

SUBJECT:	VARIOUS TRAFFIC REGULATION ORDERS - AMENDMENT ORDER NO. 18 2025
MEETING:	INDIVIDUAL CABINET MEMBER DECISION – COUNCILLOR CATRIN MABY
DATE:	17th DECEMBER 2025
DIVISION/WARDS AFFECTED:	MOUNT PLEASANT, CAERWENT, WYESHAM, RAGLAN, GROFIELD, OSBASTON, TOWN, PARK, CHEPSTOW CASTLE AND LARKFIELD, PEN Y FAL, BULWARK AND THORNWELL, MAGOR WEST, MAGOR EAST WITH UNDY, CALDICOT CROSS

1. PURPOSE:

- 1.1 This report seeks Cabinet Member approval to proceed with the making and implementation of The Monmouthshire County Council Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 (Amendment Order No. 18) 2025. The proposed Orders were duly advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.2 The Authority is exercising its statutory powers under the Road Traffic Regulation Act 1984 (RTRA 1984) and the Traffic Management Act 2004 (TMA 2004), which together provide the necessary legal framework for local authorities to manage and regulate traffic on their road networks. The underlying purpose for these orders is multi-faceted, aligning directly with the objectives set out in Section 1 of the RTRA 1984. These objectives include ensuring public safety by avoiding danger to persons or other traffic, maintaining the efficiency of the highway network by facilitating the passage of vehicles, and preserving local amenities.
- 1.3 The proposals detailed within this document are the culmination of a thorough review process and represent a direct, proactive response to sustained concerns and requests received from various stakeholders, including local residents, community councils, elected ward members, and critical public service providers such as public transport and waste collection services. The overarching goal is to enhance safety, improve accessibility, and ensure the overall highway environment operates efficiently for all users, primarily by rectifying problems stemming from obstructive parking practices and addressing critical junction safety issues.
- 1.4 This report details the review of the statutory consultation feedback. It is important to note the specific decision taken by officers to modify one contentious proposal: Prohibition of Waiting at Any Time on Raglan High Street (Dwg No. 2249). This proposal generated significant negative public feedback regarding economic impact and secondary safety risks. The modification substantially reduces the measure to the minimum, targeted intervention required to satisfy the statutory duty of public safety. All other non-contentious or necessary proposals identified in the key issues section are recommended for implementation, ensuring that statutory obligations are met while maximising community benefit

2. RECOMMENDATIONS:

- 2.1 Following the completion of the statutory consultation period and the subsequent detailed review of all representations received, the following recommendations are presented for consideration and determination by the Cabinet Member:

- 2.2 It is recommended that a Public Inquiry should not be held. While the consultation period revealed significant community opposition to the original scope of the Prohibition of Waiting on Raglan High Street (2249), it is advised to proceed with approving and implementing the proposed orders listed below as originally proposed:
- 2.2.1 Proposed Prohibition of Waiting at Any Time on Ash Tree Road, Caerwent
 - 2.2.2 Proposed Prohibition of Waiting at Any Time on Vauxhall Lane, Chepstow
 - 2.2.3 Proposed Time Restricted Prohibition of Loading on Kings Street/Lion Street, Abergavenny
 - 2.2.4 Proposed Disabled Persons Parking Place on 57 Thornwell Road, Bulwark
 - 2.2.5 Proposed Prohibition of Waiting at Any Time on School Lane, Caerwent
 - 2.2.6 Proposed Prohibition of Waiting at Any Time on The Plantation, Undy
 - 2.2.7 Proposed Prohibition of Waiting at Any Time on Victoria Way, Undy
 - 2.2.8 Proposed Prohibition of Waiting at Any Time on Tudor Road, Wyesham
 - 2.2.9 Proposed Disabled Persons Parking Place on Raglan High Street
 - 2.2.10 Proposed Time Limited Loading Bay on Raglan High Street
 - 2.2.11 Proposed 7.5T Weight Restriction (Except for Access) on A466, Monmouth
 - 2.2.12 Proposed Prohibition of Waiting at Any Time on B4245 Newport Road (Northern Arm of Roundabout), Magor
 - 2.2.13 Proposed Prohibition of Waiting at Any Time on Hereford Road/Grosvenor Road Junction, Abergavenny
 - 2.2.14 Proposed Revocation of Prohibition of Waiting at Any Time on The Back, Chepstow
 - 2.2.15 Proposed Prohibition of Waiting at Any Time and Revocation of Restricted Zone on High Street/Bank Street, Chepstow
 - 2.2.16 Proposed Prohibition of Waiting at Any Time on Plas Derwen Way, Abergavenny
 - 2.2.17 Proposed Prohibition of Waiting at Any Time on Rockwood Road, Chepstow
 - 2.2.18 Proposed Revocation of Time Restricted Prohibition of Waiting on Merthyr Road, Abergavenny
 - 2.2.19 Proposed Prohibition of Waiting at Any Time on The Cross, Caldicot
 - 2.2.20 Proposed Revocation of Prohibition of Waiting at Any Time on Church Road, Caldicot.
- 2.3 As mentioned above, following significant public opposition to the original Prohibition of Waiting on Raglan High Street (2249), the proposed restriction has been substantially reduced. It is recommended to proceed only with the minimum necessary measure: a 10-meter section on the northern side of the highway, as shown in drawing 2249 REV B. This adjustment addresses concerns about economic impact on local businesses and increased through-traffic, which could compromise pedestrian safety. By limiting the scope to a safety-critical area with a known sightline obstruction, the Authority has demonstrated consideration of social and economic factors.

3. KEY ISSUES

- 3.1 Monmouthshire This section details the critical traffic issues and community concerns that necessitate the proposed statutory interventions under Amendment Order No. 18. Each proposal has been technically reviewed and validated against prevailing conditions and legal requirements.
- 3.2 **Statutory Context and Rationale**
The development of the measures within AO18 adheres strictly to the requirement that interventions must be effective, proportionate, and carefully mitigate any negative consequences. The statutory objectives pursued throughout this amendment process primarily focus on the elimination of identified safety hazards and the continuous facilitation

of vehicular flow, particularly for essential services. The preservation of local amenities is achieved by implementing restrictions only where parking has been identified as a documented cause of physical obstruction, thereby avoiding unnecessary removal of parking resources.

3.3 2212 Vauxhall Lane, Chepstow - Prohibition of Waiting at Any Time

This proposal addresses resident concerns regarding hazardous conditions created by parking on a characteristically narrow carriageway, where indiscriminate parking significantly reduces the effective width and creates dangerous conditions that impede the safe passage of all road users, particularly essential public service vehicles including emergency services and refuse collection. The restriction is a targeted approach designed to avoid danger and facilitate passage, with implementation carefully planned to minimise impact on local residents through restrictions only being applied in locations where parking has been specifically identified as causing physical obstruction. Designated gaps will be left where parking is deemed appropriate and does not compromise highway safety or access. The proposal received strong support from local residents who noted the potential risk to emergency vehicle access to their properties. It is recommended that this proposal proceeds as originally advertised.

3.4 2213 Ash Tree Road, Caerwent - Prohibition of Waiting at Any Time

This measure is necessary to protect a narrow access road where obstructive parking compromises access for essential services, with the consultation validating the severity of the issue through numerous comments reporting parking that may restrict emergency vehicles from gaining access. The resulting restrictions will ensure emergency vehicles and essential services can navigate the road unimpeded, fulfilling the statutory duty to facilitate passage and avoid danger. The extents of the proposed restrictions have been planned to limit their impact on local residents, with implementation only in locations where parking has been specifically identified as causing physical obstruction, thereby ensuring that desirable on-street parking availability is not unnecessarily removed. It is recommended that this proposal proceeds as originally advertised.

3.5 2259 School Lane, Caerwent - Prohibition of Waiting at Any Time

The proposed waiting restrictions respond to parking practices near Mathern Day Nursery that are obstructive, resulting in safety hazards and regularly blocking access for essential public services such as refuse vehicles, with several representations received from staff concerned about parking displacement and walking along poorly lit routes. The order is deemed a necessary intervention to both avoid danger and facilitate passage, as designated staff parking is available nearby at the nursery car park, and the restrictions are limited only to the critical areas where parking compromises highway safety and access. The measures are targeted to problem areas, ensuring on-street parking is only removed where it compromises highway safety and access, thereby minimising the impact on parking availability. It is recommended that this proposal proceeds as originally advertised.

3.6 2262 Rockwood Road, Chepstow - Prohibition of Waiting at Any Time

This extension of existing restrictions is necessary to ensure that vital public services, particularly refuse collection vehicles, can safely access the road following previously reported obstructions that have prevented safe navigation, with concerns raised locally that the loss of up to two parking spaces could cause conflict among residents. The analysis determined that the public benefit of facilitating vital service passage outweighs the localised, proportionate removal of limited parking availability, with the extension resulting in the removal of parking availability for approximately one or two vehicles, which is considered a necessary and proportionate consequence to ensure vital public service delivery. It is recommended that this proposal proceeds as originally advertised.

- 3.7 **2261 The Plantation, Undy - Prohibition of Waiting at Any Time**
This Prohibition of Waiting at Any Time order addresses dangerous and obstructive parking near the junction with Pennyfarthing Lane, particularly exacerbated during school drop-off and pick-up times when pedestrian volume increases significantly, creating a potentially unsafe environment. The order is a required intervention to avoid danger and facilitate the safe passage of traffic during critical periods, ensuring clear sightlines and manoeuvring space for the protection of children, parents, and all road users, with the demarcation lines carefully placed away from residential frontages to ensure that no desirable parking locations are removed, thereby minimising impact on local parking. It is recommended that this proposal proceeds as originally advertised.
- 3.8 **2264 Victoria Way, Undy - Prohibition of Waiting at Any Time**
This measure addresses dangerous and obstructive parking near the junction with Pennyfarthing Lane, with the problem notably exacerbated during school pick-up and drop-off times when the volume of parked vehicles increases significantly, creating a potentially unsafe environment. The Prohibition of Waiting is a necessary intervention to avoid danger and facilitate the passage of traffic during these critical periods, ensuring clear sightlines and manoeuvring space to enhance safety for children, parents, and other road users. The extent of the double yellow lines has been carefully determined to be far enough away from residential properties to ensure that no desirable parking locations are removed. It is recommended that this proposal proceeds as originally advertised.
- 3.9 **2257 Plas Derwen Way, Abergavenny - Prohibition of Waiting at Any Time**
This Prohibition of Waiting at Any Time is targeted strictly at the immediate vicinity of the T-junction with the A40 to protect the intersection and prevent unsafe parking practices commonly associated with commuter overflow, with residents agreeing that the intersection required protection but voicing concern that the limited scope of the proposal might merely displace parking issues further into the residential estate. The Authority acknowledged the displacement issue but maintained the focused nature of the intervention, noting that wider restrictions within the estate were previously rejected during consultation, with the restrictions deliberately located far enough away from residences to ensure that no desirable parking places are removed. By limiting the scope to the area where the hazard is most pronounced, the order will not have the negative, unintended consequence of displacing vehicles into other sections of Plas Derwen Way. It is recommended that this proposal proceeds as originally advertised.
- 3.10 **2251 Kings Street/Lion Street, Abergavenny - Time Restricted Prohibition of Loading (07:30-18:00, Monday to Sunday)**
A Time Restricted Prohibition of Loading is introduced following a formal request from the Public Transport Unit to eliminate a recurrent highway safety issue caused by vehicles loading or parking illegally, which obstructs public transport and forces dangerous manoeuvres, specifically bus drivers reversing onto the A40. This restriction is necessary to ensure the expeditious and safe movement of public transport and avoid danger to persons, with the mitigation for Blue Badge holders affected by the measure being the confirmation of ample alternative free parking located in nearby town centre car parks, where free parking is provided in any marked bay for valid badge holders. It is recommended that this proposal proceeds as originally advertised.
- 3.11 **2252 A466 Hereford Road, Monmouth - 7.5T Weight Restriction**
This measure constitutes an environmental restriction intended to prevent Heavy Goods Vehicles (HGVs) over 7.5 tonnes from utilising this local route as an unsuitable shortcut to the A40, with the road characterised by challenging topography, narrow sections, and winding geometry that make it unsuitable for large vehicles. The restriction is critical for preserving the character of the road and protecting the local road network infrastructure

from damage and congestion, with the restriction including standard exemptions for vehicles requiring legitimate access for local deliveries or collections, ensuring that local businesses and residents are not negatively impacted. This policy-driven decision guides heavy commercial traffic to the A40, the designated strategic trunk road connecting the area to the wider network. It is recommended that this proposal proceeds as originally advertised.

3.12 2247 Tudor Road, Wyesham - Prohibition of Waiting at Any Time

This proposal responds to requests from residents and a local member concerning obstructive parking at the junction of Tudor Road with Wyesham Road. In line with the principles of the Highway Code, which advises against parking near junctions, the proposed restrictions are intended to formalise this guidance and ensure a clear, unobstructed intersection, with the double yellow lines facilitating the safe passage of traffic at this critical location by maintaining clear sightlines for vehicles entering and exiting the junction. The restrictions are limited to the junction itself, ensuring that sufficient on-street parking remains available for local residents. It is recommended that this proposal proceeds as originally advertised.

