Traffic &amp; Network Manager</i><br><br><i>CONTACT DETAILS:</i><br><br><b>Tel:</b> <b>01633 644733</b><br><b>Email:</b> <a href="mailto:paulkeeble@monmouthshire.gov.uk">paulkeeble@monmouthshire.gov.uk</a> | 13 - 28 |

3. GWAHARDDIAD ARFAETHEDIG AROS AR UNRHYW AMSER A GWAHARDD AROS LLUN - GWENER 8AM - 5PM, HEOL TREFYNWY A FFYRDD ERAILL BRYNBUGA 29 - 42

**Cabinet Member: County Councillor S B Jones**

*AUTHOR: Paul Keeble – Traffic & Network Manager*

*CONTACT DETAILS:*

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4. TERFYN CYFLYMDER 40MYA ARFAETHEDIG, R122 HEOL EARLSWOOD, CRICK. 43 - 60

Cabinet Member: County Councillor S B Jones

*AUTHOR: Paul Keeble – Traffic & Network Manager*

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5. TERFYN CYFLYMDER 30MYA ARFAETHEDIG, R139 HEOL CRICK, CRICK. 61 - 76

Cabinet Member: County Councillor S B Jones

*AUTHOR: Paul Keeble – Traffic & Network Manager*

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6. TERFYN CYFLYMDER 30MYA ARFAETHEDIG, R122 (CRICK I DRENEWYDD GELLIFARCH), CRICK 77 - 90

Cabinet Member: County Councillor S B Jones

*AUTHOR: Paul Keeble – Traffic & Network Manager*

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7. GWAHARDDIAD ARFAETHEDIG AR UNRHYW AMSER A GWAHARDD AROS LLUN - SADWRN 10:00AM - 3:00PM, RHODFA ST KINGSMARK, DEANS HILL, CAS-GWENT 91 - 110

Cabinet Member: County Councillor S B Jones

*AUTHOR:*

Paul Keeble Traffic & Network Manager

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8. GWASANAETHAU EIDDO A RHEOLI CYFLEUSTERAU - AILSTRWYTHURO CEGIN TY MOUNTON 111 - 122

Cabinet Member: County Councillor P Murphy

*AUTHOR:*

***Robert Nancarrow – Shared Facilities Manager - Property Services & Facilities Management***

*CONTACT DETAILS:*

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***Tel:*** 01633 644907 / 07767664235

Yr eiddwch yn gywir,

**Paul Matthews**  
**Prif Weithredwr**

**CABINET PORTFOLIOS 2014**

<b>County Councillor</b>	<b>Area of Responsibility</b>	<b>Partnership and External Working</b>	<b>Ward</b>
P.A. Fox (Leader)	<b>Organisational Development</b> Whole Council Performance, Whole Council Strategy Development, Corporate Services, Democracy. <b>Environment, Public Services &amp; Housing</b> Development Control, Building Control, Housing Service, Trading Standards, Public Protection, Environment & Countryside.	WLGA Council WLGA Coordinating Board Local Service Board SEWTA SEWSPG	Portskewett
R.J.W. Greenland (Deputy Leader)	<b>Innovation, Enterprise &amp; Leisure</b> Innovation Agenda, Economic Development, Tourism, Social Enterprise, Leisure, Libraries & Culture, Information Technology, Information Systems.	WLGA Council Capital Region Tourism	Devauden
P.A.D. Hobson (Deputy Leader)	<b>Community Development</b> Community Planning/Total Place, Equalities, Area Working, Citizen Engagement, Public Relations, Sustainability, Parks & Open Spaces, Community Safety.	Community Safety Partnership Equalities and Diversity Group	Larkfield
E.J. Hacket Pain	<b>Schools and Learning</b> School Improvement, Pre-School Learning, Additional Learning Needs, Children's Disabilities, Families First, Youth Service, Adult Education.	Joint Education Group (EAS) WJEC	Wyesham
G. Burrows	<b>Social Care &amp; Health</b> Adult Social Services including Integrated services, Learning disabilities, Mental Health. Children's Services including Safeguarding, Looked after Children, Youth Offending. Health and Wellbeing.	Gwent Frailty Board Older Persons Strategy Partnership Group	Mitchel Troy
P. Murphy	<b>Resources</b> Accountancy, Internal Audit, Estates & Property Services, Procurement, Human Resources & Training, Health & Safety.	Prosiect Gwrydd Wales Purchasing Consortium	Caerwent
S.B. Jones	<b>County Operations</b> Highways, Transport, Traffic & Network Management, Waste & Recycling, Engineering, Landscapes, Flood Risk.	SEWTA Prosiect Gwrydd	Goytre Fawr

## Cymunedau Cynaliadwy a Chryf

### Canlyniadau y gweithiwn i'w cyflawni

#### **Neb yn cael ei adael ar ôl**

- Gall pobl hŷn fyw bywyd da
- Pobl â mynediad i dai addas a fforddiadwy
- Pobl â mynediad a symudedd da

#### **Pobl yn hyderus, galluog ac yn cymryd rhan**

- Camddefnyddio alcohol a chyffuriau ddim yn effeithio ar fywydau pobl
- Teuluoedd yn cael eu cefnogi
- Pobl yn teimlo'n ddiogel

#### **Ein sir yn ffynnu**

- Busnes a menter
- Pobl â mynediad i ddysgu ymarferol a hyblyg
- Pobl yn diogelu ac yn cyfoethogi'r amgylchedd

### Ein blaenoriaethau

- Ysgolion
- Diogelu pobl agored i niwed
- Cefnogi busnes a chreu swyddi
- Cynnal gwasanaethau sy'n hygyrch yn lleol

### Ein gwerthoedd

- **Bod yn agored:** anelwn fod yn agored ac onest i ddatblygu perthnasoedd ymddiriedus
- **Tegwch:** anelwn ddarparu dewis teg, cyfleoedd a phrofiadau a dod yn sefydliad a adeiladwyd ar barch un at y llall.
- **Hyblygrwydd:** anelwn fod yn hyblyg yn ein syniadau a'n gweithredoedd i ddod yn sefydliad effeithlon ac effeithiol.
- **Gwaith tîm:** anelwn gydweithio i rannu ein llwyddiannau a'n methiannau drwy adeiladu ar ein cryfderau a chefnogi ein gilydd i gyflawni ein nodau.

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<b>SUBJECT:</b>	<b>Monmouthshire Meals Leadership</b>
<b>MEETING:</b>	<b>Single Member Decision (Social Care &amp; Health)</b>
<b>DATE:</b>	<b>29<sup>th</sup> June 2016</b>
<b>DIVISION/WARDS AFFECTED:</b>	<b>All.</b>

**1. Purpose:**

- 1.1. To make the Cabinet member for social care and health aware of necessary changes in the direct care leadership structure.
- 1.2. To seek approval for the creation of a 0.3fte post of Monmouthshire Meals Lead.

**2. Recommendations:**

- 2.1. That the Cabinet member for social care and health approve the creation of a 0.3fte post of Monmouthshire Meals Lead.

**3. Key Issues:**

- 3.1. At the beginning of 2014 a pilot role of a combined Monmouthshire Meals and School Meals Lead was introduced. This role sought to address a staffing deficit in school meals at a time when legislative requirements required the implementation of new policies and procedures across schools.
- 3.2. This new role also provided an opportunity to utilise expertise in food management across directorates.
- 3.3. The pilot has been hugely successful and there is agreement across directorates to make this position permanent.

**4. Reasons:**

- 4.1. By making the combined role of Monmouthshire Meals and School Meals Lead permanent we ensure that expertise is targeted and supports inter-directorate co-operation and efficiency.
- 4.2. As this is a focussed role in food services management, the opportunity to offer professional support into other catering services (E.g: In-house residential services) is firmly established.

**5. Resource Implications:**

- 5.1. The creation of this post requires additional funding of £12,418 which is being met by funds released as part of the renegotiated S33 agreement (Gwent Frailty).

**6. Sustainable development and equality implications:**

- 6.1. The significant equality impacts identified in the assessment are summarised below for the elected member's consideration.
  - Better access to support, information and council resources
  - Development of specialism supports the promotion of nutrition and hydration across older people and children

- The health benefits of good hydration and nutrition are well researched. The purpose of this role is to ensure specialism and expertise is consistently available across directorates.
- The Monmouthshire Meals Service is specifically targeted at supporting independence with the vast majority of referrals to the service being for short term support
- A critical outcome of the Monmouthshire Meals service is to monitor the welfare of people who are isolated and do not have their own support networks
- The role will support the professional development of the staff employed within catering across RCS and SCH directorates.

7. **Safeguarding and corporate parenting implications**

None identified

8. **CONSULTEES:**

- Senior managers in SCH and RCS directorates.

9. **BACKGROUND PAPERS:**

- 9.1. Cabinet Report - New Operations, Department Structures – Roger Hoggins (March 2014)

**AUTHOR:** Colin Richings – Lead for Older People’s Direct Care

**CONTACT DETAILS:**

**Tel:** 07786 702753

**E-mail:** [colinrichings@monmouthshire.gov.uk](mailto:colinrichings@monmouthshire.gov.uk)



## The “Equality Initial Challenge”

Name: Monmouthshire Meals Leadership		Please give a <b>brief description</b> of what you are aiming to do.	
Service area: Direct Care		Making permanent the joint role of Monmouthshire Meals and School Meal’s Lead	
Date completed:17.06.16			
Protected characteristic	Potential <b>Negative</b> impact Please give details	Potential <b>Neutral</b> impact Please give details	Potential <b>Positive</b> Impact Please give details
Age		Not affected	
Disability		Not affected	
Marriage + Civil Partnership		Not affected	
Pregnancy and maternity		Not affected	
Race		Not affected	
Religion or Belief		Not affected	
Sex (was Gender)		Not affected	
Sexual Orientation		Not affected	
Transgender		Not affected	
Welsh Language		Not affected	

Please give details about any potential <b>negative Impacts.</b>	How do you propose to <b>MITIGATE</b> these <b>negative impacts</b>
➤	➤
➤	➤
➤	➤
➤	➤

**Signed Colin Richings**  
**Dated: 17.06.16**

**Designation: Older People's Direct Care Lead**

## EQUALITY IMPACT ASSESSMENT FORM

<b>What are you impact assessing</b>	<b>Service area</b>
Making permanent the joint role of Monmouthshire Meals and School Meal's Lead	Social Care and Health / Direct Care
<b>Policy author / service lead</b>	<b>Name of assessor and date</b>
Colin Richings	Colin Richings, 17.06.16

5 page 1 What are you proposing to do?

Implement the recommendations falling out of the review of Mardy Park Resource Centre. Specifically:

- Making permanent the joint role of Monmouthshire Meals and School Meal's Lead

2. Are your proposals going to affect any people or groups of people with protected characteristics in a **negative** way? If **YES** please tick appropriate boxes below.

Age		Race	
Disability		Religion or Belief	
Gender reassignment		Sex	
Marriage or civil partnership		Sexual Orientation	
Pregnancy and maternity		Welsh Language	

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Please give details of the negative impact

4. Did you take any actions to mitigate your proposal? Please give details below including any consultation or engagement.

5. Please list the data that has been used to develop this proposal? eg Household survey data, Welsh Govt data, ONS data, MCC service user data, Staff personnel data etc..

**Signed**.....Colin Richings    **Designation**.....**Older People's Direct Care Lead**.....**Dated**.....17.06.16.....

## The “Sustainability Challenge”

<b>Name of the Officer</b> completing “the Sustainability challenge”  <b>Colin Richings – Older People’s Direct Care Services Lead</b>		Please give a <b>brief description</b> of the <b>aims</b> proposed policy or service reconfiguration  - Making permanent the joint role of Monmouthshire Meals and School Meal’s Lead		
<b>Name</b> of the Division or service area  Social Care and Health		<b>Date</b> “Challenge” form completed  17.06.16		
Aspect of sustainability affected	<b>Negative impact</b>  Please give details	Neutral impact  Please give details	<b>Positive Impact</b>  Please give details	
PEOPLE  Ensure that more people have access to healthy food			Better access to support, information and council resources	
Improve housing quality and provision		Not affected		
Reduce ill health and improve healthcare provision			The health benefits of good hydration and nutrition are well researched. The purpose of this role is to ensure specialism and expertise is consistently available across directorates.	

