

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

1. PURPOSE:

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

2. RECOMMENDATIONS:

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

3. KEY ISSUES

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

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

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

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

5. OPTIONS APPRAISAL

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

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

6. REASONS:

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

6.5 The proposals will ultimately have a positive impact on health and wellbeing within the communities and support the Corporate and Community Plan objectives of being a green place to live and a thriving and ambitious place by improving safety.

6.6 Deferring a decision on the Pwll Du prohibition of driving for approximately six months allows further consideration of an alternative solution suggested by the commoners.

7. RESOURCE IMPLICATIONS:

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

8. CONSULTEES:

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

9. BACKGROUND PAPERS:

Appendix 1; Schedule of consultation responses

Appendix 2: Summary of consultation responses

Appendix 3: Notice of Intention as published as part of the consultation

Appendix 4: Statement of Reasons as published as part of the consultation

Appendix 5: Drawings (2076 and 2082)

Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment

Appendix 7: November 2022 WSP Pwll Du Inspection Report

10. AUTHORS:

Mark Hand, Head of Placemaking, Highways and Flooding

Graham Kinsella, Traffic and Road Safety Manager

Gareth Freeman, Assistant Engineer (Traffic)

11. CONTACT DETAILS:

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Appendix 1: Schedule of Consultation Responses

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

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

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

ROAD TRAFFIC REGULATION ACT 1984

NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

**MONMOUTHSHIRE COUNTY COUNCIL
MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS
AND PARKING REGULATIONS CONSOLIDATION ORDER 2019
(AMENDMENT ORDER NO 10) 2023**

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

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

EFFECT OF THE ORDER:

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

Within the locations identified on the plans, which are available to view at County Hall, Usk or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic>

Further details of the proposed Order, comprising a copy of the draft order, plans and a statement of reasons for proposing to make the Order may be examined via pre-arranged appointment at County Hall, Usk NP15 1GA (appointments can be arranged by e-mailing traffic@monmouthshire.gov.uk) or by phoning 01633 644644 or online via <http://www.monmouthshire.gov.uk/public-consultation-traffic> or the via the below QR code

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

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

Date: 5th July 2023.

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



Appendix 4: STATEMENT OF REASONS

Statement of Reasons

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

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

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

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

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

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

Proposed Prohibition of Driving, Pwll Du Road, Clydach.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

