

**SUBJECT: EXPERIMENTAL TRAFFIC REGULATION ORDER- PROHIBITION OF DRIVING (EXCEPT FOR ACCESS)- GOLDWIRE LANE , MONMOUTH**

**MEETING: INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY**

**DATE: 27<sup>th</sup> March 2024**

**DIVISION/WARDS AFFECTED: TOWN**

**1. PURPOSE:**

1.1 This report seeks Cabinet Member approval to make and to proceed with the implementation of an Experimental Traffic Regulation Order on Goldwire Lane in Monmouth town.

1.2 The Traffic Order under consideration relates to:

1.2.1 The introduction of an Experimental Traffic Regulation Order for the Prohibition of Driving (Except for Access) on Goldwire Lane as per Drawing Number

**2. RECOMMENDATIONS:**

To approve to proceed with the making and implementation of the Prohibition of Driving ( Except for Access) restriction as per the Experimental Traffic Regulation Order.

**3. KEY ISSUES:**

3.1 The Councils Active Travel team have identified this section of Goldwire Lane as an area of concern for vulnerable highway users such as, pedestrians, cyclists and disabled people due to the limited footway width. It is recognised that this road is also used by vehicles as a “rat run” to access Drybridge Street.

3.2 The length of Goldwire Lane which is proposed to be restricted, is a highway subject to a one way only permitted direction of travel, therefore, there is the possibility of inappropriate vehicle speeds being used, this in turn, may have a potential detrimental effect on highway safety for vulnerable highway users.

3.3 Residents and visitors to Goldwire Lane and the surrounding residential areas use this part of Goldwire Lane to walk to and cycle to the town centre and vice versa, therefore, it is an important link in terms of encouraging Active Travel and supporting more sustainable modes of travel.

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

4.1 The proposals aim to support the national policy for improving road safety by creating a safer, more welcoming highway environment for all highway users and lessening the frequency and severity of road traffic collisions.

4.2 The proposals will contribute to providing a safer highway environment which will encourage people to walk, cycle and scoot in line with the objectives of the Active Travel Act.

**5. OPTIONS APPRAISAL**

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

<b>Options</b>	<b>Benefits</b>	<b>Risks</b>	<b>Comments/ Mitigation</b>
No action	<ul style="list-style-type: none"><li>Less demand on officer time and resource/budget</li></ul>	<ul style="list-style-type: none"><li>Potential for Road Traffic Collisions remains unchanged.</li><li>Non residential vehicles will continue to use the route as a "rat run"</li><li>Levels of Active Travel journeys to remain as existing</li></ul>	The benefits of adopting the proposals outweigh the resource implications.

Adopt the proposals	<ul style="list-style-type: none"> <li>• A safer highway environment for all users.</li> <li>• Lessening of the frequency and severity of Road Traffic Collisions.</li> <li>• Increased levels of Active Travel journeys</li> </ul>	<ul style="list-style-type: none"> <li>• Additional cost.</li> <li>• Additional signage in the urban environment.</li> </ul>	This is the preferred option.
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**6. CONCLUSION AND REASONS:**

- 6.1 It is recommended to proceed to approve and implement the proposed Order
- 6.2 The proposal will ultimately have a positive impact on health and wellbeing within the community and by encouraging modal shift will support the Corporate and Community Plan objectives of being a green place to live and a thriving and ambitious place.
- 6.3 The proposal will support the national policy for reducing speed and improving road safety by creating a safer, more welcoming highway environment for all highway users and lessening the frequency and severity of road traffic collisions.

**7. RESOURCE IMPLICATIONS:**

- 7.1 The proposals will be funded from the Council’s Active Travel budget.

**8. CONSULTEES:**

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

9. **BACKGROUND**

Appendix 1 : Drawing Number 2129.