3.13 2260 B4245 Newport Road (North Exit of Roundabout), Magor - Prohibition of Waiting at Any Time

The proposed order responds to persistent issues of vehicles parking for extended periods in the vicinity of the roundabout, creating a significant obstruction for vehicles seeking to access nearby buildings and fields, compromising safety and hindering the free flow of traffic. The proposed restrictions are essential to facilitate the safe and unobstructed passage of traffic at this key location, with the Authority having determined the extents of the double yellow lines with precision, ensuring they are placed only in locations that have been identified as causing an obstruction or safety concern. Restrictions are not included in sections where parking is appropriate, thereby ensuring that legitimate parking availability is maintained and the scheme is proportionate to the problem. It is recommended that this proposal proceeds as originally advertised.

3.14 2253 Hereford Road/Grosvenor Road Junction, Abergavenny - Prohibition of Waiting at Any Time

This proposal, requested by local members and residents, is a precautionary measure to enhance safety at the junction of Hereford Road and Grosvenor Road. The order is intended to formalise the principles of the Highway Code, which advises against parking within ten metres of a junction, with the implementation of waiting restrictions at this junction necessary to avoid danger and to ensure that sightlines for all road users, including vehicles and pedestrians, are consistently maintained. A review of the surrounding streets confirms that the restrictions are limited to the immediate junction area, and that sufficient on-street parking availability exists nearby for local residents. It is recommended that this proposal proceeds as originally advertised.

3.15 2249 REV B Raglan High Street - Prohibition of Waiting at Any Time (Modified)

The initial proposal for broad prohibition was met with strong opposition, with opponents arguing that unrestricted parking acts as a natural traffic-calming mechanism, and its removal would increase vehicle speeds, making the village less safe for pedestrians, despite the Authority having received requests from the Public Transport Unit and Refuse services who have been consistently obstructed by parked vehicles. The Authority's subsequent determination was that the community opposition, coupled with the cited risks to local trade, rendered the full scheme disproportionate to the required outcome. Consequently, the broad prohibition is withdrawn and the scheme proceeds only with a critically necessary, minimalist intervention: a short 10-meter section of Prohibition of Waiting at Any Time on the northern side of the highway, precisely located to prevent

visually obstructive parking directly on the crest of a hill and bend, which is a documented safety hazard regardless of general traffic flow. This refined approach prioritises essential visibility protection while preserving general on-street parking to maintain local amenity and traffic calming. It is recommended that this proposal proceeds as modified.

3.16 2248 REV B Raglan High Street - Disabled Persons Parking Place

This single dedicated bay (operating Monday to Sunday, 8:45AM to 6PM, 1-hour limit, no return within 1 hour) is proposed to preserve accessible parking close to vital local amenities, specifically the pharmacy, serving as direct mitigation for the removal of a pre-existing accessible space designated for a former resident. The location was rigorously selected to offer the greatest benefit in terms of convenience and accessibility for those with mobility challenges, with the provision generally supported by the community as necessary to preserve amenity and ensure that disabled residents and visitors can continue to access the pharmacy and other businesses on the High Street. It is recommended that this proposal proceeds as originally advertised.

3.17 2250 REV B Raglan High Street - Time Limited Loading Bay

Proposed as a necessary part of the cohesive scheme, this loading bay directly supports local business continuity by providing a guaranteed space for deliveries and stock movements during core business hours (8:45AM to 6PM), mitigating commercial impacts that might otherwise arise from other necessary restrictions, even the limited 10-meter safety restriction now proceeding under AO18-2249. This proposal demonstrates a thoughtful approach to traffic management, where the negative consequences of one measure are systematically addressed. It is recommended that this proposal proceeds as originally advertised.

3.18 2263 Merthyr Road, Abergavenny - Revocation of Time Restricted Prohibition of Waiting

Following a site meeting with the local member, this proposal seeks the Revocation of a Time Restricted Prohibition of Waiting (a single yellow line restriction) in front of approximately four and a half to five house frontages, with the affected properties not benefiting from off-street parking. The wide carriageway means the existing restriction is no longer essential for maintaining traffic flow or safety, with the removal of the restriction directly benefiting residents, particularly those lacking off-street parking, by improving parking availability, thus fulfilling the statutory objective of preserving amenity. The change will provide significant benefit to local residents without adversely impacting highway operation. It is recommended that this proposal proceeds as originally advertised.

3.19 2254 High Street/Bank Street, Chepstow - Prohibition of Waiting at Any Time and Revocation of Restricted Zone

The existing "restricted zone" on High Street and Bank Street is being widely ignored, leading to rampant illegal and obstructive parking, with the Authority having received reports that the signs are not sufficiently obvious or are being disregarded. This action corrects a historical issue where ambiguous or non-compliant signage within the restricted zones led to widespread non-compliance and illegal, obstructive parking, with the proposal revoking the ineffective restricted zone and replacing it with more explicit and widely recognised double yellow lines. This measure is intended to facilitate the passage of traffic and avoid danger by making the regulations more obvious to drivers and easier for civil enforcement officers to manage. While this change will remove on-street parking, this is a necessary step to address the current breakdown in traffic regulation, with a number of council-run car parks available in Chepstow providing alternative parking spaces for town visitors. It is recommended that this proposal proceeds as originally advertised.

3.20 2270 The Cross, Caldicot - Prohibition of Waiting at Any Time and Revocation of Restricted Zone

This proposal responds to the ineffectiveness of a previous experimental restricted zone in managing parking, with the Authority having received numerous complaints from residents and a local member regarding widespread illegal and obstructive parking within the area covered by the experimental order. To address these persistent issues, a permanent Prohibition of Waiting at Any Time (double yellow lines) is proposed to cover the entirety of the former restricted zone, intended to facilitate the safe passage of traffic and pedestrians by providing clear, enforceable restrictions on parking. The proposal also includes reinstating a previously approved Prohibition of Waiting that is not currently marked out on site, ensuring the entire area around The Cross junction is covered by consistent and legally enforceable controls. This action demonstrates a strategic shift from a less effective experimental measure to a permanent solution designed to enhance highway safety and formalise parking regulations in the area. It is recommended that this proposal proceeds as originally advertised.

3.21 2256 The Back, Chepstow - Revocation of Prohibition of Waiting at Any Time

This is a partial revocation of a previously approved Order in direct response to feedback received from a section of the community, including a local pub and nearby residents, who expressed opposition after the Order had been legally approved, with the residents reporting that they had not seen or commented on the initial consultation. The Authority has listened to this feedback and, in a demonstration of its commitment to community partnership and fairness, has agreed to revoke a section of the double yellow lines as a direct mitigation of the negative impact on the local pub and parking availability for residents. Crucially, the double yellow lines on the western section of The Back, which were the primary source of safety concerns, will remain in place, with the revocation also ensuring that parking availability for a disabled resident is not negatively impacted. This solution balances the need for highway safety with the legitimate concerns of the community, evidencing the Authority's capability of adjusting its position when presented with new information. It is recommended that this proposal proceeds as originally advertised.

3.22 2271 Church Road, Caldicot - Revocation of Prohibition of Waiting at Any Time

As part of the wider scheme to implement permanent Prohibition of Waiting restrictions at The Cross, Caldicot, a review of existing waiting restrictions on Church Road has been undertaken, which identified sections of double yellow lines (Prohibition of Waiting at Any Time) that are no longer marked out on site and have become obsolete due to changes in the road layout and traffic management since their original introduction. The revocation of these outdated restrictions is proposed to reflect the current highway configuration and usage, ensuring that parking controls are both necessary and proportionate, with the sections identified for revocation no longer serving a traffic management purpose. Their removal will help clarify enforcement boundaries, reduce confusion for road users, and support a more consistent and legally enforceable parking regime. The extents of the proposed revocation have been carefully designed to tie in with the existing and proposed Prohibition of Waiting at The Cross, maintaining continuity and clarity across the network. It is recommended that this proposal proceeds as originally advertised.

3.23 2258 57 Thornwell Road, Chepstow - Disabled Persons Parking Place

The proposed Disabled Persons Parking Place outside 57 Thornwell Road is being introduced following a formal request from Occupational Health, highlighting that a disabled resident is experiencing significant difficulty in securing a parking space in the vicinity of their home. The provision of a designated bay will ensure that the resident has reliable access to a parking space, which is critical for their independence and quality of life, with

the bay available for use by all blue badge holders. It is recommended that this proposal proceeds as originally advertised.

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

- 4.1 The proposed traffic regulation orders in Amendment Order No. 18 are designed to support significant improvements to the safety and well-being of communities across Monmouthshire, aligning with the principles of the Well-being of Future Generations (Wales) Act 2015.
- 4.2 The introduction of waiting restrictions and parking controls in areas experiencing persistent access issues for essential services, such as Vauxhall Lane (Chepstow), Ash Tree Road (Caerwent), School Lane (Caerwent), and Rockwood Road (Chepstow), will have a direct positive impact on public health and safety. By ensuring unimpeded access for emergency services and refuse collection vehicles, these proposals contribute to a healthier and safer Wales, protecting the well-being of all residents and maintaining vital public services that underpin community health.
- 4.3 Proposals to introduce waiting restrictions near junctions and school areas, such as The Plantation and Victoria Way in Undy, directly support the creation of more equal and cohesive communities. These measures provide enhanced protection for vulnerable road users, including children, the elderly, and individuals with disabilities, ensuring they can move around their communities more safely during critical periods such as school drop-off and pick-up times. This fosters a greater sense of security and encourages community interaction, contributing to social justice and safeguarding.
- 4.4 The Raglan High Street cohesive scheme, which includes a Disabled Persons Parking Place and Time Limited Loading Bay alongside minimal safety restrictions, demonstrates a balanced approach that supports a globally responsible Wales. The provision of accessible parking ensures that individuals with mobility challenges can access essential services such as the pharmacy, while the loading bay supports local business continuity and economic vitality. This carefully calibrated response to community feedback embeds principles of proportionate intervention and community partnership.
- 4.5 The numerous proposals aimed at rectifying administrative anomalies and ensuring legal consistency across the network, including revocations at The Back (Chepstow), Church Road (Caldicot), and Merthyr Road (Abergavenny), alongside the replacement of ineffective restricted zones at High Street/Bank Street (Chepstow) and The Cross (Caldicot), are fundamental to creating a resilient Wales. This commitment to good governance ensures that the rule of law is applied consistently and that traffic regulations are legally enforceable. The strategic management of parking controls creates a more logical, understandable, and resilient road network that reduces confusion for road users and improves compliance, underpinning the conditions for a prosperous and well-managed county.

5. OPTIONS APPRAISAL

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

Options	Benefits	Risks	Comments/Mitigation
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No action	<ul style="list-style-type: none"> Less demand on officer time and resource/budget. 	<ul style="list-style-type: none"> Communities remain at risk from obstructive parking that prevents access for emergency services and refuse collection vehicles. Pedestrian safety concerns near schools and junctions remain unaddressed, particularly affecting vulnerable road users. Legal and administrative inconsistencies in traffic regulation orders remain, creating enforcement challenges and legal uncertainty. Ineffective restricted zones continue to be widely ignored, undermining traffic management objectives. Opportunities to support local businesses and provide accessible parking for disabled residents are missed. 	The ongoing risks to public safety, particularly the potential inability of emergency services to access properties, and the failure to address legal non-compliance are considered unacceptable.
Adopt the proposals as advertised (with modification to AO18-2249 Raglan High Street)	<ul style="list-style-type: none"> A safer highway environment for all users, with parking controls appropriate to local circumstances and essential service requirements. Improved access for emergency services and refuse collection vehicles, ensuring vital public services can be delivered safely and reliably. Enhanced safety for vulnerable road users, particularly children near schools and elderly residents. Legal and administrative anomalies are rectified, ensuring traffic regulations are consistent and enforceable across the county. Support for local businesses through provision of loading facilities and accessible parking. Community concerns are appropriately balanced with safety requirements, as demonstrated by the modified Raglan High Street scheme. 	<ul style="list-style-type: none"> Some residents may experience reduced on-street parking availability in specific locations. Potential for parking displacement in some areas. 	This is the preferred option. The proposals have been carefully designed to minimise negative impacts, with restrictions targeted only at locations where obstruction or safety concerns have been specifically identified. Mitigation measures include the provision of alternative parking facilities, designated loading bays, and accessible parking spaces where appropriate.

6. REASONS:

- 6.1 The proposals will support the statutory duty to avoid danger to persons or other traffic using the road and to facilitate the passage on the road of any class of traffic, including pedestrians, by ensuring that essential services can access all areas safely and that obstructive parking is prevented at critical locations.
- 6.2 The proposals will result in a positive impact on the health and wellbeing throughout the affected communities by ensuring reliable access for emergency services and refuse collection, improving road safety particularly near schools, and providing accessible parking for disabled residents.
- 6.3 The proposals demonstrate a commitment to responsive and proportionate traffic management, as evidenced by the substantial modification to the Raglan High Street scheme following community consultation, balancing safety requirements with the preservation of local amenity and economic vitality.
- 6.4 The proposals will ensure legal compliance and enforceability of traffic regulations across the county, rectifying historical administrative omissions and replacing ineffective measures with clear and widely recognised controls.

7. RESOURCE IMPLICATIONS:

- 7.1 The proposals will be funded by 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 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 3a & 3b: Notice of Intention as published as part of the consultation

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

Appendix 5: Drawing no's 2212, 2213, 2247, 2248 REV A, 2248 REV B, 2249 REV A, 2249 REV B, 2250 REV A, 2250 REV B, 2251, 2252, 2253, 2254, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2270, 2271.