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Promote independence			The Monmouthshire Meals Service is specifically targeted at supporting independence with the vast majority of referrals to the service being for short term support
Encourage community participation/action and voluntary work		Not affected	
Targets socially excluded			A critical outcome of the Monmouthshire Meals service is to monitor the welfare of people who are isolated and do not have their own support networks
Help reduce crime and fear of crime		Not affected	
Improve access to education and training			The role will support the professional development of the staff employed within catering across RCS and SCH directorates.
Have a positive impact on people and places in other countries		Not affected	
<b>PLANET</b>			
Reduce, reuse and recycle waste and water		Not affected	

Reduce carbon dioxide emissions		Not affected	
Prevent or reduce pollution of the air, land and water		Not affected	
Protect or enhance wildlife habitats (e.g. trees, hedgerows, open spaces)		Not affected	
Protect or enhance visual appearance of environment		Not affected	
<b>PROFIT</b>		Not affected	
Protect local shops and services		Not affected	
Link local production with local consumption		Not affected	
Improve environmental awareness of local businesses		Not affected	
Increase employment for local people		Not affected	
Preserve and enhance local identity and culture		Not affected	
Consider ethical purchasing issues, such as Fairtrade,		Not affected	



sustainable timber (FSC logo) etc			
Increase and improve access to leisure, recreation or cultural facilities		Not affected	
What are the potential negative Impacts		Ideas as to how we can look to <b>MITIGATE</b> the <b>negative impacts</b> (include any reasonable adjustments)	
➤		➤	
➤		➤	
➤		➤	
➤		➤	

page

## The next steps

- If you have assessed the proposal/s as having a **positive impact please give full details** below

- If you have assessed the proposal/s as having a **Negative Impact** could you please provide us with details of what you propose to do to mitigate the negative impact:

**Signed**

**Colin Richings**

**Dated 17.06.16**

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## REPORT

<b>SUBJECT:</b>	<b>PROPOSED PROHIBITION OF WAITING AT ANY TIME &amp; PROHIBITION OF WAITING MON – FRI 8AM – 5PM, MONMOUTH ROAD &amp; OTHER ROADS, USK</b>
<b>MEETING:</b>	<b>Individual Cabinet Member</b>
<b>DATE:</b>	<b>13<sup>th</sup> July 2016</b>
<b>DIVISION/WARDS AFFECTED:</b>	<b>ST MARYS</b>

### 1. PURPOSE:

To consider the proposed order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1994.

### 2. RECOMMENDATIONS:

Not to hold a public inquiry and to proceed to approve and implement the proposed order. Those persons that have forwarded objections are informed of the Councils decision.

### 3. KEY ISSUES:

Following representations received from the local community, Monmouthshire County Council proposes to extend the current prohibition of waiting at any time restriction on the South Eastern side of Monmouth Road to alleviate instances of indiscriminate and inconsiderate parking. It is also intended to extend the current limited waiting restriction on the North

Western side of Monmouth Road by 2 metres to fully cover a residential off street parking access. The effect of the order will increase the levels of highway safety and provide clarity to motorists in terms of parking on the public highway.

#### **4. REASONS:**

The proposed order is considered to be required in the interests of road safety and to eliminate instances of obstructive and inappropriate parking occurring.

Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 enables the Council to hold a public inquiry into the proposal if there are unresolved objections. In this instance there have been no objections received.

#### **5. RESOURCE IMPLICATIONS:**

The cost of making the Traffic Regulation Order will be funded from the Council's Road Safety and Traffic Management budget.

#### **6. SUSTAINABLE DEVELOPMENT IMPLICATIONS:**

There are no sustainability issues regarding the introduction of a prohibition of waiting at any time restriction at this location.

#### **7. CONSULTEES:**

Corporate Management Team  
County Councillor S. B. Jones, Cabinet Member for County Operations  
County Councillor B Strong, Local Member for Usk

#### **8. RESULTS OF CONSULTATION**

No objections have been received.

**9. BACKGROUND PAPERS:**

Schedule of Measurements, Statement of Reasons, Drawing No.1645

**10. AUTHOR: Paul Keeble – Traffic & Network Manager**

**11. CONTACT DETAILS:**

Tel: 01633 644733

Email: [paulkeeble@monmouthshire.gov.uk](mailto:paulkeeble@monmouthshire.gov.uk)

**MONMOUTHSHIRE COUNTY COUNCIL**

**A472, MONMOUTH ROAD AND VARIOUS ROADS, USK.**

**PROHIBITION OF WAITING AT ANY TIME & PROHIBITION OF WAITING MON – FRI 8AM – 5PM ORDER 2016**

**Order to be revoked; THE COUNTY COUNCIL OF GWENT (MONMOUTH ROAD AND OTHER ROADS, USK) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1986**

**Schedule of Measurements**

**Prohibition of Waiting at Any Time**

**Schedule 1**

- 1) A472 - Southeast side from a point 25 metres North East of its junction with Castle Street for a distance of 436 metres in a North-easterly direction.
- 2) A472 – North West side from a point 183 metres South West of its junction with Monmouth Road for a distance of 438 metres in a North-easterly direction.
- 3) Link Road from A472 to Monmouth Road – both sides from its junction with the A472 to its junction with Monmouth Road.
- 4) Monmouth Road – Southeast side from its junction with A472 for a distance of 250 metres in a North-easterly direction
- 5) Monmouth Road – North East Side from a point 37 metres South West of its junction with Ladyhill for a distance of 62 metres in a North Easterly direction.
- 6) Ladyhill – Both sides from its junction with Monmouth Road for a distance of 18 meters in a North Westerly direction

**Prohibition of Waiting Mon – Fri 8am – 5pm**

**Schedule 2**

- 1) Monmouth Road – North West side from its junction with the A472 for a distance of 55 metres in a North-easterly direction.

**MONMOUTHSHIRE COUNTY COUNCIL**  
**MONMOUTH ROAD AND OTHER ROADS, USK.**

**PROHIBITION OF WAITING AT ANY TIME & PROHIBITION OF WAITING MON – FRI 8AM – 5PM ORDER 2016**

**Statement of Reasons**

Following representations received from the local community, Monmouthshire County Council proposes to extend the current prohibition of waiting at any time restriction on the South Eastern side of Monmouth Road to alleviate instances of indiscriminate and inconsiderate parking. It is also intended to extend the current limited waiting restriction on the North Western side of Monmouth Road by 2 metres to fully cover a residential off street parking access. The effect of the order will increase the levels of highway safety and provide clarity to motorists in terms of parking on the public highway.







<p>Name of the Officer - Paul Keeble  Phone no: 01633 644873  E-mail: paulkeeble@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal:</p> <p>To implement new or amendment of existing traffic orders to improve safety and movement of traffic set out in accordance with the Road Traffic Regulation Act 1984</p>
<p>Name of Service – Traffic &amp; Development</p>	<p>Date Future Generations Evaluation – 07/06/16</p>



***NB. Key strategies and documents that may help you identify your contribution to the wellbeing goals and sustainable development principles include: Single Integrated Plan, Continuance Agreement, Improvement Plan, Local Development Plan, People Strategy, Asset Management Plan, Green Infrastructure SPG, Welsh Language Standards, etc***



- 1. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.


<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
<b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral	
<b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Neutral	
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	Neutral	
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	Positive	Restricting parking will contribute to improving highway safety.
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	

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?
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Neutral	

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Long Term</b></p> <p>Balancing short term need with long term and planning for the future</p>	N/A	
 <p><b>Collaboration</b></p> <p>Working together with other partners to deliver objectives</p>	N/A	

<b>Sustainable Development Principle</b>	<b>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</b>	<b>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
 <p><b>Involvement</b> views</p> <p>Involving those with an interest and seeking their views</p>	<p>Full statutory consultation has taken place in accordance with the Road Traffic Regulation Act 1984</p>	
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>N/A</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p data-bbox="237 600 376 632"><b>Integration</b></p> <p data-bbox="203 659 539 767">Considering impact on all wellbeing goals together and on other bodies</p>	N/A	

- 3. Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below. For more detailed information on the protected characteristics, the Equality Act 2010 and the Welsh Language Standards that apply to Monmouthshire Council please follow this link: <http://hub/corporatedocs/Equalities/Forms/AllItems.aspx> or contact Alan Burkitt on 01633 644010 or [alanburkitt@monmouthshire.gov.uk](mailto:alanburkitt@monmouthshire.gov.uk)

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	N/A		
Disability	N/A		

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

- 4. Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities?** For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

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

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

Officer observations and correspondence from local residents.

**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?**

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

What are you going to do	When are you going to do it?	Who is responsible	Progress
Implement the order	Following publication of a notice of making	Traffic & Development Team	On-going

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

The impacts of this proposal will be evaluated on:	
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**9. VERSION CONTROL:** The Future Generations Evaluation should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
			<i>This will demonstrate how we have considered and built in sustainable development throughout the evolution of a proposal.</i>





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## REPORT

<b>SUBJECT:</b>	<b>PROPOSED 30MPH SPEED LIMIT, R139 CRICK ROAD, CRICK.</b>
<b>MEETING:</b>	<b>Individual Cabinet Member</b>
<b>DATE:</b>	<b>13<sup>th</sup> July 2016</b>
<b>DIVISION/WARDS AFFECTED:</b>	<b>CAERWENT</b>

### 1. PURPOSE:

To consider the proposed order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1994.

### 2. RECOMMENDATIONS:

Not to hold a public inquiry and to proceed to approve and implement the proposed order. Those persons that have forwarded objections are informed of the Councils decision.

### 3. KEY ISSUES:

Monmouthshire County Council proposes to introduce a 30mph speed limit on a section of the R139 from its junction with the A48 for a distance of 159 metres. This measure is required to reduce travelling speeds through a residential area where increased pedestrian movements occur, a number of junctions will also be covered by the proposals. These proposals will contribute to creating a safer highway environment for all road users.

**4. REASONS:**

The proposed order is considered to be required in the interests of road safety and to promote lower vehicular speeds.

Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 enables the Council to hold a public inquiry into the proposal if there are unresolved objections. In this instance there has been no objections received

**5. RESOURCE IMPLICATIONS:**

The cost of making the Traffic Regulation Order will be funded from the Council's Road Safety and Traffic Management budget.

**6. SUSTAINABLE DEVELOPMENT IMPLICATIONS:**

There are no sustainability issues regarding the introduction of a 30mph speed limit along this route.