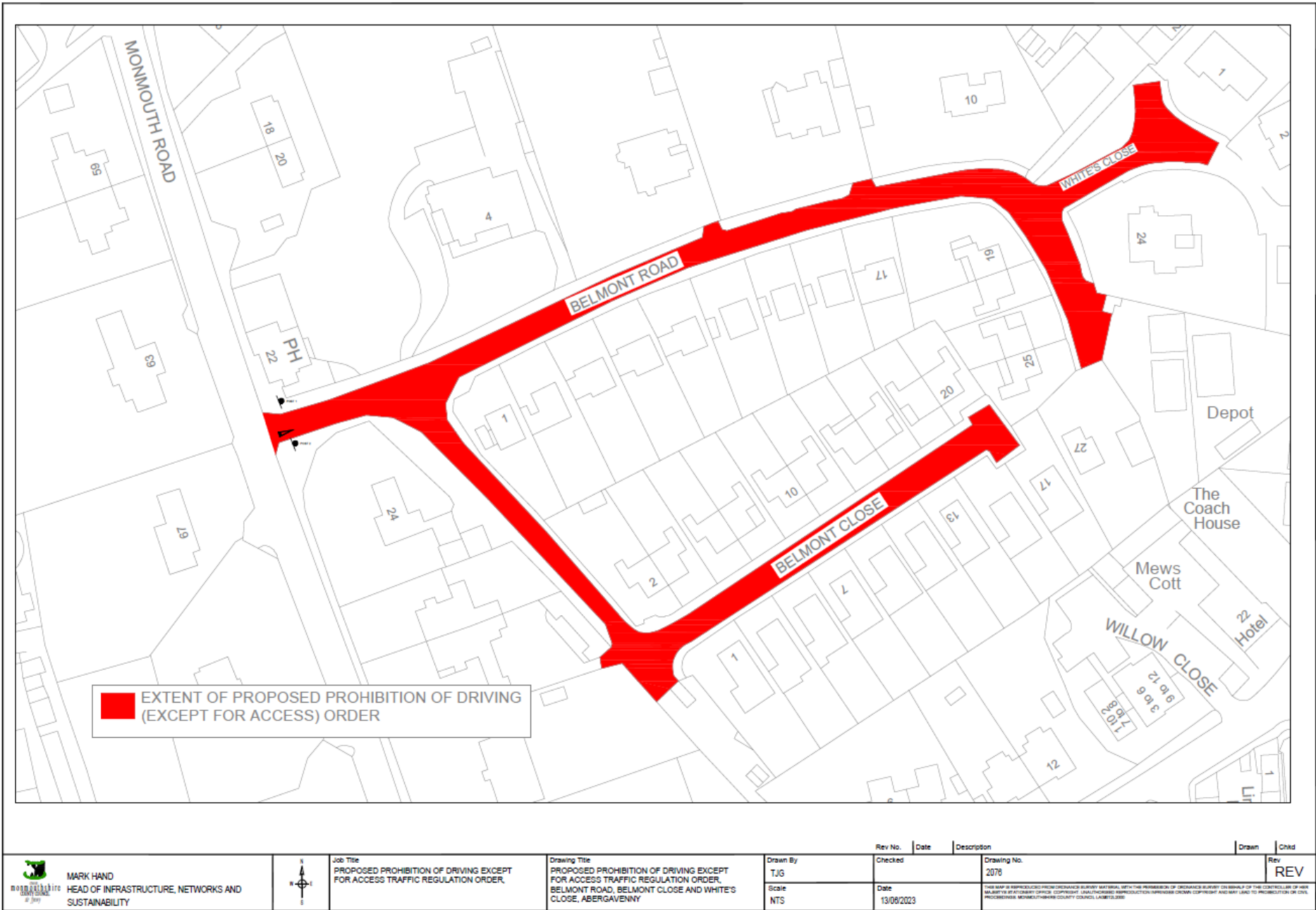
The existing VRS at the site has failed throughout the full section, leaving the significant drop unguarded. The boundary fence has also failed in a number of places and is not effective in preventing access to the steep ground beyond the highway edge.



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

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

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

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





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

2082 Pwll Du Road, Clydach



KEY

EXTENT OF PROPOSED PROHIBITION OF DRIVING RESTRICTION

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

Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment



monmouthshire
sir fynwy

Integrated Impact Assessment Including Equality and Future Generations Evaluation

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

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

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

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

The Socio-economic Duty and Social Justice

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

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Socio-economic Duty and Social Justice	None	The Pwll Du prohibition of driving could impact commoners grazing livestock on the hills due to reduced access and a detour.	A diversion is in place enabling access to the opposite end of the common land. The safety requirement outweighs this disbenefit.

Policy making and the Welsh language.




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



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

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

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

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	The short term benefits of keeping Pwll Du open to vehicles are outweighed by the risk to life.	N/A
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	Heddlu Gwent Police will enforce the prohibition of driving orders.	N/A
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	Statutory consultation has been undertaken with all necessary stakeholders including the general public.	N/A

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>Proposals will be enforced by Monmouthshire County Council's Civil Enforcement Team and/or Gwent Police.</p>	<p>None</p>
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The proposal should have a positive impact on wellbeing by improving parking provisions for residents and vehicles being unable to access a dangerous highway.</p>	<p>None</p>

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

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

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

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

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

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

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

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

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

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

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	ICMD	July 2023	
2	ICMD	August 2023	Review following meeting with local community and commoners on 3 rd August 2023
3			