Appendix 6: Wellbeing of Future Generations Equalities Impact Assessment

10. AUTHORS:

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Appendix 1: Schedule of Consultation Responses

Ref.	Agree or Disagree	Order/ Location	Comments	Officers Response
726	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	I believe this will be detrimental to the businesses along the High Street, these being Raglan Fryer, The Ship Inn, Tesco, Raglan Pharmacy, Extons, Neil James Butchers and to some extent Raglan Garage with Morrisons and the Post Office in there (though they do have their own car park now). These shops are very well supported by the through traffic customers and doing away with the ability to pull up outside the shops will lose these shops a tremendous amount of business and therefore could make them uneconomically viable to keep going. [REDACTED] I am aware for the need these shops have to bring trade in from the surrounding areas and being able to just pull up and pop in is a big attraction, [REDACTED]	The Authority acknowledges concerns regarding economic impact and overwhelming negative response. The proposed Prohibition of Waiting at Any Time (AO18-2249) will not proceed as originally planned. Instead, only a short section (10m) of waiting restriction will be progressed on the northern side of the highway to prevent visually obstructive parking on the crest of the hill and bend, fulfilling the statutory duty to ensure highway safety at this critical point..
727	Somewh at Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	It would make more sense to locate the disabled parking space on the existing disable parking space (opposite) so that the proposed no waiting restriction is all on one side of the road.	The existing disabled bay opposite was originally installed to serve a specific resident who no longer lives in the area. As such, it no longer provides the same level of benefit to the wider community. The proposed location—immediately outside the pharmacy—has been selected as the most appropriate alternative. It directly supports access to a key local amenity and also contributes to calming vehicular traffic along this section of the road. While your suggestion to consolidate restrictions on one side of the road is noted, the current proposal offers the greatest overall benefit in terms of accessibility and road safety.
728	Agree	AO18 - 2258 57 Thornwell Road, Bulwark Proposed Disabled Persons Parking Place	Due to my health conditions and the growing parking situation, this will greatly improve my way of life and in particular my physical and mental wellbeing.	Your comments have been noted. The provision of a designated bay is proposed following a request from Occupational Health to ensure reliable access to a parking space for the disabled resident, which is critical for independence and quality of life.
729	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Putting double yellow lines like this in Raglan will mean the death of our high street, and subsequently the community. The problems with congestion, which these measures are presumably meant to solve, are the result of drivers not following the CURRENT measures. Cars are regularly parked on the current yellow lines and close to corners, blocking views and causing tailbacks. Adding more lines won't stop people parking on them. It will simply force shoppers to go elsewhere. Enforcement of the current measures are what is needed. [REDACTED], I already often fail to find a space to park on the high street, so restricting it more will make it impossible. Although a dedicated disabled space is welcome, as there is a large elderly population in Raglan it is likely to be heavily used and rarely empty when needed. And the way drivers currently behave, there is	The proposed broad waiting restriction will not proceed due to overwhelming negative response. Only a short 10m section will be implemented to prevent visually obstructive parking on the crest of the hill and bend, addressing the immediate safety risk. Enforcement of this proposal will be managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resource allocation reasonably allows.

			<p>also a high probability it will be misused. In addition to parking problems, these measure still will turn the high street into a much more dangerous road for pedestrians to cross. Despite current speed limits the speed of traffic will increase substantially. As it currently stands, if the current double yellow lines are followed the traffic is slowed down and can take turns.</p> <p>I don't think it's a coincidence that these measures are being proposed so soon after Tesco took over the supermarket. A supermarket stood on this spot nearly 60 years before them and managed to function. Have a loading space by all means but don't block off almost the whole high street.</p> <p>By the way - the yellow lines indicated outside the Beaufort corner, are not currently there.</p>	
730	Disagree	AO18 - 2263 Merthyr Road, Abergavenny Proposed Revocation of Time Restricted Prohibition of Waiting	This is right outside my house, where am I suppose to park !!. There is barely enough parking on Merthyr road as it is, less when people park there instead of using the car parks in town?	The proposed revocation seeks to remove an existing single yellow line restriction to improve parking availability for residents of properties lacking off-street parking, as the wide carriageway means the existing restriction is not essential for maintaining traffic flow or safety. There will therefore be more parking availability as a result of the removal of the existing Single Yellow Lined section.
731	Agree	AO18 - 2212 Vauxhall Lane, Chepstow Proposed Prohibition of Waiting at Any Time	As the owner of a property directly impacted by the TRO I fully support its implementation due to the narrowness of Vauxhall Lane and Hardwick Hill Lane. Without it there is a risk that emergency vehicles would not be able to attend my property if needed.	Your comments have been noted. The waiting restrictions are a targeted measure to avoid danger to persons or other traffic and to facilitate the passage of vehicles on the narrow carriageway, in line with the Authority's legal duties.
732	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Prohibiting people from parking down such a large part of the High St will no doubt ruin Raglan small businesses. It will discourage many people from using the High St at all. This will greatly affect older people who pop to the High St. Also, the loading bay at Tesco will remove a further [REDACTED] Suggest a compromise cutting the length of the prohibited parking part of the road by 50% to allow cars. Or instead of closing it completely to parking, you could put a waiting limit of 30 mins on it. This would prevent transient commuters who don't live in Raglan or use the shops from leaving their cars there all day, freeing up space for consumers. Many of the problems in Raglan are caused by vans, lorries, and buses trying to get through the High St. Why not prevent large vehicles from using the High St, so they use the by pass instead?	The proposed broad waiting restriction will not proceed due to overwhelming negative response. Only a short 10m section will be implemented on the northern side to prevent visually obstructive parking on the crest of the hill and bend, protecting highway safety. Comments regarding HGV restrictions and waiting limits are unrelated to the proposal. They have been noted by Monmouthshire's Traffic Team.
733	Agree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	Fantastic idea to help local businesses unload safely.	Your comments have been noted. This measure is proposed as a necessary mitigation to maintain loading availability for local businesses due to wider restrictions.
734	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of	Fantastic idea to help the flow of traffic through Raglan Village and prevent accidents and near misses.	Your comments have been noted. The proposal has been significantly modified due to an overwhelmingly negative public responses. Only a

		Waiting at Any Time		short 10m section will be progressed on the northern side to prevent visually obstructive parking on the crest of the hill and bend, which will contribute to the safe passage of traffic.
735	Somewh at Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Congestion on Raglan High Street is currently disruptive to the village and makes it dangerous for anyone trying to cross the road. I fear however that if this is implemented traffic will travel at a higher speed through the village making it even more dangerous. Is there plans to introduce speed bumps on the high street to stop people speeding.	The Authority acknowledges concerns regarding traffic speed. The broad prohibition proposal will not proceed; only a targeted 10m restriction for sightline protection will be progressed. Comments regarding additional traffic calming have been noted by Monmouthshire's Traffic Team.
736	Somewh at Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Whilst this attempt to improve traffic flow by restricting parking is laudable, a far more effective solution is to change the two-way traffic system on Raglan High Street (between Chepstow Rd and Usk Rd). This should be a one-way section allowing vehicles to travel east only. All vehicles travelling from Chepstow Road should turn right only, along Monmouth Rd. Making the High Street one-way would stop the frequent grid-locked traffic that now occurs following the opening of the Tesco store. The store is a useful addition to this small village but has brought a significant increase in traffic to the village.	Your suggestion for a one-way system between Chepstow Road and Usk Road has been considered previously but is not recommended. Such a change would increase journey lengths, displace traffic onto surrounding routes, and create congestion elsewhere, while also complicating access for residents, businesses, and emergency services. One-way streets often lead to higher speeds, which conflicts with safety objectives, whereas two-way traffic helps moderate speeds and maintain a safer pedestrian environment. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.
737	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Any restrictions on High Street, Raglan would need to be enforced, how would that happen? A weight and size of vehicles would be more effective, but again it would need to be enforced	The Authority acknowledges comments regarding enforcement. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resource allocation reasonably allows. Your comments regarding weight limits have been noted by Monmouthshire's Traffic Team.
738	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Concerned there could be an accident if restrictions aren't put in place soon.	Your comments have been noted. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.
739	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting	High street has become a rabbit run of cars trying to make it through. Cars regularly park on the existing double yellow at the brow of the hill obstructing a safe view.	Your comments have been noted. The order for the Disabled Persons Parking Place is proposed as part of a cohesive scheme. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section

		Period, No return within 1 hour.		on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.
740	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	What the high street needs is a zebra crossing. It is dangerous at present to try and cross the road to the Garage/Morrisons from the postbox. Elderly people need time to cross the road to the postoffice.	Your comments regarding the need for a zebra crossing have been noted by Monmouthshire's Traffic Team. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.
741	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	To put double yellow lines all along one side of the High Street and restrictions on the other side will drastically reduce number of vehicle owners using the village. This will be extremely detrimental to the shops and other businesses which are unlikely to sustain. Many people, including myself are likely to use either the outlets at Raglan Services or carry on to Usk, Monmouth or Abergavenny for their shopping. It will kill the High Street which is the core of our village. In addition to this it will give free access for through traffic to drive faster creating a further hazard to pedestrians. Already traffic driving from the chepstow road and going to Abergavenny drive though the high street too fast but at least, as its effectively single lane, speeding is to certain degree curtailed. A better and safer plan to relieve the traffic problems in the High Street would be to find a way to divert through traffic around via the A40. I would be in favour of putting a time limit on parking in the High Street however. Say 1 hour. Also traffic calming may be a consideration.	The Authority acknowledges concerns regarding traffic speed and economic impact. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic. Comments regarding traffic diversion and time limits have been noted Monmouthshire's Traffic Team.
742	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	This will effect the business no end especially the fish and chips shop and extons and the ship. may be it would be a good idea that you make these restrictions to half hour parking with no return for a least two hours this would also stop Tesco employees parking outside the shop all day Although there is a 20mph speed limit the parking does slow down the idiots that can't read. If this can't be archived may be you put double yellow lines on just one side of the road and limit the parking the other side.	The Authority acknowledges concerns regarding business impact. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic. Your suggestion for time-limited parking has been noted by Monmouthshire's Traffic Team.
743	Somewh at Agree	AO18 - 2262 Rockwood Road, Chepstow Proposed Prohibition of Waiting at Any Time	As a resident of Rockwood Road this will directly effect me. I have no objection to the 23m extension of the double yellow lines, however the 6m extension on the opposite side of the road will mean we lose two parking spaces on the road. As it stands all of the residents of the road are extremely courteous when it comes to parking and never block access or park on the existing double yellows. That said, the road often fills up but currently has enough space for all residents to park. I fear that losing two spaces to double yellow lines will mean that	Thank you for your comments regarding the proposed extension of waiting restrictions on Rockwood Road. The additional 6m section on the opposite side has been proposed to ensure that essential public services, such as refuse collection, can safely and reliably access the road. This follows reports from MCC's waste collection team of repeated difficulties caused by parked vehicles. We acknowledge that this change

			<p>some of the elderly or venerable people who live on the road will have a considerable walk to get to their homes. If the issue is access for supposed emergency vehicles, well, the extremely large bin and recycling lorry has no problem every single week. Please don't take away our parking spaces unnecessarily and cause anguish in our happy community.</p>	<p>will remove space for one vehicle and appreciate the impact this may have on residents. However, this is considered a necessary and proportionate measure where the wider public benefits—maintaining access for large service vehicles and emergency services—outweigh the drawbacks. The aim is to prevent obstruction at a critical point and ensure the safe passage of traffic.</p>
744	Agree	AO18 - 2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time	<p>Just want to know if I will be affected as I park my car outside my house on the road sometimes.</p>	<p>Thank you for your query. The proposed prohibition of waiting is limited to the immediate junction area between The Plantation and Pennyfarthing Lane. It formalises the Highway Code principle of not parking within 10 metres of a junction and addresses documented safety concerns, particularly during school pick-up and drop-off times. Parking within The Plantation beyond this distance will not be affected. The extent of the double yellow lines has been carefully determined to maintain manoeuvring space and clear sightlines while minimising the removal of desirable parking near residential properties.</p>
745	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>While stopping parking along the high street would speed up driving times for those driving through the centre of Raglan, I think that it would kill off some of the local businesses that rely on easy access (such as the fish & chip shop, the pharmacy and Exton's), leaving the centre of Raglan an empty shell. It would also make Raglan High Street a less pedestrian-friendly place - at present one can more easily and safely cross the road, knowing that cars will be going slowly and only in one direction at a time. If cars were stopped from parking on both sides, cars would drive much more quickly through the centre, in both directions at once, making crossing much more difficult and dangerous. As a mother whose kids walk through Raglan to get to school, I can see more families choosing to drive rather than to walk to school under these circumstances, resulting in increased car use and congestion, and undermining the intended benefits. Overall, I feel that these negative impacts on the community of Raglan would more than offset any benefits from faster drive times through the village. I understand that the traffic along the High Street can get snarled up during busy periods, but feel that a better solution would be to allow parking to continue all along one side of the road, while perhaps reserving the other side of the road for the bus stop, the loading bay and a disabled parking space only. This would allow the one side of the road to remain clear for more free-flowing traffic for the majority of the day, while still enabling at least some customers to continue to park and nip into the local businesses.</p>	<p>The Authority acknowledges concerns regarding speed and economic impact. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.</p>