**7. CONSULTEES:**

Corporate Management Team  
County Councillor S. B. Jones, Cabinet Member for County Operations  
County Councillor P Murphy, Local Member for Caerwent Ward

**8. RESULTS OF CONSULTATION**

No objections were received

**9. BACKGROUND PAPERS:**

Schedule of Measurements, Statement of Reasons, Drawing No.1678

**10. AUTHOR: Paul Keeble – Traffic & Network Manager**

**11. CONTACT DETAILS:**

Tel: 01633 644733

Email: [paulkeeble@monmouthshire.gov.uk](mailto:paulkeeble@monmouthshire.gov.uk)

**MONMOUTHSHIRE COUNTY COUNCIL**

**R139 CRICK ROAD, CRICK**

**30MPH SPEED LIMIT ORDER 2016**

**Schedule of Measurements**

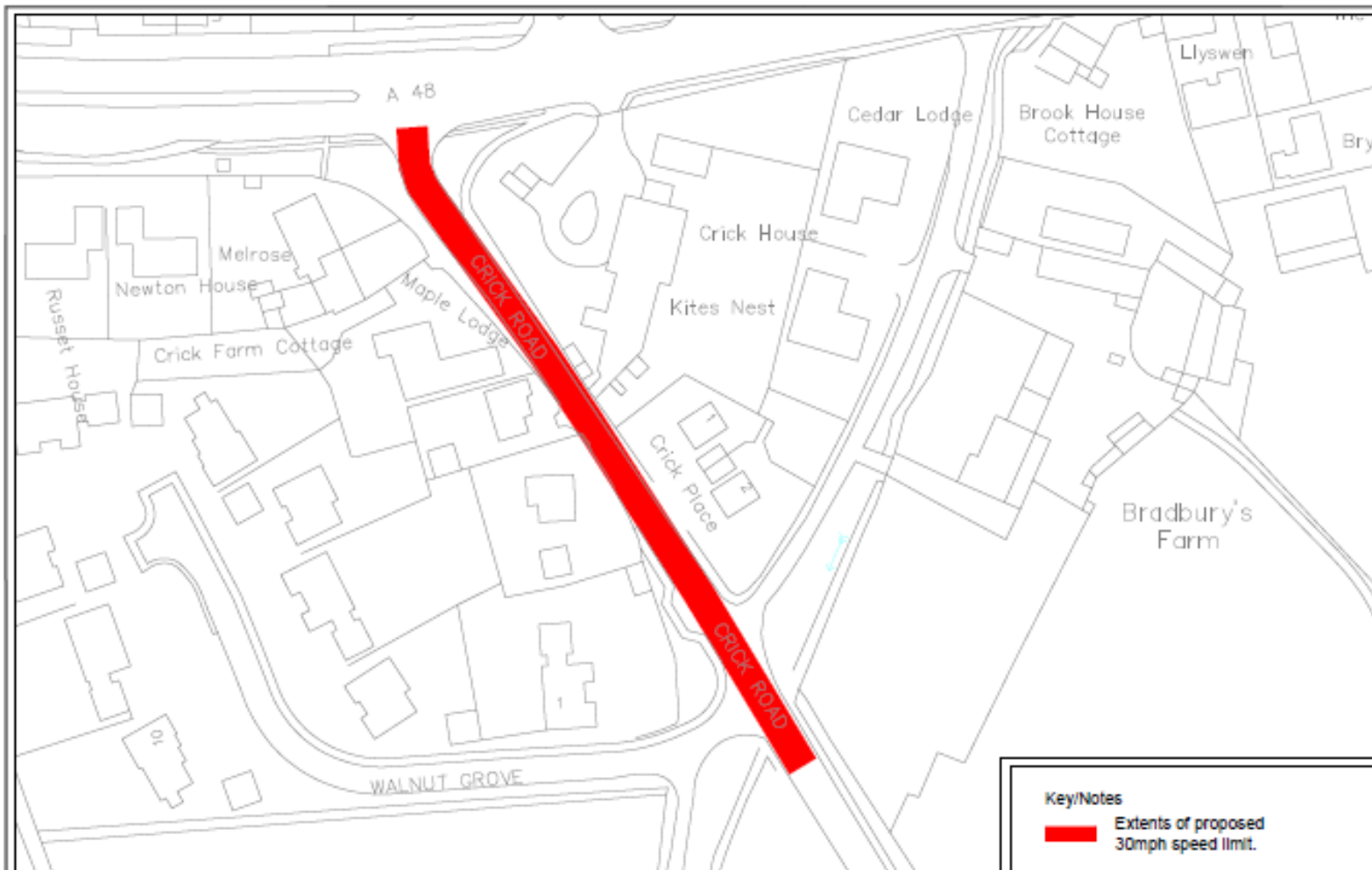
**30mph Speed Limit**

**1. R139 Crick Road**


- (i) From its junction with the A48 for a distance of 159 metres in a south easterly direction.**


**Statement of Reasons**

**Following representations received from the local community and Local Elected Member, Monmouthshire County Council proposes to introduce a 30mph speed limit on the R139. This measure is required to reduce travelling speeds through a residential area where increased pedestrian movements occur, a number of junctions will also be covered by the proposals. These proposals will contribute to creating a safer highway environment for all road users.**



**Key/Notes**

 Extents of proposed 30mph speed limit.



**ROGER HOGGINS**  
HEAD OF INFRASTRUCTURE, NETWORKS  
AND SUSTAINABILITY

**Job Title**  
Signing & Lining Programme 2015/16

**Drawing Title**  
30mph Speed Limit, Crick Road.

**Drawn By**  
GK


**Scale**  
NTS

**Checked**  
MJD

**Date**  
30/10/15

**Drawing No.**  
1678

This drawing is the property of Milton Keynes Council and shall remain the property of the Council. It is to be used for the purposes of the project only and shall not be used for any other purpose without the written consent of the Council. The Council is not responsible for any loss or damage caused by the use of this drawing.



**Rev**



<p>Name of the Officer - Paul Keeble Phone no: 01633 644873 E-mail: paulkeeble@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal:</p> <p>To implement new or amendment of existing traffic orders to improve safety and movement of traffic set out in accordance with the Road Traffic Regulation Act 1984</p>
<p>Name of Service – Traffic &amp; Development</p>	<p>Date Future Generations Evaluation – 07/06/16</p>

***NB. Key strategies and documents that may help you identify your contribution to the wellbeing goals and sustainable development principles include: Single Integrated Plan, Continuance Agreement, Improvement Plan, Local Development Plan, People Strategy, Asset Management Plan, Green Infrastructure SPG, Welsh Language Standards, etc***

**1. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.



Well Being Goal	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	Neutral	






<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
Efficient use of resources, skilled, educated people, generates wealth, provides jobs		
<b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Neutral	
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	Neutral	
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	Positive	Reduced speeds will improve highway safety and contribute to providing a safer environment for residents/visitors etc.
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	

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?
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Neutral	

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Long Term</b></p> Balancing short term need with long term and planning for the future	N/A	
 <p><b>Collaboration</b></p> Working together with other partners to deliver objectives	N/A	

<p><b>Sustainable Development Principle</b></p>	<p><b>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</b></p>	<p><b>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</b></p>
 <p><b>Involvement</b> views</p> <p>Involving those with an interest and seeking their views</p>	<p>Full statutory consultation has taken place in accordance with the Road Traffic Regulation Act 1984</p>	
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>N/A</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p data-bbox="237 600 376 632"><b>Integration</b></p> <p data-bbox="203 659 539 767">Considering impact on all wellbeing goals together and on other bodies</p>	N/A	

- 3. Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below. For more detailed information on the protected characteristics, the Equality Act 2010 and the Welsh Language Standards that apply to Monmouthshire Council please follow this link: <http://hub/corporatedocs/Equalities/Forms/AllItems.aspx> or contact Alan Burkitt on 01633 644010 or [alanburkitt@monmouthshire.gov.uk](mailto:alanburkitt@monmouthshire.gov.uk)

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	N/A		
Disability	N/A		

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

- 4. Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities?** For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

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

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

Speed and volume traffic surveys have been undertaken to ascertain existing speeds which informed the decision to reduce the current speed limit.

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

The proposal to implement a 30mph speed limit will have an overall positive impact in providing a safer environment for all road users. Lower speeds will also contribute to lower CO<sup>2</sup> emissions.

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

What are you going to do	When are you going to do it?	Who is responsible	Progress
Implement the order	Following publication of a notice of making	Traffic & Development Team	On-going

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

The impacts of this proposal will be evaluated on:	6-12 months following implementation, speed & volume surveys will be undertaken to ascertain compliance levels.
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**9. VERSION CONTROL:** The Future Generations Evaluation should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
			<i>This will demonstrate how we have considered and built in sustainable development throughout the evolution of a proposal.</i>

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## REPORT

<b>SUBJECT:</b>	<b>PROPOSED PROHIBITION OF WAITING AT ANY TIME &amp; PROHIBITION OF WAITING MON – SAT 10:00AM – 3:00PM, ST KINGSMARK AVENUE, DEANS HILL, CHEPSTOW</b>
<b>MEETING:</b>	<b>Individual Cabinet Member</b>
<b>DATE:</b>	<b>13<sup>th</sup> July 2016</b>
<b>DIVISION/WARDS AFFECTED:</b>	<b>ST MARYS</b>

### 1. PURPOSE:

To consider the proposed order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1994.

### 2. RECOMMENDATIONS:

Not to hold a public inquiry and to proceed to approve and implement the proposed order. Those persons that have forwarded objections are informed of the Councils decision.

### 3. KEY ISSUES:

St Kingsmark Avenue is in close proximity to Chepstow Town Centre and a local primary school. As such, extensive parking occurs within this street by workers, visitors to the town and parents. It is apparent that parents regularly contravene the current restrictions by parking at the end of the school day.

Therefore, in order to rationalise parking and allow parental parking at the end of the school day, it is proposed to reduce the restricted time from 4.00pm to 3.00pm along St Kingsmark Avenue. This will allow parents to park legally and provide a safer environment for all highway users.

The amendments to the restrictions were displayed at a Public Exhibition, where local residents, the Local Elected Member and the Police indicated their support for the scheme.

#### **4. REASONS:**

The proposed order is considered to be required in the interests of road safety.

Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 enables the Council to hold a public inquiry into the proposal if there are unresolved objections. In this instance the objections received have been fully considered.

#### **5. RESOURCE IMPLICATIONS:**

The cost of making the Traffic Regulation Order will be funded from the Council's Road Safety and Traffic Management budget.

#### **6. SUSTAINABLE DEVELOPMENT IMPLICATIONS:**

There are no sustainability issues regarding the introduction of a prohibition of waiting at any time restriction at this location.

#### **7. CONSULTEES:**

Corporate Management Team  
County Councillor S. B. Jones, Cabinet Member for County Operations  
County Councillor P Farley, Local Member for St Marys  
County Councillor D Dovey, Local Member for St Kingsmark

## **8. RESULTS OF CONSULTATION**

4 objections have been received, which are outlined in the appendix. Heddlu Gwent Police and the Local Elected Member have indicated their support for the proposals.

## **9. BACKGROUND PAPERS:**

Schedule of Measurements, Statement of Reasons, Drawing No.1617-2

## **10. AUTHOR: Paul Keeble – Traffic & Network Manager**

## **11. CONTACT DETAILS:**

Tel: 01633 644733

Email: [paulkeeble@monmouthshire.gov.uk](mailto:paulkeeble@monmouthshire.gov.uk)

## St Kingsmark Avenue & Deans Hill, Chepstow

Name/Details	Representations	Officer's Response
Resident St Kingsmark Avenue	<ol style="list-style-type: none"> <li>1. Do a proper risk assessment on all parking arrangement options</li> <li>2. Allow parents to park for free in the Dell/Welsh St &amp; Leisure Centre car parks.</li> <li>3. Create a car park on the waste ground to the west of the school.</li> <li>4. The Police, by supporting this prohibition of waiting charge are just legalising what already had become a potentially dangerous situation in St Kingsmark.</li> </ol>	<ol style="list-style-type: none"> <li>1. Full consideration of parking arrangements has been undertaken.</li> <li>2. There is free parking available in the Leisure Centre Car Park. There is a limited amount of free parking in Welsh Street Car park which parents are encouraged to use.</li> <li>3. The creation of a car park on private land is not a viable option.</li> <li>4. Noted</li> </ol>
Resident, St Kingsmark Avenue	<ol style="list-style-type: none"> <li>1. Objects to the order to include a Saturday, in the past, up to 16 vehicles have been parked from midday on a Saturday. Changing the restriction to 3pm will encourage parking for shoppers popping into town. If it stays in place the parking will stay in the town's car parks.</li> </ol>	<ol style="list-style-type: none"> <li>1. It is understood that following the implementation of the traffic order that the new restrictions will be actively enforced. This should improve the parking situation for all residents.</li> </ol>
Resident, Huntfield Road	<ol style="list-style-type: none"> <li>1. You will simply move the parking situation from Kingsmark Av into Huntfield Rd.</li> <li>2. Huntfield Rd is already a busy through road and is a bus route also.</li> <li>3. By allowing additional parking along Huntfield Rd you may inhibit the Bus from proceeding through what is a narrower and busier road than Kingsmark Av and Deans Hill added together.</li> </ol>	<ol style="list-style-type: none"> <li>1. It is impossible to predict where motorists will park, however, the parking situation will be monitored following implementation.</li> <li>2. Noted</li> <li>3. Parking is already available at certain locations on Huntfield Road, however, the parking situation will be monitored.</li> </ol>
Resident, St Kingsmark Avenue	<ol style="list-style-type: none"> <li>1. Since the Council have stopped parking in Deans Hill, Meadow Walk and Danes Close, it would appear that everyone now parks in St Kingsmark Avenue or Huntfield Road. In some cases they are double parked and in some cases half on the road and half on the pavement. I have seen young mothers with pushchairs having to go out into the road to get past a car.</li> <li>2. If the Council insist on letting cars park in the Kingsmark area then surely the most sensible thing to do is let them park in the side roads and keep the through road clear of parked vehicles.</li> </ol>	<ol style="list-style-type: none"> <li>1. Illegal/obstructive parking can already be addressed by the Police, who have confirmed they will actively enforce the restrictions following implementation.</li> <li>2. it would be remiss of the Council if they were to encourage parking in the side streets, we do encourage motorists to use the available car parks in the town.</li> <li>3. Noted and referred to the Police</li> </ol>