Appendix 2 : Wellbeing of Future Generations Equalities Impact Assessment

10. **AUTHORS:**

Phaedra Cleary, Assistant Engineer

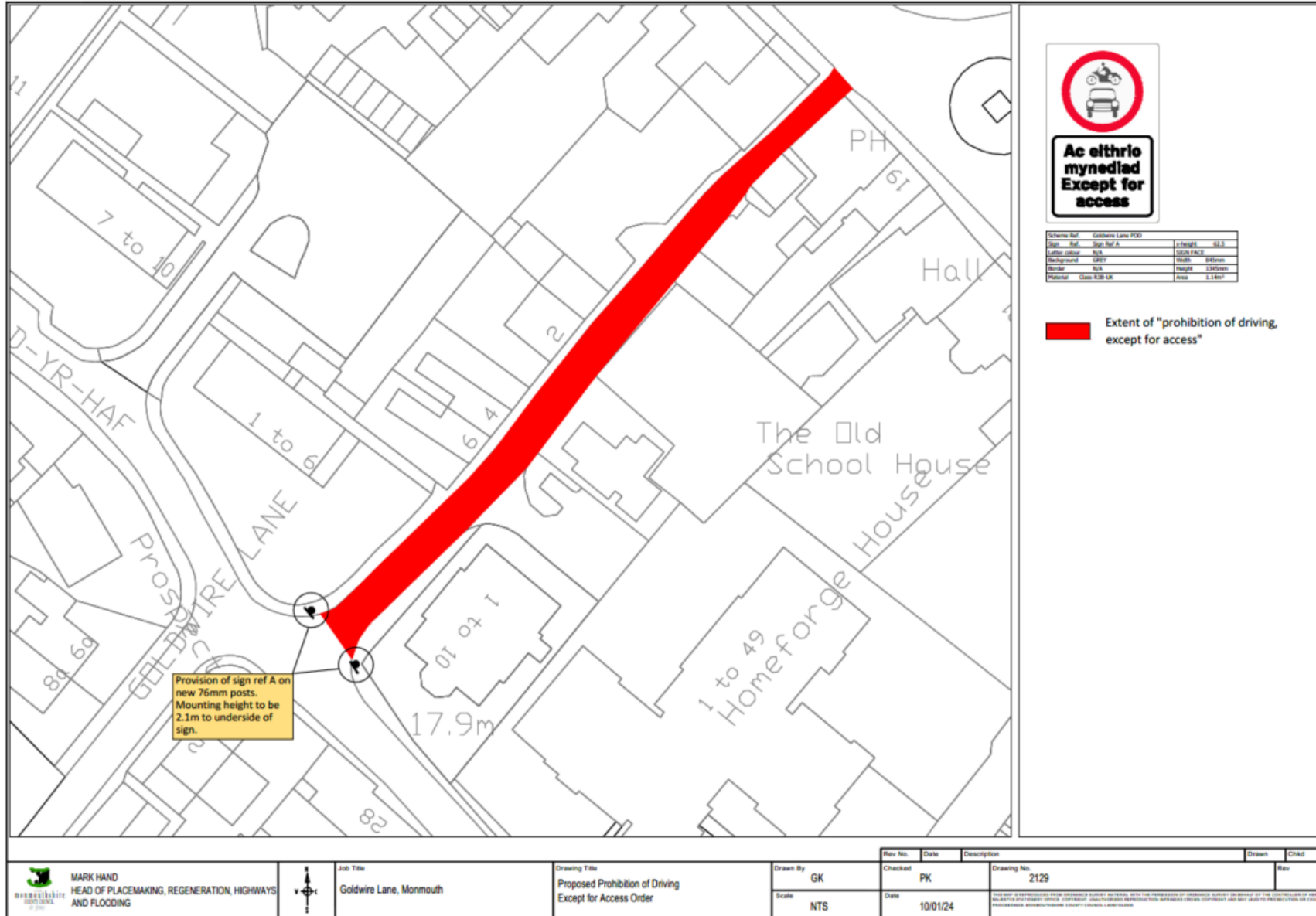
Graham Kinsella, Traffic and Road Safety Manager

11. **CONTACT DETAILS:**


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# Appendix 1: Drawing Number 2129