746	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>The existing double yellow lines are enough to regulate traffic and ensure a line of view to see oncoming traffic, however they are not enforced.. it is when cars park on the existing double yellows that obstruction the view. Also, heavy goods vehicles forcing cars with right of way back, which causes a backup of traffic. HGV could be access only to help this?</p> <p>Whilst lack of our family's cyston wouldny signularly destroy a business, A blanket ban on street throughout the highstreet would mean, instead of using and supporting our local shop, I would venture into either monmouth or Abergavenny, or even more likely cwmbbran. If it wasn't to visit the local general store(currently tesco) I wouldn't venture in to the other independent shops, and parking far away is not always measyrably reasonable.</p>	<p>The Authority acknowledges comments regarding enforcement. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resource allocation reasonably allows. Your comments regarding HGV restrictions and waiting limits have been noted by Monmouthshire's Traffic Team. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.</p>
747	Somewh at Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>Please could consideration be given to Residents Only Parking for those that live further down the High St (opposite the petrol station). [REDACTED] and this is likely to move the traffic for the shops further down the High St.</p>	<p>Your suggestion for Resident Only Parking has been noted by Monmouthshire's Traffic team. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.</p>
748	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>The High Street is a nightmare to drive through and park, something has to change even if it is not popular. Just hope the changes will be properly enforced because current double yellow lines are not adhered to and cause chaos</p>	<p>The Authority acknowledges comments regarding enforcement. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resource allocation reasonably allows. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.</p>
749	Disagree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	<p>There are lots of villagers and visitors with a blue badge, what use is one parking space.</p>	<p>The provision of a Disabled Persons Parking Place near the pharmacy is intended as a mitigation measure to ensure that at least one dedicated accessible space remains available for disabled residents and visitors following the loss of an existing bay. While we acknowledge that there are multiple Blue Badge holders in the area, the allocation of spaces must balance demand with the limited road space available and the need to maintain traffic flow and safety. This location has been chosen as it provides the greatest benefit—direct access to a key local amenity and improved convenience for those with mobility challenges. Additional bays cannot be introduced without</p>

				further reducing general parking capacity and potentially creating wider access issues. The proposed space therefore represents a proportionate solution within the constraints of the site.
750	Somewhat Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	The problem of congestion in the High Street needs addressing so a proposal from MCC is a start but this one needs much extra work. The proposal for a specific unloading bay for Tesco, chemist and pubs is welcome. There are ways of reducing the number of extra large trucks, coaches and trailers on the high street which are a constant source of gridlock, there could be speed bumps on the approaches to the High Street and the positioning of the proposed disabled parking could be adjusted away from the narrowest pavement. It needs a public consultation to gather the most constructive solutions to a longstanding problem.	Thank you for your comments and support for the proposed loading bay (AO18-2250) and disabled bay (AO18-2248). The location of the disabled bay has been carefully chosen to provide direct access to Raglan Pharmacy, which is considered the most appropriate position to serve those with mobility needs. This placement also helps maintain safe traffic flow and avoids obstructing key pedestrian routes. While we acknowledge concerns about pavement width, the proposed position has been assessed against available space and accessibility requirements to ensure compliance with national guidance. Your suggestion regarding speed bumps and wider measures to address congestion has been noted and referred to Monmouthshire's Traffic Team for consideration as part of future traffic management reviews.
751	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	I am a resident and business owner on the side of the street where you are proposing to put double yellow lines. As a resident, I have no off road parking available to me and therefore would need to find alternative parking which is not feasible. As a business owner this would drastically affect my business, I've already noticed a drop in trade due to people struggling to park on the street. I also have suppliers that need to park in the high street. There are double yellow lines already in the street which are ignored on numerous occasions so unless there is a traffic warden employed to enforce the new lines it would be a total waste of money which could be spent on a different solution to this problem.	We acknowledge the concerns about loss of on-street parking for residents and the potential impact on local businesses and deliveries. These factors were carefully considered during the consultation process. Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary. Your comments about alternative solutions and the importance of supporting local businesses have been noted and will inform future reviews of traffic management in the area.
752	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of	Will impact members of the community accessing facilities that provide for social cohesion and wellbeing	The Authority recognises the importance of maintaining access to amenities that support social cohesion and wellbeing. Following significant public feedback, the

		Waiting at Any Time		original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.
753	Disagree	AO18 - 2262 Rockwood Road, Chepstow Proposed Prohibition of Waiting at Any Time	Parking is already limited on our road and reducing it by a further 2 parking spaces could cause conflict with the residents arguing over available parking spaces.	Thank you for your comments regarding the proposed extension of waiting restrictions on Rockwood Road. The additional 6m section on the opposite side has been proposed to ensure that essential public services, such as refuse collection, can safely and reliably access the road. This follows reports from MCC's waste collection team of repeated difficulties caused by parked vehicles. We acknowledge that this change will remove space for one vehicle and appreciate the impact this may have on residents. However, this is considered a necessary and proportionate measure where the wider public benefits—maintaining access for large service vehicles and emergency services—outweigh the drawbacks. The aim is to prevent obstruction at a critical point and ensure the safe passage of traffic.
754	Somewhat Agree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	The No Waiting is aimed toward the A48 side of School Lane. My concern is traffic will park further up the lane where there will be traffic orders in place. Wouldn't it be more appropriate to use an access only sign.	The restriction is proposed on a section of public highway, which means an "Access Only" sign cannot be applied as this would restrict legitimate public rights of way. The Waiting Restriction is intended to address safety hazards and ensure clear access for essential public service vehicles. While some displacement of parking is anticipated, this will occur further up the lane where it is less likely to cause obstruction. Additionally, nursery staff have access to a designated car park nearby, which should help mitigate the impact on local parking demand.
755	Agree	AO18 - 2213 Ash Tree Road, Caerwent Proposed Prohibition of Waiting at Any Time	The road is often blocked by people parking or dropping off parcels to the nearby flats. Meaning you have to either drive on the pavement or go almost half a mile out of the way. The concern is how it might impact emergency services in the unfortunate event of a 999 call.	Your comments have been noted. The restrictions are proposed to prevent obstructive parking and ensure emergency vehicles and essential services can navigate the road unimpeded.
756	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	There is not an issue, parked or waiting vehicles do not have a serious impact on the residents or cause an issue for service vehicles. It is a no through rd and not a main route to exit or enter the village.	The Authority has assessed the location and determined that existing parking practices are obstructive, regularly preventing access for essential public service vehicles such as refuse collection and obstructing access to nearby residents. The order is a necessary intervention to both avoid danger and facilitate the passage of vehicles.

757	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>As a business we rely on the street parking for our customers, Many of whom are elderly. The proposed yellow lines would considerably effect our business. It is difficult enough at the moment to park on the street due to the residents parking there. Also up to [REDACTED] all day taking up valuable customer parking places.</p> <p>I am also concerned that the yellow lines will allow the traffic to drive much faster making the High street dangerous.</p> <p>The current traffic problems are caused when people park on the existing yellow lines out side the washing machines making it impossible for drivers to see down the street. The other issue is when Tesco has a delivery late afternoon and their huge lorry narrows the street.</p> <p>We need..</p> <p>The existing yellow lines to be enforced,</p> <p>A weight restriction on large vehicles, including tractor and trailers.</p> <p>Maybe a [REDACTED],</p> <p>Raglan High street is thriving at the moment, that is why it is so busy with traffic. This amendment will KILL Raglan High Street!</p> <p>Please reconsider this!!</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p> <p>Your comments about the potential impact on local businesses, concerns over increased vehicle speed, existing issues with illegal parking, Tesco deliveries, and suggestions for weight restrictions and time-limited parking have been noted and recorded by Monmouthshire's Traffic Team for consideration as part of wider traffic and parking management reviews.</p>
758	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	<p>This is now a dead end street with no road access, by enforcing this TRO, would directly impact those who use the chapel, it may not have occurred to you, that due to the lack of parking bays in the small car park opposite & in the Barn car park, and people inabilities to park with consideration, it leaves us with not enough parking in this village, and with no offence to the age group that use the chapel i feel walking over from the community center, or up from the village hall is not an option.</p>	<p>Thank you for your comments. The proposed prohibition of waiting is a necessary intervention to address documented safety hazards and ensure access for essential public services, including refuse collection vehicles. Parking in the proposed restricted section has been identified as obstructive, creating hazards and blocking turning space for large vehicles.</p> <p>We acknowledge concerns about parking availability for chapel users. Alternative car parking is available nearby, as well as along School Lane. The restriction has been designed to be targeted and limited in extent to minimise impact while addressing the most critical safety concerns.</p>
759	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	<p>Most of the cars parking there are excess for staff from the nursery as the car park is mostly for parents. A lot of people will struggle finding somewhere to park in order to get to work so ultimately won't be able to look after the children in the nursery. As well as this, it also means that the residents won't be able to park anywhere but drives or any friends or relatives coming to visit which will mean people will lose the social aspect. 9/10 the parking and waiting does not cause any problems.</p>	<p>Thank you for your feedback. The proposed restriction is necessary to ensure clear passage for essential services and avoid danger. Parking in the restricted section has been documented as obstructive, particularly for refuse collection vehicles and delivery lorries.</p> <p>Designated car parking for nursery staff is located nearby. Staff should use the allocated spaces or park further along School Lane where no restriction is proposed and parking does not obstruct access. The restriction is limited to the area where hazards have been identified, minimising impact on residents and visitors.</p>

760	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	This is a dead end road, no obstruction to the lane due to cars being parked. Seems like a waste of council money to implement this and with residents that have driveways which park there cars on the lane due to having 1 or more cars, surely this will affect them too if this action is put into place and not to mention the church which have coffee mornings and events to support local	The Authority has received documented concerns regarding obstructive parking creating safety hazards and blocking access for essential public services, including refuse collection vehicles. The proposed restriction is a necessary intervention to both avoid danger and facilitate the passage of vehicles. The restriction is targeted to the section where hazards have been identified and does not extend along the entire lane, minimising impact on residents and church users.
761	Somewhat Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	To ensure the safety of children and others remains paramount. The way people park it obstructive and dangerous. I agree that double yellow lines need to be put here but who is going to enforce the rules. People will park here regardless. Will there be a presence of wardens?	Thank you for your comments. The proposed prohibition of waiting is a necessary intervention to avoid danger and facilitate the passage of traffic during school pick-up and drop-off times. Parking at the junction has been documented as obstructive, creating blind spots and forcing vehicles into unsafe manoeuvres, which increases risk for pedestrians and other road users. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resources allow. While continuous presence cannot be guaranteed, the restriction provides a legal basis for action where necessary.
762	Disagree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	As living on Pennyfarthing Lane the school closure times already cause dangerous parking on our road ..Parking at junction of Acacia Avenue entering Pennyfarthing causing children to dodge cars ..Our road turns into a one way system at these times ! Cars doing u turns on road sometimes going into pavements ! These plans to Victoria way will cause even more chaos at school times ! A accident waiting to happen ..As traffic will then park further up Acacia and causing even more chaos at school times .Really you need to see school traffic at these closure times to see how bad it gets !	The proposed prohibition of waiting is focused on the junction of Victoria Way and Pennyfarthing Lane to address documented safety hazards caused by obstructive parking during school pick-up and drop-off times. Parking at this location creates blind spots, restricts manoeuvring space, and increases risk for pedestrians and vehicles. The restriction will ensure clear sightlines and safe turning movements at this critical point, improving overall highway safety. We acknowledge your concerns about potential displacement and congestion further along Acacia Avenue. While some redistribution of parking may occur, this is considered a necessary and proportionate consequence of improving safety at the junction, where risks are greatest. The extent of the double yellow lines has been carefully designed to target the most hazardous location while minimising the removal of desirable parking elsewhere.
763	Disagree	AO18 - 2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time	My concern is that traffic will back up further along the route to the school creating danger due to excessive volume at school delivery and collection times. My suggestion would be to extend the yellow lines to the adjoining roads encouraging parents to use the hub car park as a drop off and collect point.	The proposed restriction is focused on the junction of The Plantation and Pennyfarthing Lane to address documented safety hazards caused by obstructive parking during school pick-up and drop-off times. This measure ensures clear sightlines and safe turning manoeuvres at this critical location.