	3. All the restrictions in the world are of little use unless they are Policed correctly.	
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**MONMOUTHSHIRE COUNTY COUNCIL**

**ST KINGSMARK AVENUE AND DEANS HILL, CHEPSTOW.**

**PROHIBITION OF WAITING AT ANY TIME & PROHIBITION OF WAITING MON – SAT 10:00AM – 3:00PM ORDER 2016**

**Order to be revoked; MONMOUTHSHIRE COUNTY COUNCIL (ST KINGSMARK AVENUE, CHEPSTOW) (PROHIBITION OF WAITING AT ANY TIME) AND (PROHIBITION OF WAITING MONDAY TO SATURDAY 10AM TO 4.00PM) ORDER 2003**

**Schedule of Measurements**

**Schedule 1**

**Prohibition of Waiting At Any Time**

**1. St Kingsmark Avenue**

- (i) North side, from the South West kerbline of Welsh Street in a generally South Westerly direction for a distance of 32 metres.**
- (ii) South side, from the South West kerbline of Welsh Street in a generally South Westerly direction for a distance of 24 metres.**
- (iii) South side, from a point 139 metres from the South West kerbline of Welsh Street in a generally South Westerly direction for a distance of 35 metres.**

**2. Deans Hill.**

- (i) Both sides from its junction with St Kingsmark Avenue for a distance of 11 metres in a South Westerly direction.**

## **Schedule 2**

### **Prohibition of Waiting, Monday to Saturday 10.00am to 3.00pm**

#### **1. St Kingsmark Avenue**

- (i) North side, from a point 32 metres from the South West kerbline of Welsh Street in a South Westerly direction for a distance of 165 metres.**
- (ii) South side, from a point 24 metres from the South West kerbline of Welsh Street in a generally South Westerly direction for a distance of 139 metres.**
- (iii) South side, from a point 199 metres from the South West kerbline of Welsh Street in a Westerly direction for a distance of 9 metres.**

**MONMOUTHSHIRE COUNTY COUNCIL**

**ST KINGSMARK AVENUE AND DEANS HILL, CHEPSTOW.**

**PROHIBITION OF WAITING AT ANY TIME & PROHIBITION OF WAITING MON – SAT 10:00AM – 3:00PM ORDER 2016**

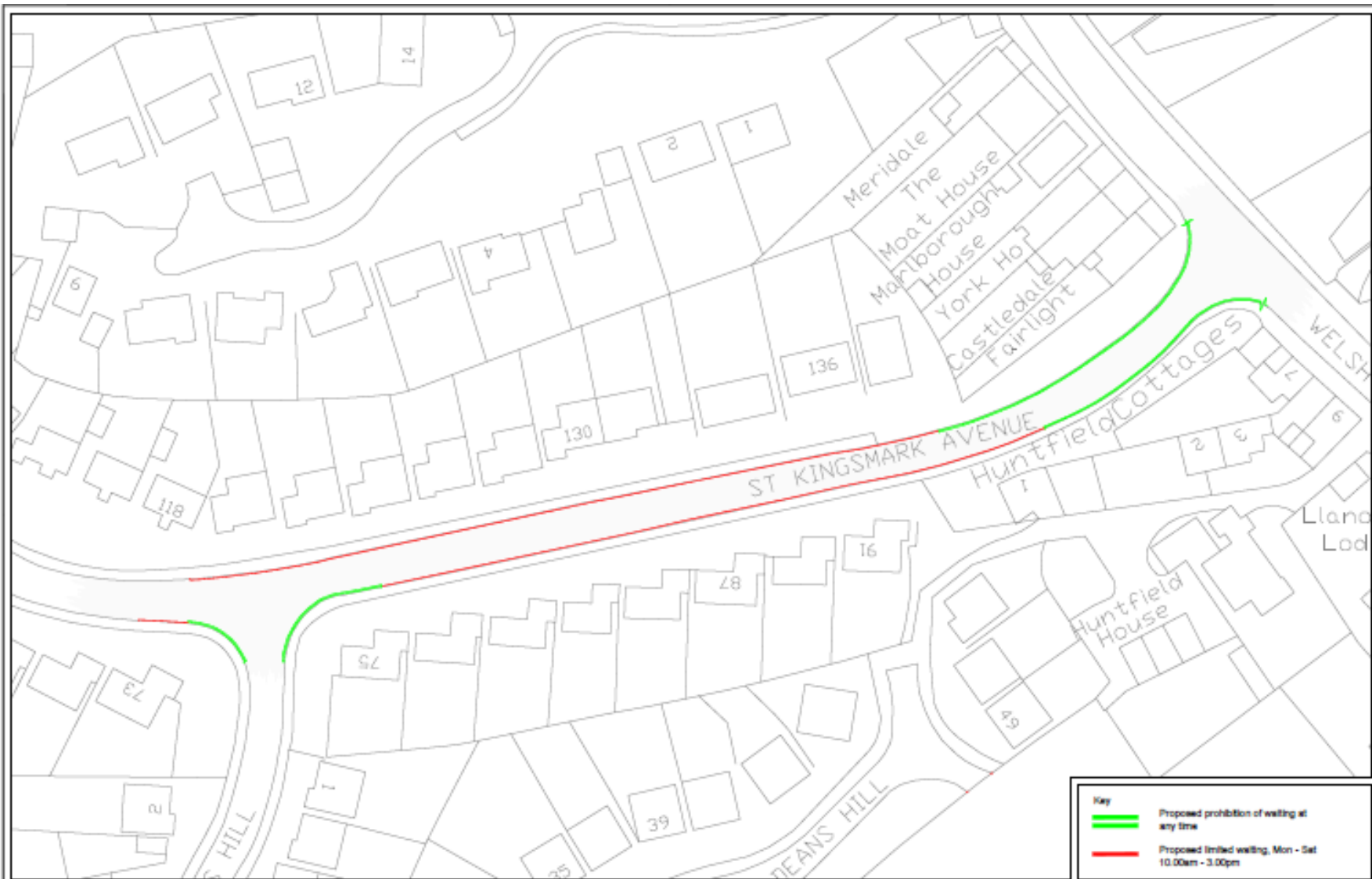
**Statement of Reasons**

Following representations received from the local community, Local Elected Member and the Police, Monmouthshire County Council propose to amend the current prohibition of waiting restriction St Kingsmark Avenue. St Kingsmark Avenue is in close proximity to Chepstow Town Centre and a local primary school. As such, extensive parking occurs within this street by workers, visitors to the town and parents. It is apparent that parents regularly contravene the current restrictions by parking at the end of the school day.

Therefore, in order to rationalise parking and allow parental parking at the end of the school day, it is proposed to reduce the restricted time from 4.00pm to 3.00pm along St Kingsmark Avenue. This will allow parents to park legally and provide a safer environment for all highway users.

The amendments to the restrictions were displayed at a Public Exhibition, where local residents, the Local Elected Member and the Police indicated their support for the scheme.





Key	
	Proposed prohibition of waiting at any time
	Proposed limited waiting, Mon - Sat 10.00am - 3.00pm

	Job Title Signing & Lining Programme 2016/16	Drawing Title St Kingmark Avenue, Deans Hill, Cheshire Prohibition of Waiting	Drawn By GK	Checked PK	Drawing No. 1617-2
			Date 22/01/15	Description Prohibition of Waiting	Date 22/01/15



<p>Name of the Officer - Paul Keeble  Phone no: 01633 644873  E-mail: paulkeeble@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal:</p> <p>To implement new or amendment of existing traffic orders to improve safety and movement of traffic set out in accordance with the Road Traffic Regulation Act 1984</p>
<p>Name of Service – Traffic &amp; Development</p>	<p>Date Future Generations Evaluation – 08/06/16</p>



***NB. Key strategies and documents that may help you identify your contribution to the wellbeing goals and sustainable development principles include: Single Integrated Plan, Continuance Agreement, Improvement Plan, Local Development Plan, People Strategy, Asset Management Plan, Green Infrastructure SPG, Welsh Language Standards, etc***



- 1. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.


<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
<b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral	
<b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Neutral	
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	Neutral	
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	Positive	Restricting parking will contribute to improving highway safety.
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	

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?
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Neutral	

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Long Term</b></p> <p>Balancing short term need with long term and planning for the future</p>	N/A	
 <p><b>Collaboration</b></p> <p>Working together with other partners to deliver objectives</p>	N/A	

<p><b>Sustainable Development Principle</b></p>	<p><b>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</b></p>	<p><b>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</b></p>
 <p><b>Involvement</b> views</p> <p>Involving those with an interest and seeking their views</p>	<p>In addition to the proposals being displayed at a public exhibition, full statutory consultation has taken place in accordance with the Road Traffic Regulation Act 1984</p>	<p>None</p>
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>N/A</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Integration</b></p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	N/A	

**3. Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below. For more detailed information on the protected characteristics, the Equality Act 2010 and the Welsh Language Standards that apply to Monmouthshire Council please follow this link: <http://hub/corporatedocs/Equalities/Forms/AllItems.aspx> or contact Alan Burkitt on 01633 644010 or [alanburkitt@monmouthshire.gov.uk](mailto:alanburkitt@monmouthshire.gov.uk)

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	N/A		
Disability	N/A		

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

- 4. Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities?** For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

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

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

A public consultation event was held where residents were requested to choose between a number of options. Analysis of the results showed an overwhelming majority of the residents in favour of the proposals.

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

The views of Gwent Police, the wider public and local school were considered as part of the development of these proposals

**7. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable. None**



What are you going to do	When are you going to do it?	Who is responsible	Progress
Implement the order	Following publication of a notice of making	Traffic & Development Team	On-going

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

The impacts of this proposal will be evaluated on:	The impact of the proposals will be monitored by the local traffic engineer in consultation with Gwent Police
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**9. VERSION CONTROL:** The Future Generations Evaluation should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
			<i>This will demonstrate how we have considered and built in sustainable development throughout the evolution of a proposal.</i>

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## REPORT

<b>SUBJECT:</b>	<b>PROPOSED 40MPH SPEED LIMIT, R122 EARLSWOOD ROAD, CRICK.</b>
<b>MEETING:</b>	<b>Individual Cabinet Member</b>
<b>DATE:</b>	<b>13th July 2016</b>
<b>DIVISION/WARDS AFFECTED:</b>	<b>CAERWENT/SHIRENEWTON</b>

### 1. PURPOSE:

To consider the proposed order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1994.

### 2. RECOMMENDATIONS:

Not to hold a public inquiry and to proceed to approve and implement the proposed order. Those persons that have forwarded objections are informed of the Councils decision.

