

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

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

**DATE: 29<sup>th</sup> January 2020**

**DIVISION/WARDS AFFECTED: Various**

**CABINET MEMBER: County Councillor Pratt**

**1. PURPOSE:**

To consider the proposed Order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

**2. RECOMMENDATIONS:**

Not to hold an inquiry into the proposal

To approve and implement the proposed amended Order.

The individual objectors are sent a copy of this report to inform them of the officer response to their formal objection and recommendation, along with the representations received advising of their support or querying the proposals.

### 3. KEY ISSUES:

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

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

#### 4. REASONS:

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

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

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

- 1821,
- 1824, and
- 1829

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

However, for orders:

- 1827,
- 1830, and
- 1837

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

Regulation 9 of the Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 enables the Council to hold a public inquiry into the proposal if there are unresolved objections. The purpose of such an inquiry would be for the proposal to be explained and subjected to examination; and for the public to be given the opportunity to make their views known. Should a public inquiry be held then it would not be possible for it to be implemented for at least 6 months.

A schedule of responses including objections received is included in this report on Page 5 - 9.

Officers consider that in view of the fact that objections can be resolved as set out in the report, that the Council's proposals do not warrant the holding of any inquiry

**5. RESOURCE IMPLICATIONS:**

The costs of the proposed Traffic Regulation Order and all associated signing and lining works will be funded by Monmouthshire County Council's capital grant.

**6. SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS**

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

**7. CONSULTEES:**

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

**8. BACKGROUND PAPERS:**

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

**9. AUTHOR:**

Paul Keeble Group Engineer, Highway & Flood Management

**10. CONTACT DETAILS:**

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

Telephone: 01633 644733

**M514 Amendment Order No.1 (Part 2)**

**Schedule of Comments**

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

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

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

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



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

## Future Generations Evaluation ( includes Equalities and Sustainability Impact






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

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

| Well Being Goal  | How does the proposal contribute to this goal? (positive and negative)   | What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts? |
|--|--|---|
| <p><b>A prosperous Wales</b><br/>Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>                                 | Neutral  | N/A   |
| <p><b>A resilient Wales</b><br/>Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p> | Positive – Reduce levels of congestion, improve current parking arrangements and practices and reduce vehicle speeds on the highway network.         | N/A   |
| <p><b>A healthier Wales</b><br/>People’s physical and mental wellbeing is maximized and health impacts are understood</p>                                  | Positive – Seek to reduce the reliance on the private car and encourage the use of more sustainable modes of transport, such as walking and cycling. | N/A   |
| <p><b>A Wales of cohesive communities</b></p>  | Positive – improve road safety within the  | N/A   |

| <b>Well Being Goal</b>  | <b>How does the proposal contribute to this goal? (positive and negative)</b>   | <b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b> |
|---|---|--|
| Communities are attractive, viable, safe and well connected   | various areas, which in turn will empower parents, children and pedestrians as a whole to walk and cycle within their respective communities more. Leading to a more connected and cohesive community in which they live. |  |
| <b>A globally responsible Wales</b><br>Taking account of impact on global well-being when considering local social, economic and environmental wellbeing                                | Neutral   | N/A  |
| <b>A Wales of vibrant culture and thriving Welsh language</b><br>Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation | Positive – any signage provided with text will be bilingual, given prominence to Welsh above English at all times. This will also be true for any lining works required.  | N/A  |
| <b>A more equal Wales</b><br>People can fulfil their potential no matter what their background or circumstances   | Neutral   | N/A  |

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

| Sustainable Development Principle  | How does your proposal demonstrate you have met this principle?  | What has been done to better to meet this principle?  |
|--|--|---|
|  <p>Long-term<br/>Balancing short term need with long term and planning for the future</p>                        | <p>With the increase of vehicle ownership, it is imperative that the Authority ensures the safe and efficient use of its network, by providing or prohibiting parking when and where appropriate. It is also important that we seek to reduce vehicle speeds on our roads by promoting lower speed limits in order to improve road safety and encourage people to walk and cycle more.</p> | <p>Discussions with relevant stakeholders to understand the concerns raised and agree a suitable way forward for all parties following site visits and investigations by officers</p> |
|  <p>Collaboration<br/>Working together with other partners to deliver objectives</p>                              | <p>Working in partnership with the Police and Go Safe to ensure the safe and efficient use of the highway network for any moving violations. Also working with internal partners to ensure parking restrictions are enforced as and where necessary.</p>   | <p>Consultation with relevant stakeholders</p>  |
|  <p>Involvement<br/>Involving those with an interest and seeking their views</p>                                  | <p>The Authority has undertaken a statutory consultation process to determine and consider the needs of the local communities.</p>   | <p>As indicated</p>   |
|  <p>Prevention<br/>Putting resources into preventing problems occurring or getting worse</p>                     | <p>By implementing the proposed Order, it will provide suitable places for vehicles to park, or prohibit vehicles from parking close to junctions or on lengths of road that may cause road safety concerns. It will also seek to address speed complaints.</p>  | <p>Discussions with relevant stakeholders to understand the concerns raised and agree a suitable way forward for all parties following site visits and investigations by officers</p> |
|  <p>Integration<br/>Positively impacting on people, economy and environment and trying to benefit all three</p> | <p>Seek to encourage more walking and cycling within communities as parents, children and pedestrians as a whole will feel more confident crossing at the various junctions or walking with reduced vehicle speeds.</p>  | <p>Discussions with relevant stakeholders to understand the concerns raised and agree a suitable way forward for all parties following site visits and investigations by officers</p> |