				Your suggestion to extend restrictions and encourage use of the hub car park is outside the scope of this specific proposal but has been noted for consideration by Monmouthshire's Traffic Team.
764	Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	I agree with the reasons given for both 2264 and 2261 (The Plantation, Undy) and would strongly suggest that the junction of Acacia Avenue and Pennyfarthing Lane is considered as well. The implementation of the closure of Pennyfarthing Lane during school pickup/dropoff times has merely pushed the traffic problem further up and down the road (no surprise there!) and failed to address the root cause - over-use of motor vehicles and the concomitant risk to residents and pedestrians. Instead it seems that measures should be taken to improve the safety of risk areas, junctions being a specific one, by reducing parked vehicles at peak times.	Thank you for your comments. The proposed order is designed to enhance safety at the junction of Victoria Way and Pennyfarthing Lane by ensuring clear sightlines and manoeuvring space during critical school times. Parking at this location has been documented as creating hazards for pedestrians and forcing vehicles into unsafe manoeuvres. Your suggestion to consider restrictions at Acacia Avenue is outside the scope of this proposal but has been noted for consideration by Monmouthshire's Traffic Team
765	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	The proposal doesn't take into consideration the lack of parking/stopping for elderly people to use the pharmacy. The pharmacy van which delivers medication can not park in front of the pharmacy to load and of load	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. To support accessibility and business operations, a dedicated Disabled Persons Parking Place (AO18-2248) and a Loading Only Bay (AO18-2250) are proposed near the pharmacy. These measures aim to ensure convenient access for elderly visitors and allow the pharmacy van to load and unload safely. Your comments have been noted and recorded by Monmouthshire's Traffic Team.
766	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	A small area at the end of the lane is used for parking by employees of Caerwent Nursery. If this prohibition is enforced it would force employees to park [REDACTED] on a dark evening to access alternative parking. Where they park is not detrimental to any other traffic or residents. If the refuse lorry turning is of concern then the grassed triangle at the end of the lane should be removed to allow a full turning area.	The proposed restriction is necessary to address safety hazards and ensure access for essential public services, including refuse collection vehicles. Parking in the restricted section has been documented as obstructive, particularly for large vehicles turning safely. Designated car parking for nursery staff is located nearby. Staff should use the allocated spaces or park further along School Lane where no restriction is proposed and parking does not obstruct access. Comments regarding the removal of the grassed triangle will be considered by Monmouthshire's Traffic Team.
767	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of	The lane should be opened back up to allow access onto the A48 instead of painting double yellow lines everywhere. Some of the residents think this road is exclusively for access to their property, when not so long	The proposed order is focused on addressing documented safety hazards and ensuring access for essential public services by preventing obstructive parking. Your

		Waiting at Any Time	ago it was a through road. This would allow the local services lorry much better access through.	comments have been noted and will be considered by Monmouthshire's Traffic Team.
768	Disagree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	I use the very end of this lane for parking to access my job at the local nursery. I have spoken to the land owner who property I park outside of and they have no concerns with me parking there. If this prohibition order is to go ahead I would have to walk down school lane which is not very well lit and down the main road or another unlit lane to access any parking. This would be very unpleasant for a girl walking alone late in the evening.	The proposed restriction is necessary to ensure clear passage for essential services and avoid danger. Parking in the restricted section has been documented as obstructive, particularly for refuse collection vehicles and delivery lorries. Designated car parking for nursery staff is located nearby. Staff may also use the allocated spaces or park further along School Lane where no restriction is proposed and parking does not obstruct access.
769	Agree	AO18 - 2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time	Also AO18 = 2264. There have been significant parking issues in this area for decades. I do not think the parking restrictions go far enough! I would like to see double yellow lines going all the way up Pennyfarthing Lane to just past the junction with Victoria Way at least on one side of the road. With the continued building of houses in the area meaning there will be more families moving into the area this problem is only going to escalate further. Please consider doing something more radical. I would hate to see anyone get hurt by excessive traffic and selfish/inconsiderate parking. All human life is precious be that child, adult or pensioner!!!	The proposed restriction is targeted at the junction of The Plantation and Pennyfarthing Lane to address the most critical safety concerns identified, including obstructive parking during school times and compromised visibility for turning vehicles. Your suggestion for extending restrictions further along Pennyfarthing Lane is outside the scope of this proposal but has been noted for consideration by Monmouthshire's Traffic Team.
770	Disagree	AO18 - 2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time	Is this not cover under the basic rules of Highway Code Rule 243, obviously this is not being currently enforced by the relevant agency how does MCC propose enforcement, if the current rules are not being enforced?	While the Highway Code advises against parking within 10 metres of a junction, enforcement requires a formal Traffic Regulation Order. This proposal formalises that guidance and provides a legal basis for enforcement. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resources allow. While continuous presence cannot be guaranteed, the restriction enables action where necessary.
771	Disagree	AO18 - 2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time	With the road closed restriction not allowing cars to pass the school the situation in this area is already very dangerous with cars turning and parking. I strongly believe in adding double yellow lines would just add to the lack of parking and therefore danger would only be exasperated.	The proposed restriction is necessary to avoid danger and facilitate the passage of traffic during critical school pick-up and drop-off times. Parking at the junction has been documented as creating hazards for pedestrians and forcing vehicles into unsafe manoeuvres. The extent of the double yellow lines has been carefully designed to maintain manoeuvring space and clear sightlines while minimising the removal of desirable parking near residential properties.
772	Disagree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	With not being allowed to drive past the school and parking being a real problem around the school it is important no more parking opportunities are taken away. It is only for a very short periods throughout the day.	Thank you for your comments. The proposed restriction is essential to avoid danger and facilitate the passage of traffic during school pick-up and drop-off times. Parking at the junction has been documented as obstructive, creating

				blind spots and increasing risk for pedestrians and vehicles. The extent of the double yellow lines has been carefully designed to maintain manoeuvring space and clear sightlines while minimising the removal of desirable parking near residential properties.
773	Somewh at Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	I agree with the proposal but think there should also be double yellow lines on the other side of pennyfarthing outside 31, 33, 35 where there is currently a single white line. This is often the only place cars can pull in if someone is coming up hill and the last spot you can really see the crossing from.	The proposed restriction is focused on the junction of Victoria Way and Pennyfarthing Lane to address documented safety hazards caused by obstructive parking during school times. Your suggestion to include restrictions on the opposite side of Pennyfarthing Lane is outside the scope of this proposal but has been noted for consideration by Monmouthshire's Traffic Team.
774	Somewh at Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	Nobody parks in this location anyway, the real issue is the car that's parked between the driveways to stop people pulling in when they cannot see around the corner, further down the hill if you are doing double yellows please also replace the single white line outside 33, 31, [REDACTED] block	The proposed restriction is intended to formalise safety at the junction by ensuring clear sightlines and safe manoeuvring space during school pick-up and drop-off times. Your comments regarding specific parking behaviour and the suggestion to replace single white lines further down the hill are outside the scope of this proposal but have been noted for consideration by Monmouthshire's Traffic Team.
775	Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	Please make Pennyfarthing Lane and Victoria Way resident parking only there is going to be a serious accident one day involving parents dropping their children off to school as they drive extremely dangerously particularly when they are late.	The proposed restriction is focused on the junction of Victoria Way and Pennyfarthing Lane to address documented safety hazards caused by obstructive parking during school times. Your suggestion for resident-only parking is outside the scope of this proposal but has been noted for consideration by Monmouthshire's Traffic Team.
776	Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	Traffic parking on corner especially at school times create blind spots for traffic exiting and entering Victoria way. During school times Victoria way is used by parents for parking and as a turning point which heightens the probability of a two car collision or even worse an adult or child being in collision with a car.	The proposed restriction is a necessary intervention to enhance safety for all road users by ensuring clear sightlines and manoeuvring space at the junction during critical school times. Parking at this location has been documented as creating blind spots and increasing collision risk for both vehicles and pedestrians.
777	Somewh at Agree	AO18 - 2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	Fully behind order, but we have lots of double yellow lines around village, and they are NOT enforced. Seems to be the norm in Monmouthshire. Nothing is enforced. What's the point of making any orders?	Your comments have been noted. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resources allow. While continuous presence cannot be guaranteed, the restriction provides a legal basis for action where necessary.
778	Agree	AO18 - 2213 Ash Tree Road, Caerwent Proposed Prohibition of Waiting at Any Time	Constant silly parking where emergency vehicles would not be able to gain access through.	Your comments have been noted. The restrictions are proposed to prevent obstructive parking and ensure emergency vehicles and essential services can navigate the road unimpeded, fulfilling the duty to facilitate passage and avoid danger.
779	Disagree	AO18 - 2257 Plas Derwen Way, Abergavenny	Legal parking in this street has very little impact on residents as it does not block access to driveways or the rest of the estate.	The proposed order is restricted solely to the immediate vicinity of the A40 junction. This location has

		Proposed Prohibition of Waiting at Any Time	However, any restrictions in Plas Derwen Way are likely to result in drivers parking further on up the street and into Plas Derwen Close/View where the impact would be greater. I cannot see a problem at present and do not want to have one unnecessarily created, funded by my council tax.	been identified as a safety concern due to obstructive parking that compromises sightlines and forces vehicles into unsafe manoeuvres when entering or exiting the junction. The measure is designed to protect the intersection and prevent accidents, in line with Highway Code guidance. We acknowledge concerns about displacement further into the estate. Wider restrictions were previously considered but not implemented following significant opposition during consultation. This revised proposal deliberately avoids extending restrictions beyond the junction to minimise impact on residents while addressing the most critical hazard.
780	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	I believe the changes that want to be made to the high street, are going to massively effect and put the businesses at risk. The high street is the only part of raglan that pulls trade in, people are creatures of habit and convenience. The high street really is integral to Raglan, and parking needs to stay the same.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the importance of High Street trade and the need to maintain convenient parking have been noted and recorded by Monmouthshire's Traffic Team.
781	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	This proposal will kill many of the businesses on the highstreet, and impact the residents ability to park their cars.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the potential impact on businesses and residents' parking have been noted and recorded by Monmouthshire's Traffic Team.
782	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Given there are numerous ways to avoid Raglan high street (including, yes, a by-pass) one must conclude that drivers are stopping and /or passing through largely by choice. They are choosing to encounter a potential delay and will have factored in that delay into their journey (this to include bus and delivering time tabling) or they are choosing to negotiate parking and travelling through because they want to provide or use services including Tesco, Morrisons, fish and chips, pub, fuel and pharmacy. These are valued services, which bestow [REDACTED] a rare vibrancy, which we should protect. The slow moving traffic makes it an easy road to cross at most points along its length.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the importance of High Street services, the potential risks of kerb widening, and the need to avoid measures that increase traffic speed have

			<p>Provision of a portion of kerb widening to facilitate crossing may hold unintended dangers, as would any measures which seek to speed up traffic.</p> <p>As there are no resources to enforce traffic limitations and compliance is, in effect, voluntary we are back to human choice.</p> <p>HGVs which have no business in the high street are unwelcome and unnecessary. This is where the council should focus its thinking.</p>	<p>been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary. Your comments about HGV restrictions have also been noted and recorded by Monmouthshire's Traffic Team.</p>
783	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	<p>Where do I say this. Please read. The central waiting section of the A40 crossing, (heading eastbound to Newport/monmouth or crossing to the Gorseinon Rd, giving way to fast moving traffic from the Abergavenny direction...THERE IS TOO MUCH SIGNAGE BLOCKING VISIBILITY.</p> <p>SHOULD HAVE SPEED CAMERAS ENFORCING 50mph along Raglan by-pass. Safer, quieter and a great source of income.</p>	<p>Your concerns regarding visibility at the central waiting section of the A40 crossing have been noted. The Authority will review the signage layout to ensure it does not compromise sightlines or safety for vehicles crossing or merging with fast-moving traffic from the Abergavenny direction. With regard to speed enforcement along the Raglan bypass, the installation and operation of speed cameras fall under the jurisdiction of Gwent Police and the GoSafe Partnership, rather than the local authority. We will forward your comments to the relevant enforcement body for consideration.</p>
784	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>There are a lot of elderly people in the village and surrounding area who would not be able to walk from the car park to the shops and carry shopping back. The speed of traffic passing through would increase making it more dangerous for the elderly crossing the road. A lot of drivers don't abide by the rules for the double yellow lines that have been there for many years. Will there be a traffic warden to man it if more lines are painted ?</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the needs of elderly residents, concerns about increased traffic speed, and the question of enforcement have been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>
785	Disagree	AO18 - 2263 Merthyr Road, Abergavenny Proposed Revocation of Time Restricted Prohibition of Waiting	<p>1. The chicane of legally parked cars on this upper section of Merthyr Road already makes traffic flow somewhat competitive. This proposal makes emerging from Pant Lane, whether to turn right or left on to Merthyr Road, even more of a blind guess and seems only to legalise the jeopardy currently created because of parked vehicles obscuring the view in either direction. Many Merthyr Road residents at the junction with</p>	<p>The proposal seeks to revoke the existing single yellow line restriction on Merthyr Road to improve parking availability for residents. This change responds to feedback that the current restriction is not essential for maintaining traffic flow or safety, given the width of the carriageway and the lack of off-street parking for some properties.</p>

			<p>Brecon Road have their parking to the rear on Regent Street (whether off or on road); to bring a vehicle from there to the front of the property on Merthyr Road can mean travelling down Prospect Road, right on to Pant Lane, and then right on to Merthyr Road. I would imagine that residents of Prospect Road and this section of Pant Lane, with little other choice, will dislike this proposal even more than I do.</p> <p>2. There is a similar problem directly opposite on this part of Merthyr Road for vehicles emerging from Commercial Street and Lamb Close, especially when seeking to turn left on to Merthyr Road. Sightlines would be much improved by adding yellow lines outside [REDACTED], rather than removing any from in front of [REDACTED]. [Apologies to residents at these addresses but improved sightlines mean improved chances for safety.]</p>	<p>We acknowledge your concerns regarding sightlines at junctions, particularly when emerging from Pant Lane and Commercial Street. While the removal of the restriction will increase parking opportunities, the Authority has considered the balance between visibility and parking needs. Parked vehicles can help calm traffic by reducing speeds and encouraging more cautious driving, which is particularly important in residential areas.</p> <p>The Highway Code advises against parking within 10 metres of a junction, and this principle will continue to apply. Enforcement of obstruction remains possible under existing legislation. Your suggestion to introduce additional yellow lines outside Nos. 23 and 23A to improve sightlines has been noted for consideration by Monmouthshire's Traffic Team. The current proposal focuses on revoking a restriction that was identified as unnecessary for traffic management, while maintaining the ability to address specific safety concerns through future targeted measures if required.</p>
786	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>[REDACTED] ,Our customers all use us and other businesses in the High street because of the convenience of being able to park outside the shops especially those of an elderly age ,The parking is also a natural traffic speed calming to the high street as vehicles are unable to speed through and the parked vehicles enable people to step out onto the road with protection of the parked cars and less distance to cover across the single file of moving traffic ,In all the years we have been here there has never been a fatality or accident involving a pedestrian being hit that we can recall</p> <p>I understand that the congestion can be somewhat annoying for some vehicle drivers but we have a by pass and an alternative route that can be taken if people wish and unless you are needing to come to the shops or pubs there is no need to drive through the high Street .</p> <p>I believe what would help the high street would be policing of the existing double yellow lines that we have to stop drivers from parking on them which creates issue with traffic coming from the Raglan Roundabout in to the village not being able to see through the high street if any on coming traffic from the Beaufort square end coming through .</p> <p>Policing this would solve most of the issues and we would be willing to contribute to the policing of this if it was possible to do .</p> <p>A weight restriction on the high street would also help to stop the large HGVs coming through on poor st navigation also a rerouting of the bus routes would help , Bus stops from Beaufort square could be removed so the bus stops coming into the village via Raglan Roundabout and collecting opposite the crown carpark as they do turning right down Wilcae terrace road to the</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding the importance of convenient parking for businesses and elderly customers, the role of parked vehicles in calming traffic, and the lack of accidents historically have been noted. Suggestions for enforcement of existing yellow lines, weight restrictions for HGVs, bus route adjustments, school bus parking, and a 2-hour parking limit have also been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>