### 3. KEY ISSUES:

Monmouthshire County Council proposes to introduce a 40mph speed limit on a section of the R112 Earlswood Road. This restriction is proposed in order to reduce vehicular speeds entering the village of Shirenewton.

Currently, motorists are required to decrease from 60mph to 30mph. The proposals to implement a buffer speed limit of 40mph will incrementally reduce vehicular speeds and encourage compliance with the lower speed limit.

In addition to the reduced speed limit, a scheme of environmental enhancements has also be undertaken through the village. The speed limit proposals have been extensively consulted upon within the local community and will undoubtedly improve highway safety levels for all road users.

#### **4. REASONS:**

The proposed order is considered to be required in the interests of road safety and to promote lower vehicular speeds.

Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 enables the Council to hold a public inquiry into the proposal if there are unresolved objections. In this instance there has been no objections received

#### **5. RESOURCE IMPLICATIONS:**

The cost of making the Traffic Regulation Order will be funded from the Council's Road Safety and Traffic Management budget.

#### **6. SUSTAINABLE DEVELOPMENT IMPLICATIONS:**

There are no sustainability issues regarding the introduction of a 40mph speed limit along this route.

#### **7. CONSULTEES:**

Corporate Management Team  
County Councillor S. B. Jones, Cabinet Member for County Operations  
County Councillor G Down, Local Member for Shirenewton Ward

## **8. RESULTS OF CONSULTATION**

No objections were received

## **9. BACKGROUND PAPERS:**

Schedule of Measurements, Statement of Reasons, Drawing No.1664

## **10. AUTHOR: Paul Keeble – Traffic & Network Manager**

## **11. CONTACT DETAILS:**

Tel: 01633 644733

Email: [paulkeeble@monmouthshire.gov.uk](mailto:paulkeeble@monmouthshire.gov.uk)

**MONMOUTHSHIRE COUNTY COUNCIL**  
**R122 EARLSWOOD ROAD (SHIRENEWTON).**  
**40MPH SPEED LIMIT ORDER 2016**

**Schedule of Measurements**

**40mph Speed Limit**

**1. R122 Earlswood Road**

- (i) From a point 275 metres North West of the North West kerbline of Redd Landes for a distance of 182 metres in a South Easterly direction.**

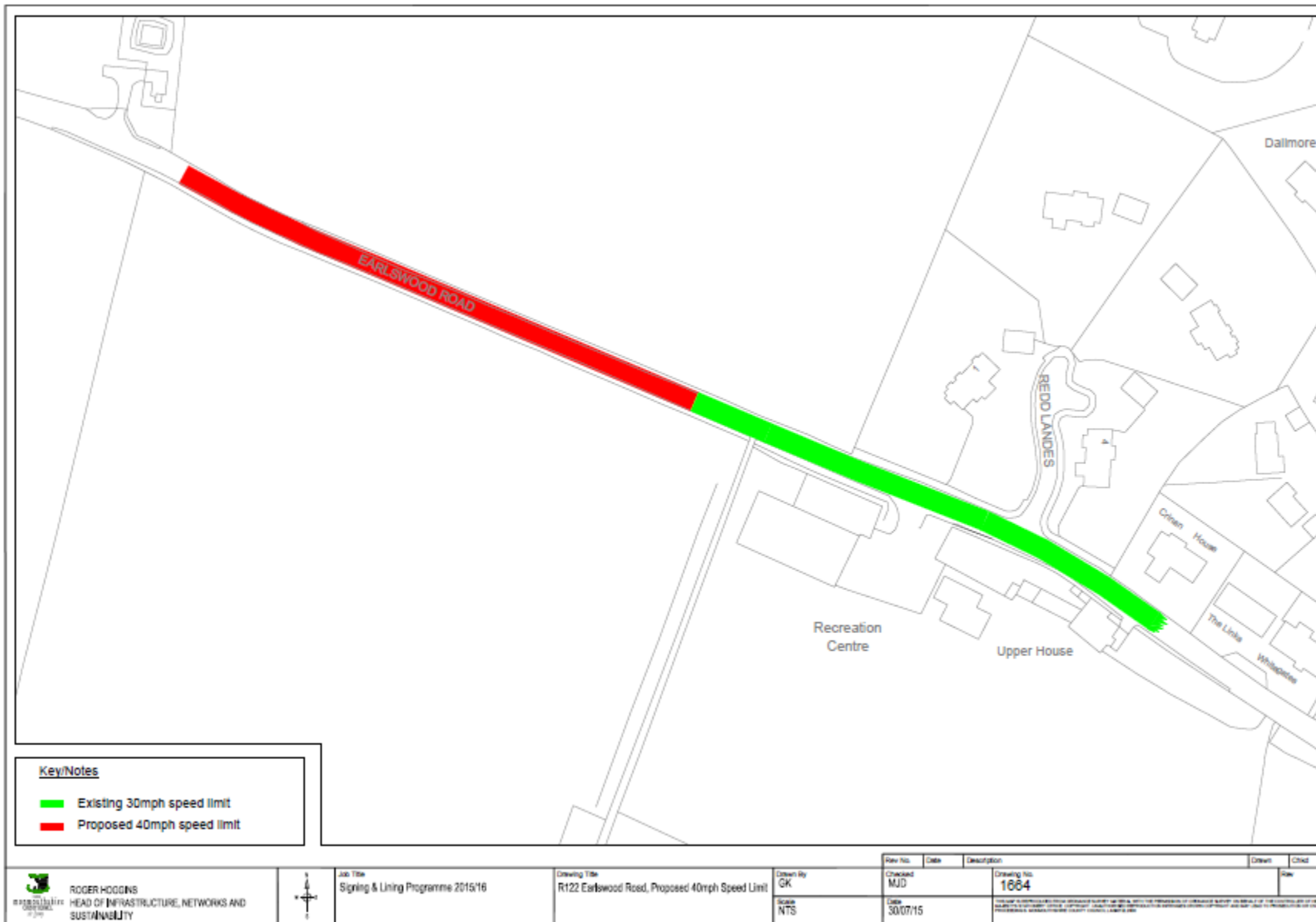
**Statement of Reasons**

**Monmouthshire County Council proposes to introduce a 40mph speed limit on R122 Earlswood Road. This restriction is proposed in order to reduce vehicular speeds entering the village of Shirenewton.**

**Currently, motorists are required to decrease from 60mph to 30mph. The proposals to implement a buffer speed limit of 40mph will incrementally reduce vehicular speeds and encourage compliance with the lower speed limit.**

**In addition to the reduced speed limit, a scheme of environmental enhancements has also be undertaken through the village. The speed limit proposals have been extensively consulted upon within the local community and will undoubtedly improve highway safety levels for all road users.**









<p>Name of the Officer - Paul Keeble Phone no: 01633 644873 E-mail: paulkeeble@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal:</p> <p>To implement new or amendment of existing traffic orders to improve safety and movement of traffic set out in accordance with the Road Traffic Regulation Act 1984</p>
<p>Name of Service – Traffic &amp; Development</p>	<p>Date Future Generations Evaluation – 07/06/16</p>

***NB. Key strategies and documents that may help you identify your contribution to the wellbeing goals and sustainable development principles include: Single Integrated Plan, Continuance Agreement, Improvement Plan, Local Development Plan, People Strategy, Asset Management Plan, Green Infrastructure SPG, Welsh Language Standards, etc***



**1. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.



Well Being Goal	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	Neutral	


<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
Efficient use of resources, skilled, educated people, generates wealth, provides jobs		
<b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Neutral	
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	Neutral	
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	Positive	Reduced speeds will improve highway safety and contribute to providing a safer environment for residents/visitors etc.
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	

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?
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Neutral	

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Long Term</b></p> <p>Balancing short term need with long term and planning for the future</p>	N/A	
 <p><b>Collaboration</b></p> <p>Working together with other partners to deliver objectives</p>	N/A	

<p><b>Sustainable Development Principle</b></p>	<p><b>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</b></p>	<p><b>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</b></p>
 <p><b>Involvement</b> views</p> <p>Involving those with an interest and seeking their views</p>	<p>Full statutory consultation has taken place in accordance with the Road Traffic Regulation Act 1984</p>	
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>N/A</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Integration</b></p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	N/A	

- 3. Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below. For more detailed information on the protected characteristics, the Equality Act 2010 and the Welsh Language Standards that apply to Monmouthshire Council please follow this link: <http://hub/corporatedocs/Equalities/Forms/AllItems.aspx> or contact Alan Burkitt on 01633 644010 or [alanburkitt@monmouthshire.gov.uk](mailto:alanburkitt@monmouthshire.gov.uk)

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	N/A		
Disability	N/A		

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

- 4. Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities?** For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

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

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

Speed and volume traffic surveys have been undertaken to ascertain existing speeds which informed the decision to reduce the current speed limit.

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

The proposal to implement a 30mph speed limit will have an overall positive impact in providing a safer environment for all road users. Lower speeds will also contribute to lower CO<sup>2</sup> emissions.

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

What are you going to do	When are you going to do it?	Who is responsible	Progress
Implement the order	Following publication of a notice of making	Traffic & Development Team	On-going

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

The impacts of this proposal will be evaluated on:	6-12 months following implementation, speed & volume surveys will be undertaken to ascertain compliance levels.
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**9. VERSION CONTROL:** The Future Generations Evaluation should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
			<i>This will demonstrate how we have considered and built in sustainable development throughout the evolution of a proposal.</i>



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## REPORT

**SUBJECT: PROPOSED 30MPH SPEED LIMIT, R122 (CRICK TO SHIRENEWTON ), CRICK.**  
**MEETING: Individual Cabinet Member**  
**DATE: 13th July 2016**  
**DIVISION/WARDS AFFECTED: CAERWENT/SHIRENEWTON**

### 1. PURPOSE:

To consider the proposed order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1994.

### 2. RECOMMENDATIONS:

Not to hold a public inquiry and to proceed to approve and implement the proposed order. Those persons that have forwarded objections are informed of the Councils decision.

### 3. KEY ISSUES:

Monmouthshire County Council proposes to introduce a 30mph speed limit on a section of the R112 from its junction with the A48 for a distance of 294 metres. This restriction is proposed in order to reduce travelling speeds through a residential area where increased pedestrian movements occur. A number of junctions will also be covered by the proposals including an access

road to a County Council Highways Depot. These proposals will contribute to creating a safer highway environment for all road users.

**4. REASONS:**

The proposed order is considered to be required in the interests of road safety and to promote lower vehicular speeds.

Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 enables the Council to hold a public inquiry into the proposal if there are unresolved objections. In this instance there has been no objections received

**5. RESOURCE IMPLICATIONS:**

The cost of making the Traffic Regulation Order will be funded from the Council's Road Safety and Traffic Management budget.

**6. SUSTAINABLE DEVELOPMENT IMPLICATIONS:**

There are no sustainability issues regarding the introduction of a 30mph speed limit along this route.