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

| Protected Characteristics     | Describe any positive impacts your proposal has on the protected characteristic  | Describe any negative impacts your proposal has on the protected characteristic | What has been/will be done to mitigate any negative impacts or better contribute to positive impacts? |
|-------------------------------|--|---|---|
| Age                           | Encourage pedestrians to walk and cycle more within their respective communities, thereby improving the level of road safety and allowing for a happier and healthier lifestyle. |   | N/A   |
| Disability                    | Improve parking at and around junctions, where concerns have been raised in terms of visibility.   |   | N/A   |
| Gender reassignment           | N/A  |   |   |
| Marriage or civil partnership | N/A  |   |   |
| Race                          | N/A  |   |   |
| Religion or Belief            | N/A  |   |   |
| Sex                           | N/A  |   |   |
| Sexual Orientation            | N/A  |   |   |
| Welsh Language                | Any and all signs and lines associated with the Order will be bilingual, given prominence to the Welsh Language.   |   |   |

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

|                     | <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  |  |   |
| Corporate Parenting | N/A  |  |   |

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

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

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

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

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

| <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> |
|---------------------------------------|--|----------------------------|-----------------|
| Implement order and appropriate works | Following publication of notice of making. | Traffic & Road Safety Team | On-going        |
|                                       |  |                            |                 |
|                                       |  |                            |                 |

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

|  |                            |
|--|----------------------------|
| The impacts of this proposal will be evaluated on: | After a period of 6 months |
|--|----------------------------|

## CYNGOR SIR FYNWY

DEDDF RHEOLEIDDIO TRAFFIG FFORDD 1984

GORCHYMYN CYFUNO (RHEOLEIDDIO TRAFFIG A THERFYN CYFYNGDER 2019 (DIWYGIAD RHIF 1)

GWAHANOL FFYRDD, SIR FYNWY

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

1. Mae'r Cyngor yn cynnig gwneud Gorchymyn Diwygiad Rhif 1 fydd â'r effaith cyffredinol o ddiwygio Gorchymyn Cyfuno (Traffig a Therfyn Cyflymder) 2019 Cyngor Sir Fynwy ("y Gorchymyn Cyfuno") i sicrhau defnydd diogel ac effeithiol o'r rhwydwaith prifffyrdd.

2. Mae dogfenau'n rhoi mwy o fanylion o'r cynigion ar gael ar-lein yn [www.monmouthshire.gov.uk/public-consultation-traffic](http://www.monmouthshire.gov.uk/public-consultation-traffic) a gellir eu harchwilio yn ystod oriau swyddfa arferol ar ddyddiau Llun i ddyddiau Gwener cynhwysol yn Neuadd y Sir, Y Rhadyr, Brynbuga, NP15 1GA tan ddiwedd cyfnod o 21 diwrnod o'r dyddiad y cyhoeddir yr hysbysiad hwn. Bydd hyn yn cynnwys copiâu o'r Gorchymyn Cyfuno, ynghyd â'r Atodleni a'r Mapiâu a gynigir yn dangos y damau o ffyrdd y mae'r Gorchymyn arfaethedig yn cyfeirio atynt, ynghyd â Datganiad Rhesymau y Cyngor am gynnig gwneud y Gorchymyn.

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

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

Dyddiedig: 1 Awst 2019

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

### ATODLEN 1

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



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

NOTICE IS HEREBY GIVEN that Monmouthshire County Council propose that in accordance with the Local Authorities Traffic Order (Procedure) (England & Wales) Regulations 1996 and the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act"), as amended, and Part IV of Schedule 9 to the Act and of all other enabling powers and after consultation with the Chief Officer of Police, to make the above Order, and to amend the restrictions on the following roads as outlined below and in the Schedule.

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

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

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

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

Dated: 1 August 2019

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

**SCHEDULE 1**

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

Enclosed drawings

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

**MONMOUTHSHIRE COUNTY COUNCIL**

**VARIOUS ROADS, MONMOUTHSHIRE**  
**(TRAFFIC REGULATION AND SPEED LIMIT)**

**CONSOLIDATION ORDER 2019 (AMENDMENT NO. 1)**

**Statement of Reasons**

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

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

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