			<p>other bus stop leaving the village back out on to the old Usk road and looping back onto the Raglan roundabout if going north saving having to cross the dangerous A40 junction at the top end of the village and leaving there back ends out in the dual carriageway whilst trying to cross this junction (which I have personally witnessed) . I don,t believe it is necessary for there to be 4 lots of Bus stops in such a small village .The crown end of the village is also flat and more easily accessible to disabled or infirm passengers . Monmouthshire county council school empty buses being driven through the high street to park at Station road depot are also causing issues in the street why cant they be parked at Usk county hall as before or left at the respective schools Monmouthshire county council are not helping the situation . Also I believe a [REDACTED] all day by some motorists car sharing ,but exceptions would be required for residents living on the High street,</p> <p>In My view these measures would help significantly in reducing the congestion at certain times of the day and would very pretty easy and inexpensive to implement and not cause significant harm to our businesses and vibrant Village which is very unique in these times .</p> <p>I believe the plans proposed would be seriously damaging to the businesses of the village and create just another village with boarded up shops and no sole something I hope not to see in my lifetime</p> <p>will await your response</p> <p>[REDACTED]</p>	
787	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>If the TRO means the extension of Double Yellow Lines along the High Street, I would definitely object. I would like to see an answer to the proposals made by Raglan Community Council in 2024 to extend the pavement outside the pharmacy and why Raglan Community Council have not received an answer to that proposal. A restriction of weight and width of vehicles using the High Street would be useful, but who is going to enforce any restrictions implemented. I do not agree to a designated loading bay for Tesco, which could limit parking for the general public</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding the pavement extension proposal from Raglan Community Council, weight and width restrictions for vehicles, and opposition to a designated loading bay for Tesco have been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>
788	Agree	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of	<p>The implementation of this order would have no impact on many residents of the Plas Derwen estate, but would have a huge effect on those of us who live in the area affected by the proposed order.</p>	<p>The Authority acknowledges the serious concerns raised regarding obstructive parking, blocked driveways, reduced visibility, and the wider impact on safety and</p>

		Waiting at Any Time	<p>The large number of cars which are parked outside our homes pose a danger - obstructing views and blocking driveways and frequently failing to observe speed limits as they enter and exit the estate.</p> <p>My view as I exit - or attempt to exit - my driveway is frequently blocked as is that of my neighbours - frankly this is an accident waiting to happen and we have all experienced near misses as we attempt to edge out between closely parked vehicles. I have repeatedly reported this to the police and was recently prevented from attending a medical appointment by a thoughtlessly parked car which encroached onto my access route.</p> <p>Last year two cars were completely destroyed by fire, which had it not been for the swift actions of the fire service would also have destroyed my beech hedge, which as it was, was damaged.</p> <p>In recent weeks we have subjected to abuse from drivers. While my neighbour was verbally abused and spat at by an angry driver, I received a mouthful of abuse from a driver enjoying an 'evening snack' who I respectfully asked not to put his beer cans in my garden waste bin which was awaiting collection and which I pay £50 for the privilege of using!</p> <p>Two more elderly neighbours have been terrified after speaking to a driver who threatened to 'come back and burn their house down' and 'kill them' after they had asked politely how long the vehicle was going to remain blocking their drive.</p> <p>In short, most residents in this part of the estate are fearful of repercussions from drivers who have simply been asked to park in a considerate and safe fashion. Many of us are elderly - I am an 83 year woman, living alone - or disabled and rely on our cars to remain independent. I count myself as good driver but there have been many occasions when I have failed to leave my drive thanks [REDACTED] on either side of the space.</p> <p>All too often these cars are parked for long periods of time - sometimes as long as three weeks, while their owners use Plas Derwen Way as a (free) extension of the railway station car park.</p> <p>We pay a considerable amount each year in council tax and receive very little - in fact the damage done to the road by last year's car fire is still to be repaired.</p> <p>It seems that by further delaying the implementation of these parking restrictions MCC is simply pandering to the wishes of a minority of residents who feel no impact of these issues.</p> <p>This problem has affected us for many years, with no resolution and I hope that introducing these parking restrictions will finally allow us to access our properties easily and safely.</p> <p>I have a number of photographs to illustrate the problems which I am able to provide if necessary.</p>	<p>quality of life.</p> <p>The proposed order is limited in extent solely to the immediate vicinity of the A40 junction. This location has been identified as a critical safety concern where obstructive parking compromises sightlines and forces vehicles into unsafe manoeuvres when entering or exiting the junction. The measure is designed to protect the intersection and prevent accidents, in line with the Highway Code and the Authority's statutory duty to maintain highway safety.</p> <p>We note your comments about vehicles obstructing driveways, causing near misses, and creating hazards when residents attempt to exit their properties. These issues highlight the importance of maintaining clear visibility at junctions, which is the primary objective of this proposal. The restriction will ensure that vehicles cannot park in positions that block sightlines or create dangerous conditions for drivers approaching or leaving the A40.</p> <p>Your concerns about anti-social behaviour, verbal abuse, and threats from drivers are deeply troubling. While these matters fall outside the scope of this Traffic Regulation Order, they underscore the need for measures that reduce conflict and improve safety in the highway environment. Similarly, the fire incident you described demonstrates the risks associated with vehicles parked for extended periods in unsuitable locations.</p> <p>This proposal is considered necessary and proportionate to address the most hazardous location identified, while minimising the removal of on-street parking elsewhere in the estate.</p> <p>Enforcement of the restriction will provide a clear legal basis for action where vehicles park in contravention of the order.</p> <p>Your comments and supporting evidence have been recorded as part of the consultation process.</p>
789	Disagree	AO18 - 2249 Raglan High Street Proposed	It will harm trade in Raglan. It will lead to an increase in vehicle speeds. It will not be monitored or enforced.	Following significant public feedback, the original proposal has been substantially reduced. Only a

		Prohibition of Waiting at Any Time		<p>short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding potential harm to trade and concerns about increased vehicle speeds have been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>
790	Somewhat Agree	AO18 - 2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	<p>School Lane is a busy road that serves the Baptist Church several days a week, St Tathans Church on busy funeral and wedding days, the nursery, a number of residents, tourists, children walking to and from school bus stops and dog walkers. So it's a bit of an anomaly both in terms of usage and given the fact that there is NO pavement. There are days when residents cannot easily exit their driveways due to heavy parking. Large refuse and delivery lorries also struggle, in particular to find safe areas to turn around. Another problem is that some parents and guardians picking up children from the nursery on the A48 drive too fast, maybe not realising that school children and dog walkers will also be using the road. Having seen a couple of near misses lately between drivers and pedestrians, I asked the nursery to kindly remind users to drive with caution and consideration for others. It's a shame that the CADW barns parking isn't used more often by those using School Lane although I appreciate it's not appropriate that people with mobility issues would be expected to park there and walk up to the church (for example). Having said all of that, putting double yellow lines in a large section of School Lane will just push the problem further up the Lane, closer to the war memorial. Would it not be possible to double yellow a section that would enable large lorries to turn safely and also put access protection markings (white lines) across and slightly beyond the residents' driveways right the way along School Lane?</p>	<p>The proposed restriction is a necessary intervention to address safety hazards and ensure access for essential public services, such as refuse collection vehicles. Parking in the restricted section has been documented as obstructive, creating hazards and blocking turning space for large vehicles. The Authority is proposing targeted restrictions to minimise impact while addressing the most critical safety concerns. Comments regarding alternative restriction locations and access protection markings have been noted for consideration by Monmouthshire's Traffic Team.</p>
791	Somewhat Agree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	<p>counter proposal for village parking. on north side of high street unloading only outside Beaufort Arms, followed by time limited parking up the the garage. on south side bus stop followed by unloading only as far as Tesco, then no parking until the old Post Office with time limited parking. No blue badge parking (there are alternatives behind Morrisons and surgery prescriptions) and possible resident permits to override time</p>	<p>The Loading Only Bay (07:00–10:00) is proposed as part of a coordinated scheme to maintain essential loading availability for Tesco and other businesses following wider restrictions. This measure ensures deliveries occur safely and efficiently during peak morning hours without obstructing traffic flow.</p> <p>Your counter-proposal for</p>

			limited parking. I suspect there are a few two and council proposal.	alternative bay locations and resident permits is noted; however, the Authority must balance operational needs with highway safety. The proposed loading bay is positioned to serve the primary retail premises most affected by delivery requirements. Introducing multiple unloading zones and resident permit exemptions would significantly increase complexity and enforcement challenges, reducing the effectiveness of the scheme. Blue badge parking has been provided through a dedicated Disabled Persons Parking Bay near the pharmacy to maintain accessibility for vulnerable users. Alternative parking behind Morrisons remains available for general use. Resident permit schemes are not currently supported in Raglan due to enforcement resource limitations and the need for consistent, clear regulations.
792	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Traffic will speed through the village, there will be a higher risk of someone being knocked over crossing the street which has no crossing points. This will also lead to less shoppers and will have a detrimental effect on Raglan.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding pedestrian safety, lack of crossing points, and potential impact on local trade have been noted and recorded by Monmouthshire's Traffic Team.
793	Agree	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	The Plas Derwen estate was once a most pleasant and tranquil area; however, this serenity has been severely disrupted in recent times as commuters have begun using our streets as an overflow car park for the nearby train station. It is deeply frustrating to return home after a day's work to find the estate congested with vehicles belonging to non-residents. This not only creates an unsightly environment but also causes significant inconvenience to those of us who live here. Residents pay a considerable amount in council tax each month, in addition to an annual fee for the upkeep of the estate, yet we are forced to contend with selfish and inconsiderate parking — with some vehicles left for several days, or even a fortnight at a time, while their owners are away. The council must accept some responsibility for this situation. A substantial sum has been spent transforming the train station into what many consider an unattractive development, while simultaneously reducing available parking through expanded disabled access on an already inadequate car park. It is difficult to understand why those funds were not allocated towards increasing parking	Thank you for your detailed comments. The proposed order is limited to the immediate vicinity of the A40 junction, which has been identified as a critical safety concern. Obstructive parking at this location compromises visibility and forces vehicles into unsafe manoeuvres when entering or exiting the junction. The restriction is designed to protect sightlines and reduce collision risk, in line with the Highway Code and the Authority's statutory duty to maintain highway safety. Wider restrictions within Plas Derwen Way were previously proposed under a different traffic order but were not progressed following significant negative feedback during consultation. This revised proposal focuses solely on the junction to address the most hazardous location identified while minimising the removal of on-street parking elsewhere.

			<p>capacity, rather than continually lecturing residents under the guise of environmental concerns.</p> <p>There is growing anger and frustration among residents, and I genuinely fear that, unless decisive action is taken soon, tensions may escalate and damage to vehicles could occur. This issue demands urgent attention before matters deteriorate further.</p>	
794	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>This is a very sound proposal. It would be a huge improvement to the public realm. There is no justification for allowing waiting on both sides of the High Street. At the moment there is almost constant parking on both sides causing regular disruption to traffic flow. There is a free car park a short walk away which is very little used. I also support TRO AO18 2248 and AO18 2250 (disabled parking and loading bay). The next step would be to create a shared traffic/pedestrian space with attractive new paving and ultimately a one way system with traffic flowing only west to east with westbound traffic diverted along Monmouth Road to join the A40 east of the town.</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your support for the proposal and suggestions for shared traffic/pedestrian space and a one-way system have been noted and recorded by Monmouthshire's Traffic Team.</p>
795	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>The proposal for yellow lines to be put along one side of Raglan High St is unsuitable - it cannot be policed adequately and is therefore unlikely to be adhered to. The prohibiting of all parking is likely to increase the overall speed of vehicles and in itself will not make crossing the busy and well used High Street any safer. A resident's proposal that the yellow lines already in place should be extended to go over the brow of the hill to help provide a vantage point for drivers without having to pull out into the road to have sight of on-coming traffic, is far more practical.</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding enforcement, concerns about increased speed, and the suggestion to extend existing yellow lines for improved visibility have been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>
796	Somewhat Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>This also applies to TRO's A18-2249 and 2250.</p> <p>There is a traffic issue with this section of Raglan's High Street.</p> <p>Whilst there was a convenience store there previously, its opening times were limited to 9.00am to 6.00pm and as Tesco is open for longer hours and with the range of products and prices it offers, it has attracted an increase in footfall from outside of Raglan and the associated increase in vehicle movements.</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding bus routes, school bus movements, pavement widening, pedestrian</p>