**7. CONSULTEES:**

Corporate Management Team  
County Councillor S. B. Jones, Cabinet Member for County Operations  
County Councillor G Down, Local Member for Shirenewton Ward  
County Councillor P Murphy, Local Member for Caerwent Ward

**8. RESULTS OF CONSULTATION**

No objections were received

**9. BACKGROUND PAPERS:**

Schedule of Measurements, Statement of Reasons, Drawing No.1679

**10. AUTHOR: Paul Keeble – Traffic & Network Manager**

**11. CONTACT DETAILS:**

Tel: 01633 644733

Email: [paulkeeble@monmouthshire.gov.uk](mailto:paulkeeble@monmouthshire.gov.uk)

**R122 (CRICK TO SHIRENEWTON), CRICK**

**30MPH SPEED LIMIT ORDER 2016**

**Schedule of Measurements**

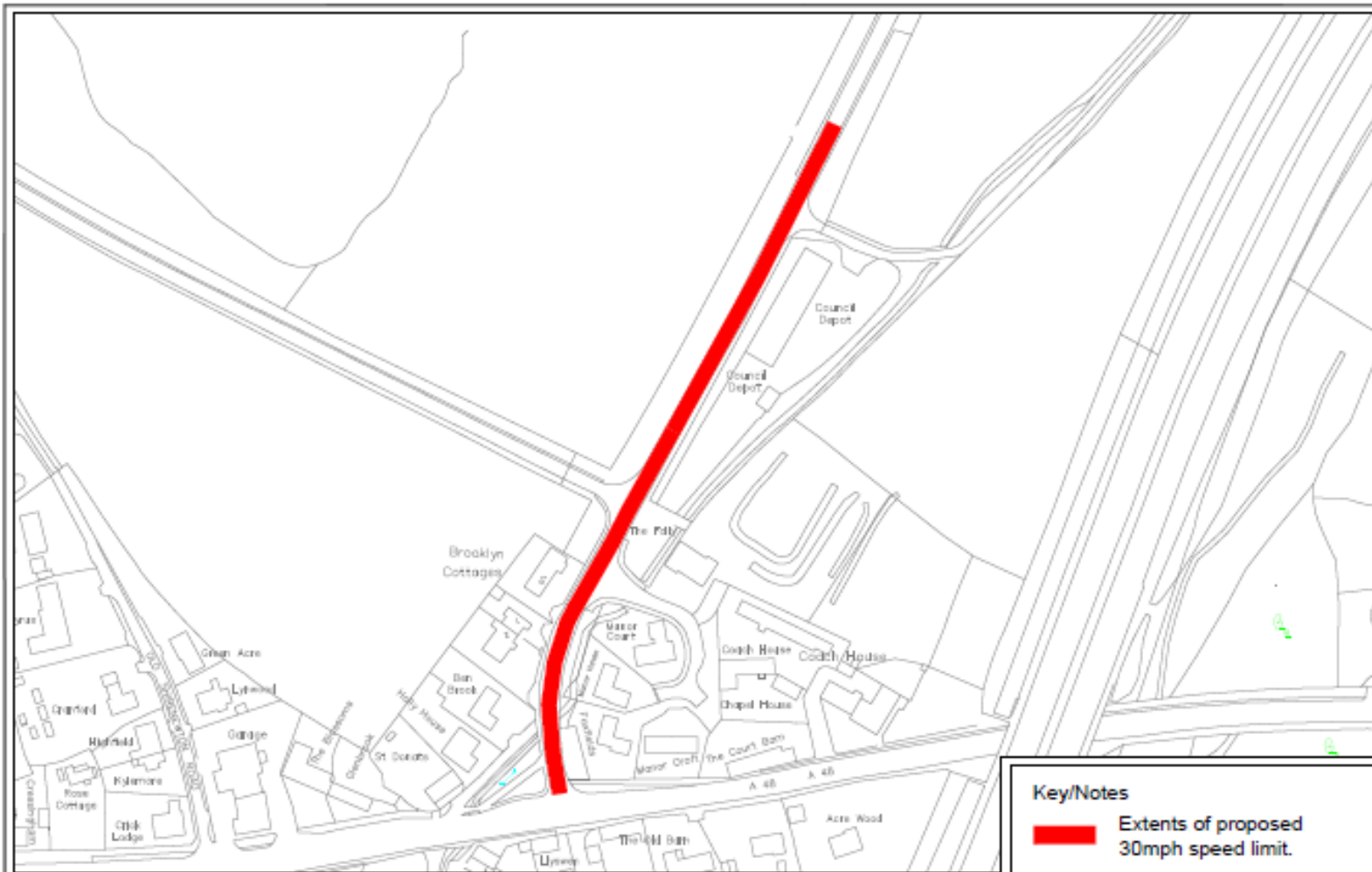
**30mph Speed Limit**

**1. R122**

- (i) From its junction with the A48 for a distance of 294 metres in a north easterly direction.**



**Statement of Reasons**

**Following representations received from the local community and Local Elected Member, Monmouthshire County Council proposes to introduce a 30mph speed limit on the R122. This measure is required to reduce travelling speeds through a residential area where increased pedestrian movements occur. A number of junctions will also be covered by the proposals including an access road to a County Council Highways Depot. These proposals will contribute to creating a safer highway environment for all road users.**



**Key/Notes**

Extents of proposed 30mph speed limit.

 <p><b>NONMOUTHSHIRE</b> COUNTY COUNCIL <i>at Jersey</i></p> <p>ROGER HOGGINS HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY</p>	<p>Job Title Signing &amp; Lining Programme 2015/16</p>	<p>Drawn By GK</p>	<p>Checked MJD</p>	<p>Drawing No. 1679</p>	 Rev
	<p>Drawing Title 30mph Speed Limit, Shirenewton Road.</p>	<p>Scale NTS</p>	<p>Date 30/10/15</p>	<p><small>This drawing is reproduced from the original drawing and is not to be used for any other purpose without the written consent of the author. It is the responsibility of the user to ensure that the drawing is used in accordance with the original drawing and is not to be used for any other purpose without the written consent of the author.</small></p>	



<p>Name of the Officer - Paul Keeble Phone no: 01633 644873 E-mail: paulkeeble@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal:</p> <p>To implement new or amendment of existing traffic orders to improve safety and movement of traffic set out in accordance with the Road Traffic Regulation Act 1984</p>
<p>Name of Service – Traffic &amp; Development</p>	<p>Date Future Generations Evaluation – 07/06/16</p>

***NB. Key strategies and documents that may help you identify your contribution to the wellbeing goals and sustainable development principles include: Single Integrated Plan, Continuance Agreement, Improvement Plan, Local Development Plan, People Strategy, Asset Management Plan, Green Infrastructure SPG, Welsh Language Standards, etc***

**1. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.



Well Being Goal	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	Neutral	






<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
Efficient use of resources, skilled, educated people, generates wealth, provides jobs		
<b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Neutral	
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	Neutral	
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	Positive	Reduced speeds will improve highway safety and contribute to providing a safer environment for residents/visitors etc.
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	

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?
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Neutral	

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Long Term</b></p> <p>Balancing short term need with long term and planning for the future</p>	N/A	
 <p><b>Collaboration</b></p> <p>Working together with other partners to deliver objectives</p>	N/A	

<p><b>Sustainable Development Principle</b></p>	<p><b>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</b></p>	<p><b>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</b></p>
 <p><b>Involvement</b> views</p> <p>Involving those with an interest and seeking their views</p>	<p>Full statutory consultation has taken place in accordance with the Road Traffic Regulation Act 1984</p>	
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>N/A</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p data-bbox="237 603 376 632"><b>Integration</b></p> <p data-bbox="203 659 539 767">Considering impact on all wellbeing goals together and on other bodies</p>	N/A	

- 3. Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below. For more detailed information on the protected characteristics, the Equality Act 2010 and the Welsh Language Standards that apply to Monmouthshire Council please follow this link: <http://hub/corporatedocs/Equalities/Forms/AllItems.aspx> or contact Alan Burkitt on 01633 644010 or [alanburkitt@monmouthshire.gov.uk](mailto:alanburkitt@monmouthshire.gov.uk)

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	N/A		
Disability	N/A		

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

- 4. Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities?** For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

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

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

Speed and volume traffic surveys have been undertaken to ascertain existing speeds which informed the decision to reduce the current speed limit.

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

The proposal to implement a 30mph speed limit will have an overall positive impact in providing a safer environment for all road users. Lower speeds will also contribute to lower CO<sup>2</sup> emissions.

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

What are you going to do	When are you going to do it?	Who is responsible	Progress
Implement the order	Following publication of a notice of making	Traffic & Development Team	On-going

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

The impacts of this proposal will be evaluated on:	6-12 months following implementation, speed & volume surveys will be undertaken to ascertain compliance levels.
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**9. VERSION CONTROL:** The Future Generations Evaluation should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
			<i>This will demonstrate how we have considered and built in sustainable development throughout the evolution of a proposal.</i>

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**SUBJECT: PROPOSED WEIGHT  
RESTRICTION ORDER USK BRIDGE  
08.00 – 11.00 and 14.00  
– 18.00**

## **1. PURPOSE:**

To consider the proposed Order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1994.

## **2. RECOMMENDATIONS:**

Not to implement the proposed Order.

## **3. KEY ISSUES:**

Following suggestions from Gwent Police and a request from Usk Town Council for a part time total prohibition of HGVs through Usk to address repeated concerns regarding road safety and environmental concerns associated with HGV traffic travelling through the town, this council consulted upon proposals to revoke the existing Routes A472 and B4598 at Usk (Prohibition of Commercial Vehicles) Order 1995 and introduce a new Order prohibiting commercial vehicles exceeding 7.5 tonnes from crossing Usk Bridge between 08.00 -11.00 and 14.00 – 18.00 hours. As no premises abut the bridge exemptions for access were not proposed.

Consultations were commenced on 12<sup>th</sup> March 2016 with 29<sup>th</sup> April as the closing date for responses. A total of 54 individual consultation letters were dispatched, as listed in Appendix A, as well as the proposal being advertised on street and in the local press.

There were a total of 11 respondents as follows:-

Gwent Police, Welsh Government, Newport City Council, Councillor Val Smith, National Farmers Union Cymru and 6 individual businesses/farms (5 located in Llanbadoc ward and 1 in Llangybi ward).

Gwent Police expressed concern about the possibility of goods vehicle drivers, especially those approaching eastwards from Little Mill, arriving at the bridge to find that they were unable to proceed or turn around, and hence, should the Order

be made, stressed the importance of prominent informatory signing at the ends of the A472 and at intermediate points where vehicles might be able to turn around. Whilst acknowledging that the proposed Order would be easier to police, they pointed out that the police service had limited capacity and had to prioritise their duties and core responsibilities.

Newport City Council also advocated that, should the Order be made, appropriate prominent signing be provided on the A472 to minimize the likelihood of drivers arriving at the west end of Usk Bridge only to find they could not legally proceed, and possibly opting to continue towards Caerleon in contravention of the Caerleon and District Order 1985.

On a similar theme the Welsh Government pointed out that the existing advance direction signs at the A472 and A4042 junctions would need to be replaced or amended to indicate the distance to the commencement of the Order and the times of operation, at the Council's cost.

Usk Bridge is located half in Usk and half in Llanbadoc. Councillor Val Smith, representing Llanbadoc ward, indicates she does not support the proposed Order.

NFU Cymru and the six businesses all object, indicating that the proposal will have serious adverse impacts on local business. Their objections are outlined in appendix B, but can be broadly summarized as:-

- Local businesses and farmers need to receive supplies and arrange deliveries throughout the day. It is just not feasible to operate with the time constraints proposed.
- If the proposal is introduced local companies are likely to have to relocate away from the Usk area to remain viable, with hardship for their personnel, and any attempts to bring new employment to Usk almost certain to fail
- HGVs could arrive at the bridge prior to 11.00 or 18.00 and wait on the bridge approach until legally able to proceed, creating chaos in the town
- Alternatively HGVs could park up at inappropriate locations whilst waiting to proceed legally
- Police and VOSA operations indicate that a substantial majority of HGVs currently using the bridge are serving local premises and comply with the current Traffic Order.

Some of the objectors advocate that local businesses and farming activities be exempt from any Order. However this is the essence of the existing Order.

Other alternative measures are also put forward, most prominently that a 20mph speed limit be introduced through the town. A proposal for such an Order on the A472 Bridge Street/Castle Parade/Monmouth Road is currently being developed.

#### **4. REASONS:**

It is considered that the impact of the advertised part-time prohibition of HGV order presents substantial difficulties to agricultural and other businesses within the locality and should therefore not be progressed.

## **5. RESOURCE IMPLICATIONS:**

If implemented the costs of the proposed Traffic Regulation Order, road markings and signage would be funded by Monmouthshire County Council from the road safety and traffic management budget. Costs have not been quantified, but would be substantial.