Schema Ref	Goldwire Lane POD	Length	61.5
Sign Ref	Sign Ref A	Sign FACE	
Letter colour	W/A	SH48	845mm
Background	GRY	Height	1.350mm
Model	SLK	Area	1.1801
Material	Class 4/3B-UK		

 Extent of "prohibition of driving, except for access"

 <b>MARK HAND</b> HEAD OF PLACEMAKING, REGENERATION, HIGHWAYS AND FLOODING	 Job Title <b>Goldwire Lane, Monmouth</b>	Drawing Title <b>Proposed Prohibition of Driving Except for Access Order</b>	Drawn By <b>GK</b>	Checked <b>PK</b>	Drawing No. <b>2129</b>	Drawn 	Chkd 
			Scale <b>NTS</b>	Date <b>10/01/24</b>	<small>THIS DRAWING IS REPRESENTATIVE OF THE PROPOSED WORK. IT IS NOT TO BE USED FOR CONSTRUCTION. ANY REVISIONS TO THIS DRAWING MUST BE APPROVED BY THE CONTROLLER OF HIGHWAYS AND FLOODING. ANY UNAUTHORIZED REPRODUCTION OR ALTERATION OF THIS DRAWING IS PROHIBITED.</small>		

## Appendix 2: Wellbeing of Future Generations Equalities Impact Assessment



monmouthshire  
sir fynwy

### Integrated Impact Assessment Including Equality and Future Generations Evaluation

<p><b>Name of the Officer</b> completing the evaluation</p> <p><b>Phaedra Cleary</b>  <b>Phone no: 01633 644731</b>  <b>E-mail: <a href="mailto:phaedraclarey@monmouthshire.gov.uk">phaedraclarey@monmouthshire.gov.uk</a></b></p>	<p><b>Please give a brief description of the aims of the proposal</b></p> <p>To introduce a Prohibition of Driving, Except for Access traffic order to support Active Travel and achieve modal shift.</p>
<p><b>Name of Service area</b></p> <p>Placemaking, Regeneration, Highways and Flooding</p>	<p><b>21/02/24</b></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 encourage and support Active travel modes of travel which in turn will contribute to making the street safer. All highway users should feel safer negotiating the highway, due to the reduction in vehicular traffic due to the prohibition of driving ( except for access) restriction.	None identified at this stage	N/A.

<b>Protected Characteristics</b>	<b>Describe any positive impacts your proposal has on the protected characteristic</b>	<b>Describe any negative impacts your proposal has on the protected characteristic</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</b>
Disability	This proposal will encourage and support Active travel modes of travel which in turn will contribute to making the street safer for vulnerable highway users. All highway users including disabled highway users should feel safer negotiating the highway, due to the reduction in vehicular traffic due to the prohibition of driving (except for access) restriction.	None identified at this stage	N/A
Gender reassignment	None identified at this stage	None identified at this stage	N/A
Marriage or civil partnership	None identified at this stage	None identified at this stage	N/A
Pregnancy or maternity	This proposal will encourage and support Active travel modes of travel which in turn will contribute to making the street safer. All highway users should feel safer negotiating the highway, due to the reduction in vehicular traffic due to the prohibition of driving ( except for access) restriction.	None identified at this stage	N/A
Race	None identified at this stage	None identified at this stage	N/A
Religion or Belief	None identified at this stage	None identified at this stage	N/A
Sex	None identified at this stage	None identified at this stage	N/A
Sexual Orientation	None identified at this stage	None identified at this stage	N/A

**The Socio-economic Duty and Social Justice**

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

	<b>Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage</b>	<b>Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</b>
<b>Socio-economic Duty and Social Justice</b>	Reduced motorised traffic volumes will encourage greater pedestrian and cyclist usage (including by those who are socially disadvantaged).	None identified at this stage.	N/A