## **6. SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS**

There are sustainability issues regarding the proposal, referred to in the sustainability checklist. There are no equality implications.

## **7. CONSULTEES:**

Senior Leadership Team  
County Councillor B Jones, Cabinet Member for County Operations  
County Councillor B Strong, Usk Local Member  
County Councillor V Smith, Llanbadoc Local Member

## **8. BACKGROUND PAPERS:**

Proposed Order Schedule and Statement of Reasons, Notice of Intention, Schedule of Objections/Comments, Equalities Impact Assessment and Sustainability Development Checklist.

## **9. AUTHOR:**

Paul Keeble Traffic & Network Manager

## **10. CONTACT DETAILS:**

E-mail: [Paulkeeble@monmouthshire.gov.uk](mailto:Paulkeeble@monmouthshire.gov.uk)

Telephone: 01633 644733

Proposed Usk Bridge Weight Restriction Order 2016

List of consultees

Chief Constable  
Gwent Police  
Police HQ  
Croesyceiliog  
Cwmbran  
NP44 2XJ

Ms. T. Lee  
Chief Executive Officer  
Newport City Council  
Civic Centre  
Newport  
NP20 4UR

Ms. A. Ward  
Chief Executive Officer  
Torfaen County Borough Council  
Civic Centre  
Pontypool  
NP4 6YB

Ms. S. Carr  
South Wales Network Manager  
Transport and Communities  
Welsh Government  
Cathays Park  
Cardiff  
CF10 3NQ

C'Ilr B. Strong  
C'Ilr B. Jones  
C'Ilr P. Clarke  
C'Ilr V. Smith  
C'Ilr P. Jones

Welsh Water  
British Gas  
British Telecoms  
SWALEC

Network Rail  
Road Haulage Association  
Freight Transport Association (check address)  
National Farmers Union  
Farmers Union of Wales  
AA  
RAC  
Usk Town Council  
Llanbadoc Community Council  
Goytre Fawr Community Council  
Llangybi Fawr Community Council  
Gwehelog Community Council  
Raglan Community Council  
Llanover Fawr Community Council  
Abergavenny Town Council

BAe Systems  
Glascoed  
Usk  
Monmouthshire  
NP15 1XL

Glascoed Sports and Social Club  
Glascoed  
Usk  
Monmouthshire  
NP15 1QE

Coleg Gwent  
The Rhadyr  
Usk  
Monmouthshire  
NP15 1XJ

Usk Rugby Football Club  
Red Shed Meadow  
Usk  
Monmouthshire  
NP15 1HR

Usk Garden Centre  
Llanbadoc  
Usk  
Monmouthshire  
NP15 1TG

Glanyrafon Hotel  
Pontypool Road  
Usk  
Monmouthshire  
NP15 1SY

Halfway House  
Berthon Road  
Little Mill  
Pontypool  
NP4 0HL

White Hart Village Inn  
Llangybi  
Usk  
Monmouthshire  
NP15 1NP

Cwrt Bleddyn Hotel  
Llangybi  
Usk  
Monmouthshire  
NP15 1PG

The Hall Inn  
Gwehelog  
Usk  
Monmouthshire  
NP15 1RB

Monkswood Garage  
Monkswood  
Usk  
Monmouthshire  
NP15 1QB

Patchwork Technology  
Llancayo Farm  
Usk  
Monmouthshire  
NP15 1HY

Tank School  
Llancayo Farm  
Usk  
Monmouthshire  
NP15 1HY

Pont Kemys Caravan Park  
Pont Kemys  
Chain Bridge  
Abergavenny  
Monmouthshire  
NP7 9DS

The Steelhorse Cafe  
Llanvihangel Gobion  
Abergavenny  
Monmouthshire  
NP7 9AY

Arthur Bros Transport Ltd  
Cefn Llech  
Llangybi  
Usk  
Monmouthshire  
NP15 1PG

Morgans of Usk Ltd  
Woodside Industrial Estate  
Usk  
Monmouthshire  
NP15 1SS

Galletleys of Usk  
Woodside Industrial Estate  
Usk  
Monmouthshire  
NP15 1SS

Woodside Garden Machinery  
Woodside Industrial Estate  
Usk  
Monmouthshire  
NP15 1SS

Woodside Garage  
Woodside Industrial Estate  
Usk  
Monmouthshire  
NP15 1SS

Usk Bridge Motors  
Woodside Industrial Estate  
Usk  
Monmouthshire  
NP15 1SS

NFU Mutual  
Woodside Industrial Estate  
Usk  
Monmouthshire  
NP15 1SS

A Jones & Co (Usk) Ltd  
Woodside Industrial Estate  
Usk  
Monmouthshire  
NP15 1SS

Remotequest Projects Ltd  
Woodside Industrial Estate  
Usk  
Monmouthshire  
NP15 1SS

Chevron Traffic Management Ltd.  
Old Goods Yard  
Pontypool Road  
Usk  
Monmouthshire  
NP15 1TJ

Eddy Mays Auto Repair Centre  
Old Goods Yard  
Pontypool Road  
Usk  
Monmouthshire  
NP15 1TJ

Clawdd y Parc Livery  
Clawdd y Parc  
Llangybi  
Usk  
NP15 1NY

Usk Valley Livery  
Little Ton Lands  
Treddunock  
Usk  
NP15 1LY

HMP Prescoed  
Coed y Pain  
Pontypool  
NP4 0TB



Proposed 7.5T Max Prohibition of Driving Order, A472 Usk Bridge

Appendix B

08.00 – 11.00 and 14.00 – 18.00 hours

Consultation Responses

Respondent	Comment
Gwent Police	<p>Express concern that HGV drivers may arrive at bridge and be unable to proceed or turn around. Stresses the importance of prominent advance signing, especially for traffic approaching eastbound on A472, and for intermediate signing at locations where vehicles might turn around, such as Bae access.</p> <p>Acknowledges proposed Order should be easier to enforce than current Order, but notes that police service has limited capacity and needs to prioritise its duties and core responsibilities.</p>
Newport CC	<p>Whilst not objecting wishes to stress the importance of providing adequate advance warning signing to avoid HGV drivers arriving at west end of Usk Bridge during affected times and electing to proceed towards Caerleon in contravention of the Caerleon and District Prohibition of Commercial Vehicles Order 1985.</p>
Welsh Government	<p>Points out that the existing advance direction signs at the A472 and A4042 trunk road junctions would need to be replaced or amended to indicate the distance to the commencement of the Order and the times of operation, at the Council's cost.</p>
Councillor Val Smith	<p>States that she does not support the proposal.</p>
NFU Cymru	<p>Represents farmers and growers operating in and around Usk. State that the time frames are unworkable and do not allow their members to go to and from their holdings, especially during busy periods such as harvest time when they may need to cross the bridge several times a day. The proposal would also have an adverse effect on some members taking livestock to market, and could lead to animal health concerns. Fears that if the proposal is implemented the increased costs of time, labour, fuel &amp; wear and tear would not be as easily absorbed by farmers as other industries. Urges the authority to make an exemption for agricultural vehicles if any new regulations are introduced.</p> <p>Also advocates that an additional exemption be made for businesses within 5 miles of Usk as many of these supply goods and services to NFU members.</p>
A. Jones & Co (Usk) Ltd	<p>Formally objects as the proposal will have an adverse effect on its business. Company has been trading from Woodside for 45 years serving local building and agricultural communities using one 12.5T HGV with crane for bulk deliveries together with light goods vehicles. Would only be able to serve customers in Usk and surrounding areas east of river between 11.00 and 14.00, effectively a two hour period as it includes their own lunch break. Would lead to customers purchasing goods from competitor businesses resulting in significant loss of trade.</p> <p>Similarly their suppliers would find it impossible to work within these timescales, many deliver from long distances with multiple deliveries at several premises.</p>

	<p>Outside 3 hour window would be more economical for merchants in Abergavenny and Newport to deliver to Usk and Premises east of river – the driving time for an HGV from Woodside to Usk, currently 5 minutes, would increase to about 1 hour.</p> <p>Puts a conservative estimate on their loss of business at £150,000 per annum, excluding any potential increase costs from their suppliers. States that the business would not be economically viable in the long run.</p> <p>Estimates that over 200 jobs based at the three largest Woodside companies would be at risk, with a negative impact on the local economy as well as personal hardship.</p> <p>Also claims that unworkable restrictions would be imposed on the delivery of supplies such as feed and stock movements affecting local agricultural businesses.</p> <p>Does not believe it would create a safer environment for pedestrians to concentrate HGV movements into a three hour window, and asks for the council to supply accident statistics.</p> <p>Refers to air quality, stating that published documentation indicates the only upward trend is recorded at 14 Castle Street, which they consider is due to traffic queuing or pass parked vehicles in that vicinity, and quality would be improved by prohibiting and enforcing double yellow lines.</p> <p>States that whilst Usk Town Council has good intentions to find a solution to perceived problems, by continually persuing MCC and Gwent Police an unworkable proposal has been formulated.</p> <p>Believes that the current restriction has seen the number of HGVs using Usk as a through route fall, with the majority doing so legally to deliver to the area as indicated by recent police and VOSA operations. Suggests it may be time to accept that the current situation is the best solution.</p>
Morgans of Usk Ltd	<p>States that proposal will seriously affect the operation of their business, and of all the schemes proposed over the years this is the most unworkable and ill conceived.</p> <p>Virtually all their raw materials and finished products are carried by articulated vehicles which need to arrive and depart throughout the day: trying to schedule movements to comply with the proposed hours would be impossible.</p> <p>Puts forward the scenario that a driver could legally arrive at the bridge at 10.00 and, seeing the prohibition, wait at the bridge approach until 11.00 before proceeding, and bring Usk to a standstill.</p> <p>Indicates that if the proposal is implemented the company would have to consider moving out of the area, affecting 140 employees, and it would be very difficult to let the premises to another company. Also it has planning consent to construct 12 industrial units adjacent to its premises, but likewise these would be virtually unlettable.</p> <p>To make Usk a better and safer place they propose:-</p> <ul style="list-style-type: none"> <li>• Double yellow lines be introduced on A472 outside the chip shop</li> <li>• Double yellow lines be introduced adjacent the filling station</li> <li>• Double yellow lines be laid on B4598 between Conigar Crescent and the vets.</li> <li>• The whole town be made a 20mph zone.</li> </ul> <p>Asks that a meeting beheld with affected businesses before any further schemes are proposed.</p>

<p>Glen yr Afon House Hotel</p>	<p>Objects to the proposal. States that it will create many logistical problems for both their hotels (Glen yr Afon and Three Salmons) and many other local businesses.</p> <p>The hotels receive deliveries of essential stocks seven days a week at varying times, some involving HGVs exceeding 7.5 tonnes, over which they have little control. This will not only create access problems and inevitable disruption, but make the hotel (Glen yr Afon) more vulnerable to lorries trying to turn around and causing damage when they find no other option available.</p> <p>The company supports any improvement to public safety and the local environment, but believes this should not be a reason to penalise local businesses such as a 7 hour blockade.</p> <p>Advocates that any scheme to prohibit HGVs should contain an exemption for bona fide businesses in Usk. Advocates a more consultative approach to any future proposals.</p>
<p>E. A. &amp; R. E. Bowyer Ty Mawr Hill Farm, Llanbadoc</p>	<p>Formally objects to the proposal. Would seriously affect the operation of the business by hampering deliveries, collections and contractor access to the farm. The majority of deliveries and collections involve part loads, with vehicles calling at a series of farms in one trip, and most arrive and/or depart via the A449 and Usk. It is not realistic to expect companies to arrange trips to comply with the limited hours proposed for Usk Bridge. Points out that other farms and businesses will be affected similarly.</p> <p>Points out that the proposal could have unintended consequences, such as HGVs parking in unsuitable locations waiting for the 11.00 – 14.00 window to open up, or taking unsuitable routes on narrow country roads. Considers that other measures should be identified to improve conditions in the town. Advocates an exemption for local businesses operating within a specified distance of the town, and other measures such as a lower speed limit in Bridge Street and prohibition of waiting on A472 near the chip shop.</p>
<p>Lyn Jones Cwmdowlais Farm, Llanbadoc</p>	<p>Strongly objects to the proposal. Would have far reaching consequences for his business and livelihood. Relies on the A472 for essential deliveries such as livestock feeds, farming supplies and machinery. Usk Bridge is also on the direct route to Raglan Market. Alternative routes would increase journey times, fuel costs, and cause unnecessary stress to livestock.</p> <p>Also points out that HGVs are likely to park up in and around Usk, causing congestion and danger, whilst waiting for the window to open, and then try to cross at the same time, causing blockages in the street.</p> <p>Asks if any thought has been given to the impact upon other businesses such as A. Jones &amp; Sons, Woodside Garage, Cilfeigan Sawmills, Usk Garden Centre, Coleg Gwent and HMP Prescoed.</p>
<p>James and Powell Agricultural Engineers Little Ton Farm Tredunnock</p>	<p>Strongly objects to the proposal. It would seriously impact on the business. Deliveries are received throughout the day, and at times they have to use their own 17tonne lorry at short notice. The alternative route to Usk via Llantrissant involves crossing the narrow bridge at Newbridge on Usk and the approach into Usk (Maryport Street) is heavily congested with parked cars, and not appropriate.</p> <p>Points out the proposal would have an adverse effect on farms and businesses in the area, especially those based at Woodside.</p> <p>Also points out that prior to construction of the current A449 dual</p>

	<p>carriageway often over 60 HGVs would use Bridge Street each hour; afterwards the only HGVs were for local deliveries and collections. Now when they drive through the town in their lorry they rarely see a similar vehicle, so don't perceive a serious problem.</p> <p>Finally points out that parking outside the fish and chip shop is a serious cause of congestion which might be addressed.</p>
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<b>Name of the Officer - Paul Keeble</b> <b>Phone no: 01633 644873</b> <b>E-mail: paulkeeble@monmouthshire.gov.uk</b>	<b>Please give a brief description of the aims of the proposal:</b>  Not to proceed with the introduction of a 7.5 tonnes MGW Prohibition of Commercial Vehicles on A472 Usk Bridge, 08.0 – 11.00 and 14.00 – 18.00 hours as formally consulted upon following objections received.
<b>Name of Service – Traffic &amp; Development</b>	<b>Date Future Generations Evaluation – 11<sup>th</sup> May 2016</b>





***NB. Key strategies and documents that may help you identify your contribution to the wellbeing goals and sustainable development principles include: Single Integrated Plan, Continuance Agreement, Improvement Plan, Local Development Plan, People Strategy, Asset Management Plan, Green Infrastructure SPG, Welsh Language Standards, etc***


1. **Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

Well Being Goal	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?
<b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral	
<b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change	Neutral	

<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
(e.g. climate change)		
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	Neutral	
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	Positive	Restricting HGVs through Usk Town will improve highway safety and contribute to providing a safer environment for residents/visitors etc.
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Neutral	

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	N/A	
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	N/A	
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	Full statutory consultation has taken place in accordance with the Road Traffic Regulation Act 1984	
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	N/A	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Considering impact on all wellbeing goals together and on other bodies</p>	N/A	

- 3. Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below. For more detailed information on the protected characteristics, the Equality Act 2010 and the Welsh Language Standards that apply to Monmouthshire Council please follow this link: <http://hub/corporatedocs/Equalities/Forms/AllItems.aspx> or contact Alan Burkitt on 01633 644010 or [alanburkitt@monmouthshire.gov.uk](mailto:alanburkitt@monmouthshire.gov.uk)

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	N/A		
Disability	N/A		



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

4. Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities? For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

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

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

HGV surveys and Lorry Watch Scheme have demonstrated that there are a number of HGVs contravening the existing traffic orders and Gwent Police limited resources to enforce the existing order prompted the consideration of a simpler traffic order restricting HGVs traveling through Usk Town. The objections received have been considered and it is therefore recommended not to proceed with the proposals.

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

The proposal to implement a time limit environmental weight limit would have an overall positive impact in providing a safer environment for non-motorised users and furthermore contribute to lower CO<sup>2</sup> emissions. However objections received from local businesses within the Usk area as part of the formal consultation process have been taken in to account and therefore it is the recommendation is not to proceed with the proposed amended HGV traffic order.

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

<b>What are you going to do</b>	<b>When are you going to do it?</b>	<b>Who is responsible</b>	<b>Progress</b>
Recommending not to proceed with implementation of the order	N/A	Traffic & Development Team	On-going

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

<b>The impacts of this proposal will be evaluated on:</b>	MCC in partnership with the Usk Town Council and Gwent Police will continue to monitor the situation and seek alternative potential solutions.
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**9. VERSION CONTROL: The Future Generations Evaluation should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development wherever possible.**

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
			<i>This will demonstrate how we have considered and built in sustainable development throughout the evolution of a proposal.</i>



## REPORT

<b>SUBJECT:</b>	<b>PROPERTY SERVICES &amp;</b>
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### PURPOSE:

- 1.1 To obtain individual member approval for the restructuring of kitchen staff, within Mounton House Special School.

### 2. RECOMMENDATIONS:

- 2.1 To reduce to 48 hours of kitchen staff from Mounton House Special School, School Meals Service - See Appendix 1.
- 2.2 To review job descriptions for the remaining positions to reflect the current duties required.
- 2.3 To place the 4 remaining staff affected by the restructure at risk. One post remains vacant within the existing structure.
- 2.4 To appoint a cook (part time) and 2 assistant cooks (part time) to cover lunch and evening meal service, as required – see Appendix 1.

Agenda Item 8

### **3. KEY ISSUES:**

- 3.1 This report seeks to address a budget shortage within the school Meals Service, within the Property Services & Facilities Management Department (PS&FM), with particular reference to falling school numbers at Mounton House Special School.
- 3.2 Over the course of several years, pupil numbers have been in decline, which, has in turn had a direct impact on the number of meals served at the school.
- 3.3 Whilst a member of staff has recently resigned from the kitchen, the current number of meals served cannot sustain the existing staffing structure.
- 3.4 Details of the existing and proposed structure are as attached (Appendix1).

### **REASONS:**

- 5.1 To ensure that the School Meals Service has the optimum level of kitchen staff at Mounton House Special School, to efficiently and effectively deliver services, whilst maintaining spend within existing budgets.

### **5. RESOURCE IMPLICATIONS:**

- 5.1 Redundancy costs will be confirmed once the posts have been filled.
- 5.2 Redundancy costs to be met by the Redundancy Reserve in the event that funding is unavailable from the PS&FM budget.

### **6. SUSTAINABLE DEVELOPMENT IMPLICATIONS:**

- 6.1 There are no sustainable development implications arising from this report (Appendix 2).

**7. CONSULTEES:**

Senior Leadership Team  
All Cabinet Members  
Head of Legal Services  
Head of Finance  
Head of Employee Services  
GMB  
UNISON  
Kitchen Staff, Mounton House  
Executive Head, Mounton House  
Acting Head, Mounton House

**Results of Consultation.....**

**BACKGROUND PAPERS:**

Appendix 2 – Equality Impact Assessment

**9. AUTHOR:**

Robert Nancarrow – Shared Facilities Manager - Property Services & Facilities Management

**10. CONTACT DETAILS:**

Email: [RobertNancarrow@monmouthshire.gov.uk](mailto:RobertNancarrow@monmouthshire.gov.uk)

Tel: 01633 644907 / 07767664235



Appendix 1

<b>Kitchen staff- Mounton House Special School -</b>														
<b>Existing</b>						<b>Proposed</b>								
	SCP	FTE	Salary	On Costs	Total		SCP	Hours	FTE	Salary	On Costs	Total		
Mobile Cook	21-25	0.74	14,858	4,101	18,959	Cook in Charge	21-25	22.5	0.61	13,507	3,655	17,162		
Catering Assistant	5-9	0.91	18,271	5,115	23,386	Assistant Cook	13-17	17.5	0.47	8,216	1,865	10,082		
Catering Assistant	5-9	0.2	2,763	688	3,451	Assistant Cook	13-17	8	0.22	3,756	793	4,549		
Assistant Cook	13-17	0.91	13,756	3,728	17,484									
Catering Assistant	5-9	0.68	8,934	2,028	10,962									
					<b>74,242</b>								<b>31,793</b>	
													<b>Savings</b>	<b>-42,449</b>

## EQUALITY IMPACT ASSESSMENT FORM

<b>What are you impact assessing</b>	<b>Service area</b>
Mounton House Kitchen re-structure	Property Services and Facilities Management
<b>Policy author / service lead</b>	<b>Name of assessor and date</b>
Shared Facilities Manager	Robert Nancarrow – 26/05/2016

What are you proposing to do?

We are proposing to: -

- To reduce to 48 hours of kitchen

2. Are your proposals going to affect any people or groups of people with protected characteristics in a **negative** way? If **YES** please tick appropriate boxes below.

Age	x	Race	x
Disability	x	Religion or Belief	x
Gender reassignment	x	Sex	x
Marriage or civil partnership	x	Sexual Orientation	x
Pregnancy and maternity	x	Welsh Language	x

3. Please give details of the negative impact

NA

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4. Did you take any actions to mitigate your proposal? Please give details below including any consultation or engagement.

NA

5. Please list the data that has been used to develop this proposal? eg Household survey data, Welsh Govt data, ONS data, MCC user data, Staff personnel data etc..

NA

Signed *R Nancarrow* ..... Designation – Shared Facilities Manager ...Dated – 26/05/2016....

**Appendix 2**

**The “Sustainability Challenge”**

<b>Name of the Officer</b> completing “the Sustainability challenge” <b>Robert Nancarrow</b>		Please give a <b>brief description</b> of the <b>aims</b> proposed policy or service reconfiguration. To ensure that the School Meals Service has the optimum level of kitchen staff at Mounton House Special School, to efficiently and effectively deliver services, whilst maintaining spend within existing budgets,	
<b>Name</b> of the Division or service area Property Services & Facilities Management		<b>Date</b> “Challenge” form completed 26/05/2016	
Aspect of sustainability affected	<b>Negative impact</b> Please give details	Neutral impact Please give details	<b>Positive Impact</b> Please give details
<b>PEOPLE</b>		X	
Ensure that more people have access to healthy food		X	
Improve housing quality and provision		X	
Reduce ill health and improve healthcare provision		X	
Promote independence		X	
Encourage community participation/action and voluntary work		X	
Targets socially excluded		X	

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Help reduce crime and fear of crime		X	
Improve access to education and training		X	
Have a positive impact on people and places in other countries		X	
<b>PLANET</b>		X	
Reduce, reuse and recycle waste and water		X	
Reduce carbon dioxide emissions		X	
Prevent or reduce pollution of the air, land and water		X	
Protect or enhance wildlife habitats (e.g. trees, hedgerows, open spaces)		X	
Protect or enhance visual appearance of environment		X	
<b>PROFIT</b>			
Protect local shops and services		X	
Link local production with local consumption		X	
Improve environmental awareness of local businesses		X	
Increase employment for local people		X	
Preserve and enhance local identity and culture		X	

Consider ethical purchasing issues, such as Fairtrade, sustainable timber (FSC logo) etc		X	
Increase and improve access to leisure, recreation or cultural facilities		X	

What are the potential negative Impacts	Ideas as to how we can look to <b>MITIGATE</b> the <b>negative impacts</b> (include any reasonable adjustments)
➤ NA	➤
➤ NA	➤
➤ NA	➤
➤ NA	➤

### The next steps

- If you have assessed the proposal/s as having a **positive impact please give full details** below

NA
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- If you have assessed the proposal/s as having a **Negative Impact** could you please provide us with details of what you propose to do to mitigate the negative impact:

NA
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**Signed R N Nancarrow**

**Dated 26/05/2016**

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