## Policy making and the Welsh language.





How does your proposal impact on the following aspects of the Council's Welsh Language Standards?	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
<p><b>Policy Making</b></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 Experimental Traffic Regulation Order consultation shall be bilingual.</p>	<p>None identified at this stage</p>	<p>N/A</p>
<p><b>Operational</b></p> <p>Recruitment &amp; Training of workforce</p>	<p>There are no recruitment implications from this proposal</p>	<p>None identified at this stage</p>	<p>N/A</p>
<p><b>Service delivery</b></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 identified at this stage</p>	<p>N/A</p>


**2. 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!

<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>
<p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	Neutral	N/A
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g., climate change)</p>	Positive: Increased frequency of usage of active travel modes of travel should contribute to enhancing biodiversity by reducing dependency on motorised vehicles and encourage more sustainable modes of transport such as walking, cycling and scooting.	N/A
<p><b>A Healthier Wales</b> People's physical and mental wellbeing is maximized, and health impacts are understood</p>	Positive: A safer highway environment will ultimately protect life and improve people's mental wellbeing. Encouraging modal shift (cycling, walking & scooting) will also improve people's general health and wellbeing	N/A
<p><b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected</p>	Positive: Promoting increased levels of Active Travel journeys will encourage more sustainable modes of travel and will therefore contribute to making the streets safer and encourage community cohesion.	N/A
<p><b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local</p>	Positive: Active Travel schemes should contribute to enhancing general wellbeing and decarbonisation by reducing dependency on	N/A

<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>
social, economic and environmental wellbeing	motorised vehicles and encourage more sustainable modes of transport such as walking, cycling and scooting.	
<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	N/A
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Positive: Active Travel Improvements should contribute to encouraging more sustainable modes of transport such as walking, cycling and scooting and thereby less reliance on motorised transport.	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><b>Long Term</b></p> <p>Balancing short term need with long term and planning for the future</p>	<p>Active Travel schemes should contribute to enhancing long term general wellbeing and decarbonisation by reducing dependency on motorised vehicles.</p>	<p>N/A</p>
 <p><b>Collaboration</b></p> <p>Working together with other partners to deliver objectives</p>	<p>Collaboration with partners in Gwent Police will support the Prohibition of Driving ( Except for Access) restriction. Ongoing partnership working will be necessary to understand compliance levels.</p>	<p>N/A</p>
 <p><b>Involvement</b></p> <p>Involving those with an interest and seeking their views</p>	<p>The proposal involves the introduction of an Experimental Traffic Order which will be monitored for the duration of the experimental period of up to 18 months.</p>	<p>N/A</p>
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>Supporting Active Travel projects and promoting modal shift will provide an increase in healthier modes of travel would result in reductions in service demand and costs to the NHS.</p>	<p>None identified at this stage</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="237 496 376 523"><b>Integration</b></p> <p data-bbox="203 544 566 647">Considering impact on all wellbeing goals together and on other bodies</p>	<p data-bbox="618 248 1256 352">The proposal should have a positive impact on wellbeing, by providing a more welcoming highway environment for all users.</p>	<p data-bbox="1335 248 1697 276">None identified at this stage</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	None identified at this stage	None identified at this stage	N/A
Safeguarding	None identified at this stage	None identified at this stage	N/A
Corporate Parenting	None identified at this stage	None identified at this stage	N/A

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

- Representations received from and discussion with the respective Local Elected Member
- Speed, volume and classification traffic data.

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

**Positive impacts:** The proposed Prohibition of Driving ( Except for Access) experimental order will result in a significant reduction in the volume of motorised vehicles using this route. Which will therefore, encourage the increased use of more sustainable modes of travel including greater pedestrian and cyclist usage. The proposals will contribute to making this road safer for all users.

**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>
Procced to make and implement the Experimental Traffic Regulation Order	Following the approval to proceed.	Traffic Team (Graham Kinsella, Phaedra Cleary, Gareth Freeman, Georgina Edwards, Trudy Humber).

**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.**

<b>Version No.</b>	<b>Decision making stage</b>	<b>Date considered</b>	<b>Brief description of any amendments made following consideration</b>
1	ICMD	February 2024	
2			
3			