			<p>I gather that the proposal to investigate traffic movement have been brought by bus services and refuse collections, due to insurances claims following damage to parked vehicles.</p> <p>At the consultation meeting suggestions were raised asking if the school buses leaving and returning to the highways depot on Station Road could not use High Street, this would mean that vehicles had to use the "dangerous" junction on the A40 to the west of the village.</p> <p>This is another long running issue, but these busses do cross this junction as children travel from across the county to their respective schools.</p> <p>There was also discussions regarding the route of the Newport bus through the village between Monmouth to Usk and vice versa, to avoid High Street. This would of course require negotiations with Newport bus operators and could not be guaranteed.</p> <p>The proposal raised by one of the community councillors which had originally come from the school, was to provide a widened pavement outside the chemist, to improve pedestrian crossing.</p> <p>Currently, to cross, pedestrians as you know, have to step between parked cars, assess the opportunity to cross and then enter the row of parked cars on the opposite side. If the gaps don't align, a change of direction whist on the road has to take place.</p> <p>A problem is that when travelling from the west passed the petrol station, the carriageway rises and bends to the left, creating a blind spot of traffic travelling from the east, uphill.</p> <p>My question is, could the pavements on either side of the carriageway, (outside the chemist) be widened, with a pedestrian crossing, creating a traffic calming section, giving priority to cars moving eastwards, and to install a similar calming measure at the brow of the hill, giving priority to cars moving west.</p> <p>This would provide two potential crossing points for pedestrians, allowing priority for traffic within this section to leave, slow down traffic movement and potentially, reduce the "stand offs" of vehicles.</p> <p>The provision of the double yellow lines, parking and loading bays could be installed as per the proposals on the table or amended to suit current highways design, including the concerns raised at the public meeting.</p> <p>I would like to thanks [REDACTED] attended the meeting, especially their patience.</p>	<p>crossings, and alternative traffic calming measures have been noted and recorded by Monmouthshire's Traffic Team.</p>
797	Disagree	AO18 - 2249 Raglan High Street Proposed	<p>This would allow traffic to move without obstruction meaning higher speeds and drivers passing close to pavements on that</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a</p>

		Prohibition of Waiting at Any Time	<p>side, which are very narrow in parts. The street is always busy with parked cars which can cause problems with flow, but it does slow the traffic and is obviously needed by customers of the various businesses here. The double yellow lines already in place near Morrisons are constantly abused, though they are actually well placed to allow drivers from that direction to get a clear view of approaching traffic.</p> <p>A disabled parking space would be welcomed by many but it's suggested position - virtually opposite the loading bay - would surely cause a bottleneck here. I'd be very interested in the crossing point which was brought to our attention at the meeting. It seems an obvious project to look at, with minimal loss of parking spaces (no need for zigzags in this proposal) and a safer place to cross.</p> <p>The sad fact is that many people will continue to ignore double yellow lines and similarly, blue badge spaces unless there is some consequence to their actions. A few parking tickets handed out over the space of a month and then sporadic checks going forward might encourage more considerate and legal parking.</p> <p>Raglan has a busy High St with an increasing volume of traffic, it would be good to discourage through traffic as much as possible and these proposals would have the opposite effect.</p>	<p>short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding potential speed increases, narrow pavements, the location of the proposed disabled bay, interest in a crossing point, and discouraging through traffic have been noted and recorded by Monmouthshire's Traffic Team.</p> <p>Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>
798	Disagree	AO18 - 2251 Kings Street/Lion Street, Abergavenny Time Restricted Prohibition of Loading (Monday to Sunday, 07:30 – 18:00)	<p>For the last 12-15 years I had helped my elderly aunt [REDACTED] of [REDACTED], look after her disabled husband [REDACTED] along with carers. Since his passing Dec' 2020 I have looked after my aunt who is housebound delivering hot meals everyday of the week parking outside her home for no longer than 30 minutes, I also take her to and from Doctors/ Hospital appointments as she is unable to walk many steps I pick her up outside her front door, I am very concerned how this will affect me and my aunt, she is 92 years of age and very worried how this proposal will affect our situation.</p> <p>Kind regards. [REDACTED].</p>	<p>The Authority fully understands the importance of being able to support vulnerable residents and appreciates the concern this proposal raises.</p> <p>This order has been requested by Monmouthshire's Public Transport Unit to address a persistent highway safety issue and ensure the safe passage of public transport vehicles. The location is a critical point where stationary vehicles—even for short periods—create significant hazards, forcing buses and other large vehicles into unsafe manoeuvres. For this reason, the proposed restriction is a Prohibition of Loading, which means stopping for any loading or unloading activity will not be permitted at any time.</p> <p>Whilst we recognise this may cause inconvenience for carers and family members. This measure is considered necessary and proportionate to improve road safety and maintain traffic flow for all road users, including emergency and public transport vehicles.</p>
799	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting	<p>It only makes sense to do this if MCC actually do what they've been asked to do by Raglan Community Council and put a crossing point across the road between the Chemist and Tesco's. Then any disabled people can cross the road safely.</p>	<p>The proposed Disabled Persons Parking Place is intended to maintain accessible parking provision near key amenities following the loss of an existing bay. The suggestion for a pedestrian crossing between the chemist and Tesco's is noted; however, this is a separate matter outside the scope</p>

		Period, No return within 1 hour.		of the current proposal. Your comments have been noted by Monmouthshire's Traffic Team for consideration as part of wider pedestrian safety improvements.
800	Disagree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	<p>I understand why the supermarket want this but this should all have been evaluated when they took over the small village supermarket rather than one year later. It is notable that the evening delivery comes in a smaller vehicle which causes minimal issue whereas the morning delivery comes in the largest HGV so was always going to cause an issue. Why can't the supermarket use a smaller vehicle in the morning as well.</p> <p>Current deliveries are made by 9am so don't agree with restriction until 10am</p> <p>The previous supermarket owner had deliveries at 7am and there was never an issue.</p> <p>Therefore I believe the supermarket could resolve this themselves by delivering in the smaller vehicles earlier in the morning.</p>	<p>The Loading Only Bay is proposed to ensure safe and legal loading for all businesses during peak morning hours. While operational choices such as vehicle size and delivery scheduling are matters for the retailer, the Authority must provide infrastructure that accommodates current practices and prevents obstruction of the highway.</p> <p>The 07:00–10:00 window was selected to cover the period when deliveries typically occur, ensuring flexibility for businesses while minimising disruption to general traffic. Reducing the time window could lead to congestion if deliveries overlap or are delayed. The Authority cannot mandate vehicle size but recognises that the loading bay provides a controlled space to mitigate the impact of larger vehicles.</p>
801	Agree	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>This is an increasingly busier junction with visibility from the A40 Monmouth Road from the Fenni direction being restricted by the boundary wall between the estate and the main road. The renovation works on the Plas Derwen Inn are progressing and will generate additional traffic numbers when opened for business. The restrictions proposed will (if complied with) will offer greater certainty of visibility to drivers.</p> <p>However, it is disappointing that this order will offer no relief for resident drivers who have to navigate several chicanes, a blind 90' bend with adjoining junction which requires driving on the wrong side of the road to avoid the many parked cars whose owners are using the area for daily and extended (+ one week) railway parking. There is a tremendous facility for +100 parking one station further down the line if used could resolve this this problem.</p> <p>May I suggest that the yellow lines be extended into the estate with parking being limited to 6 hours in ant one day.</p>	<p>Thank you for your observations. The proposed restriction at the A40 junction is intended to improve visibility and reduce risk where vehicles enter and exit the estate. This location has been identified as a priority due to obstructive parking that compromises sightlines and creates hazards for approaching traffic.</p> <p>Wider restrictions within Plas Derwen Way were previously proposed but did not proceed following significant negative feedback during consultation. The current proposal is therefore focused solely on the junction to address the most immediate safety concern while minimising the removal of on-street parking elsewhere. Your suggestion for extended waiting restrictions has been noted.</p>
802	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>Absolutely oppose for safety reasons as well as commercial</p> <p>1. The current arrangement with cars parked on both sides of the road means that vehicles travelling through the High Street in either direction do so typically at a speed well below the speed limit. If this proposal is implemented it would mean cars could travel in both directions without any reduction in speed. A recent Go Safe speed survey outside of the school showed 60% of cars travelling above the speed limit (available on request) and it would be the same here. This would make it virtually impossible for vulnerable adults and children to cross the road safely.</p> <p>It should be noted that with the Chemist and supermarket on opposite sides of the road, crossing the road is very necessary for the elderly.</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding pedestrian safety, lack of crossing points, traffic flow evaluation, A40 junction changes, and the importance of High Street businesses for local wellbeing have been noted and recorded by Monmouthshire's Traffic Team.</p>

			<p>2. The change to traffic flow at the A40 junction that MCC agreed to over 18 months ago has still not been completed. This is despite Cathrin Maby agreeing with Ken Skates that it would be done. Her recent excuse was that a traffic flow effect evaluation for the High Street would need to be done. As this is a significant change to the High Street itself I would expect a traffic flow effect evaluation to be completed and submitted alongside the TRO so that a proper understanding could be had of the likely effect of the change.</p> <p>3. The success of Raglan as a village in part comes from the fact that we have commercial businesses that would not normally be sustainable in a village of our size. The ability of passing shoppers, often doing a quick divert from the A40, to pop in for a quick shop supports these businesses which in turn supports access to local shops for the elderly in our village. Over 50% of the residents in the village are of retirement age and access to local shops is very important to their wellbeing. If you remove parking on the High Street you will decimate the footfall through these shops and they will then disappear causing a detrimental effect on the wellbeing of residents.</p> <p>To be clear we have a supermarket, clothes shop, butchers, post office, garage with supermarket, fish & chip shop and a chemist.</p>	
803	Somewhat Agree	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>The proposed yellow lines are welcome but do not go far enough on Plas Derwen Way as they will not help the situation in any way in fact will only exacerbate the situation. The lines in the present proposal are unnecessary because they only prevent parking near a junction or across the driveway to the Plas Derwen Pub which is illegal anyway. This is a complete waste of time resources and money from an already struggling authority and as a resident and someone who pays a high rate of council tax is disturbing</p>	<p>The proposed restriction is limited to the A40 junction to address a documented safety hazard where obstructive parking compromises visibility and creates collision risk. While parking near junctions is discouraged under the Highway Code, enforcement requires a formal Traffic Regulation Order. This measure ensures compliance and provides a legal basis for enforcement where necessary. Wider restrictions within Plas Derwen Way were previously proposed but were not progressed following significant negative feedback during consultation. The current proposal is considered necessary and proportionate to address the most critical hazard while minimising impact on residents.</p>
804	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>This will kill the businesses on the High Street. Yellow lines down one side only would be sufficient to prevent the usual blockage. Plus traffic calming bumps if speed is an issue.</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding business impact and suggestions for alternative measures such as yellow lines on one side only and traffic calming bumps have been noted</p>

				and recorded by Monmouthshire's Traffic Team.
805	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	At present the cars parked on both sides of the road act to slow down traffic. If there are traffic restrictions in the high street then cars will be driven faster through the village and this could well be dangerous to pedestrians trying to cross the road. Also the inability to park will cause a drop in footfall in the local shops.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the role of parked cars in calming traffic and concerns about pedestrian safety and business impact have been noted and recorded by Monmouthshire's Traffic Team.
806	Disagree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	It would kill the passing trade with motorists being able to park and shop conveniently. If this was implemented the village would become yet another pedestrianised ghost town. The current system has been used successfully for decades. Leave it as it is please!	The proposed Disabled Persons Parking Place is intended solely to maintain accessible parking provision for disabled residents and visitors near key amenities. It will not significantly reduce general parking availability and therefore should not impact passing trade. Additionally, Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.
807	Disagree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	I think it will be the end for the businesses in Raglan by restricting parking. People already speed through the village and this will only encourage even faster driving. The buses that pass through could easily change the bus stops to Usk Rd then the buses would not need to go through the High Street and get on the dual carriageway via the roundabout. This would also stop the dangerous crossing at Monmouth Rd end. Please do not kill our lovely village	The Disabled Persons Parking Place is proposed to ensure accessible parking remains available for disabled residents and visitors. Comments regarding bus routes, traffic speed, and pedestrian safety are outside the scope of this proposal and have been noted by Monmouthshire's Traffic Team for consideration as part of wider transport planning. Additionally, Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.
808	Somewhat Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Only one side of the road, the chemist side! I [REDACTED], the amount of driver's speeding is getting worse, why cannot a mobile camera unit be placed in [REDACTED]	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining

				<p>safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding speed concerns, the suggestion for a mobile speed camera, and limiting restrictions to one side of the High Street have been noted and recorded by Monmouthshire's Traffic Team.</p>
809	Somewhat Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	The frequent traffic chaos on Raglan High Street needs to be addressed. Double yellow lines on [REDACTED] would seem to be enough of a change. There is an adequate car park very near the high street which can easily accommodate the parked vehicles.	<p>The Disabled Persons Parking Place is proposed as part of a cohesive scheme to improve accessibility. Additionally, Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.. Your comments regarding alternative measures and car park usage have been noted by Monmouthshire's Traffic Team.</p>
810	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>I feel it will be more difficult for people (especially who have limited mobility, of which there are a lot in the village) to park near to the high street and therefore discourage people from using the local shops.</p> <p>I also worry that with less parked cars drivers will be tempted to drive faster through this high street and be less vigilant for pedestrians</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding mobility challenges, access to local shops, and concerns about increased traffic speed have been noted and recorded by Monmouthshire's Traffic Team.</p>
811	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Restrict vehicles over [REDACTED], restricting parking will not benefit village life and any restriction would be ignored as who is going to police any breaches	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding weight restrictions and enforcement have been noted and recorded by Monmouthshire's Traffic Team.</p> <p>Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide</p>

				a legal basis for action where necessary.
812	Somewh at Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	<p>[REDACTED]. I will gratefully welcome more yellow lines.</p> <p>I think the disabled spot needs to be on the same side as the loading bay by extons. We currently see people thinking they can be somehow unnoticed parking on double yellows if they squeeze close behind a legally parked car. Giving any availability on that side of the road will encourage violation I feel. But would rather this current proposal than nothing.</p> <p>The hight street really needs some speed bumps or a give way to calm the through traffic speed (a lot driving through from Chepstow including lorries).</p> <p>There's currently a temporary traffic light by Castle Gate Medical Practice and this is calming the through traffic a lot. Could this light be put in one way (for people entering the village) permanently? Considering the new development will be there too.</p> <p>The car park by the school isn't providing enough spaces to deal with the entire school, church events and people using the local amenities. We already have high volumes of illegal parking during school pick up. Could the council utilise the old school plot for more parking? We have more houses being built in the village right now and the school has capacity to take in more students. It's a problem that needs to be tackled sooner or later.</p> <p>There's no safe crossing on chepstow road by the school or on the high street. People living close by aren't walking or in danger wheb walking because the routes aren't safe enough.</p> <p>There's no pavement, speed bumps or lighting by the nursery on Station road. Children finish in the dark during winter and many walk home. MCC employees tend to speed down this road from the base at Raglan.</p> <p>Could also do with some speed bumps on Monmouth road to calm the speed of the traffic coming off the A40. Again, children are using this route to walk to school and toddlers from the nursery walk it as part of the healthy footsteps route.</p> <p>People seem to argue this is the way the village has been for years. But 25+ years ago is not comparable to now. Far more traffic coming through, many more houses (and more coming), nursery, bigger school. Businesses look much different even in the past 5 years attracting people from surrounding villages who would have formerly opted for Usk, Monmouth or Aber. Bigger and more frequent lorry deliveries. Some people on long distance journeys even use Raglan garage over the service stations.</p>	<p>The proposed Disabled Persons Parking Place is part of a wider scheme to improve accessibility and maintain provision for Blue Badge holders near key amenities. The suggested alternative location for the bay has been noted; however, the current position was selected to provide the greatest benefit without compromising loading arrangements or traffic flow. Your comments regarding additional measures—such as speed bumps, traffic calming, permanent signals, improved pedestrian crossings, lighting, and parking provision—are outside the scope of this specific proposal but have been recorded and will be referred to Monmouthshire's Traffic and Road Safety Teams.</p> <p>We acknowledge the concerns about school-related parking pressures, future development impacts, and pedestrian safety on Chepstow Road, Station Road, and Monmouth Road. These issues will be reviewed alongside strategic planning for Raglan to ensure that future measures address increased traffic volumes and improve safety for all road users.</p>

			<p>People also argue that it will cause local businesses to struggle, but Morrisons garage has its own parking, people won't stop using the pharmacy because they need it, Beaufort has its own parking and to enjoy food or drink at the Ship I'm sure a walk from the car park won't stop people. Tesco would have more challenges but I don't think they'll struggle.</p>	
813	Somewh at Agree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	<p>I have a 4 and [REDACTED] several times a day. I will gratefully welcome more yellow lines.</p> <p>I think the disabled spot needs to be on the same side as the loading bay by extons. We currently see people thinking they can be somehow unnoticed parking on double yellows if they squeeze close behind a legally parked car. Giving any availability on that side of the road will encourage violation I feel. But would rather this current proposal than nothing.</p> <p>The hight street really needs some speed bumps or a give way to calm the through traffic speed (a lot driving through from Chepstow including lorries).</p> <p>There's currently a temporary traffic light by Castle Gate Medical Practice and this is calming the through traffic a lot. Could this light be put in one way (for people entering the village) permanently? Considering the new development will be there too.</p> <p>The car park by the school isn't providing enough spaces to deal with the entire school, church events and people using the local amenities. We already have high volumes of illegal parking during school pick up. Could the council utilise the old school plot for more parking? We have more houses being built in the village right now and the school has capacity to take in more students. It's a problem that needs to be tackled sooner or later.</p> <p>There's no safe crossing on chepstow road by the school or on the high street. People living close by aren't walking or in danger wheb walking because the routes aren't safe enough.</p> <p>There's no pavement, speed bumps or lighting by the nursery on Station road. Children finish in the dark during winter and many walk home. MCC employees tend to speed down this road from the base at Raglan.</p> <p>Could also do with some speed bumps on Monmouth road to calm the speed of the traffic coming off the A40. Again, children are using this route to walk to school and toddlers from the nursery walk it as part of the healthy footsteps route.</p> <p>People seem to argue this is the way the village has been for years. But 25+ years ago is not comparable to now. Far more traffic coming through, many more houses</p>	<p>The Disabled Persons Parking Bay is proposed near the pharmacy to ensure accessibility to essential health services. Locating it on the loading bay side would reduce available space for deliveries and compromise the scheme's effectiveness. Enforcement will address illegal parking on double yellow lines; Monmouthshire's Civil Enforcement Team manages compliance as resources allow. Your suggestions for speed bumps, traffic lights, additional parking, pedestrian crossings, and lighting improvements are outside the scope of this Traffic Regulation Order but have been recorded for consideration by Monmouthshire's Traffic Team.</p>

			<p>(and more coming), nursery, bigger school. Businesses look much different even in the past 5 years attracting people from surrounding villages who would have formerly opted for Usk, Monmouth or Aber. Bigger and more frequent lorry deliveries. Some people on long distance journeys even use Raglan garage over the service stations.</p> <p>People also argue that it will cause local businesses to struggle, but Morrisons garage has its own parking, people won't stop using the pharmacy because they need it, Beaufort has its own parking and to enjoy food or drink at the Ship I'm sure a walk from the car park won't stop people. Tesco would have more challenges but I don't think they'll struggle.</p>	
814	Somewh at Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>[REDACTED]. I will gratefully welcome more yellow lines.</p> <p>I think the disabled spot needs to be on the same side as the loading bay by extons. We currently see people thinking they can be somehow unnoticed parking on double yellows if they squeeze close behind a legally parked car. Giving any availability on that side of the road will encourage violation I feel. But would rather this current proposal than nothing.</p> <p>The hight street really needs some speed bumps or a give way to calm the through traffic speed (a lot driving through from Chepstow including lorries).</p> <p>There's currently a temporary traffic light by Castle Gate Medical Practice and this is calming the through traffic a lot. Could this light be put in one way (for people entering the village) permanently? Considering the new development will be there too.</p> <p>The car park by the school isn't providing enough spaces to deal with the entire school, church events and people using the local amenities. We already have high volumes of illegal parking during school pick up. Could the council utilise the old school plot for more parking? We have more houses being built in the village right now and the school has capacity to take in more students. It's a problem that needs to be tackled sooner or later.</p> <p>There's no safe crossing on chepstow road by the school or on the high street. People living close by aren't walking or in danger wheb walking because the routes aren't safe enough.</p> <p>There's no pavement, speed bumps or lighting by the nursery on Station road. Children finish in the dark during winter and many walk home. MCC employees tend to speed down this road from the base at Raglan.</p> <p>Could also do with some speed bumps on Monmouth road to calm the speed of the traffic coming off the A40. Again, children are using this route to walk to school and</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding the location of the disabled bay, speed bumps, traffic lights, school parking capacity, pedestrian crossings, Station Road safety, and Monmouth Road traffic calming have been noted and recorded by Monmouthshire's Traffic Team.</p>

			<p>toddlers from the nursery walk it as part of the healthy footsteps route.</p> <p>People seem to argue this is the way the village has been for years. But 25+ years ago is not comparable to now. Far more traffic coming through, many more houses (and more coming), nursery, bigger school. Businesses look much different even in the past 5 years attracting people from surrounding villages who would have formerly opted for Usk, Monmouth or Aber. Bigger and more frequent lorry deliveries. Some people on long distance journeys even use Raglan garage over the service stations.</p> <p>People also argue that it will cause local businesses to struggle, but Morrisons garage has its own parking, people won't stop using the pharmacy because they need it, Beaufort has its own parking and to enjoy food or drink at the Ship I'm sure a walk from the car park won't stop people. Tesco would have more challenges but I don't think they'll struggle.</p>	
815	Disagree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	<p>Impact on businesses, elderly people frequent raglan and many can't walk from the car parks.</p> <p>Fines implemented for parking on the yellow lines and larger vehicles made to use the bypass instead of Main Street. Also the bypass could be made safer if the traffic waiting to cross from raglan side were made to go to the roundabout and the cross over was blocked off!</p>	<p>The Loading Only Bay is designed to support local businesses by providing a dedicated space for deliveries during peak hours, mitigating the impact of wider restrictions. The Authority has withdrawn the broad Prohibition of Waiting order, retaining general parking availability on the High Street to minimise inconvenience for residents and visitors.</p> <p>Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p> <p>Your comments regarding HGV routing and bypass configuration are strategic matters outside the scope of this order and will be considered by Monmouthshire's Traffic Team.</p>
816	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>Double yellow lines will decrease parking for the businesses in the village. The car park is only useful for fit people. Without parking on both sides the traffic will not be calmed and there is potential for cars to speed through a busy shopping environment. There are many better ways of dealing with this. I am concerned about there being a stand alone disabled parking bay by the pharmacy-on the side where there is proposed to be double yellow lines. The disabled person will have a very hard time getting out of their car to get to the safety of the pavement when they will become a pinch point for all passing traffic including buses. Poor design</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding business impact and concerns about the design and location of the disabled bay have been noted and recorded by Monmouthshire's Traffic Team.</p>
817	Agree	AO18 - 2249 Raglan High Street Proposed	<p>The TRO would ease the unacceptable parking congestion which currently allows only a single vehicle width for the majority of</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a</p>

		Prohibition of Waiting at Any Time	<p>the length of the High Street. [REDACTED]. Parked vehicles, often on existing double yellow lines, also block any clear view of opposing traffic when approaching from the western end of the High Street, inevitably requiring one or more vehicles to reverse in order to allow oncoming vehicles to pass. A similar situation happens at the eastern end of the High Street, with vehicles wanting to pass through the village often having to queue back on to Chepstow Road.</p> <p>I entirely support the proposed TRO, which should also include a restriction on large farm vehicles and goods vehicles using the High Street unless making a delivery, and traffic management and calming measures to ensure the speed of all vehicles is restricted.</p>	<p>short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments regarding congestion, visibility, support for the TRO, and suggestions for HGV restrictions and traffic calming have been noted and recorded by Monmouthshire's Traffic Team.</p>
818	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>[REDACTED]. Having parking both sides of the High Street has ensured that retail businesses in the High Street have survived the economic challenges that many other small towns and villages have fallen foul of. Not only is it convenient to park so close to the shops, pub, and fish and chips shop, the parking on both sides of the road forces traffic flow to slow down.</p> <p>If the High Street had double lines both sides, I believe, the traffic would speed up considerably and make anyone walking on the pavement or crossing over the road more vulnerable.</p> <p>It is annoying when some people blatantly park on the double yellow lines already in place. By doing so, they are the people who cause the traffic snarl ups. This is because by parking on the current double yellows it prevents drivers getting a clear view of the road ahead.</p> <p>Putting double yellow lines both sides of the High Street will kill our lovely village amenities.</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the importance of parking for local businesses, its role in calming traffic, concerns about increased speed, and enforcement of existing yellow lines have been noted and recorded by Monmouthshire's Traffic Team.</p> <p>Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p>
819	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>This is a lovely bustling village that has become dangerous since the new retail outlets have been opened and are open until much later in the evening. For eg. 1730-1800 on a tuesday evening is crazy. However this could be improved by rerouting certain types of vehicles as the Ire is clearly demand for these businesses. It is questionable if it should have been granted without adequate parking but thats by the by.</p> <p>The high street is clearly not suitable for the size of buses that drive through. Could the bus stop be moved to the school car park or to the area outside the old raglan school where they could drive in and then back out. And make it more of a bus station and the buses only enter and exit going back up to the a40 via a right turn bu the church. No buses in the busy aection of the high street. Then agricultural vehicles could alsi use the same route and. Ot be allowed into the aection of the high street from the garage to the beaufort.</p> <p>Then make one side of the high street a no parking zone and leave the other side open</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding bus routes, agricultural vehicle restrictions, alternative parking arrangements, Tesco delivery concerns, and enforcement have been noted and recorded by Monmouthshire's Traffic Team.</p> <p>Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be</p>

			<p>for all to park.</p> <p>The main issue is inconsiderate parking on the bend to access the supermarkets.</p> <p>To remove parking completely will destroy local businesses as the majority of raglan shoppers will just drive to somewhere where they can park conveniently rather than walk further with shopping.</p> <p>If there was an alternative way for tesco to arrange their deliveries rather than use a huge lorry then that would be better but that planninh permission has been granted now so too late.</p> <p>You will destroy the feel Of raglan when some tweaks would imporve it.</p> <p>How will you police any of it anyway, you arent now. It will just be continued chaos.</p>	<p>guaranteed, the restrictions provide a legal basis for action where necessary.</p>
820	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>Although I used the shops and live in raglan, something has to change as it is utter chaos on the high street, and it's an accident waiting to happen</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding congestion and safety concerns have been noted and recorded by Monmouthshire's Traffic Team.</p>
821	Disagree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	<p>[REDACTED] we have been increasingly concerned about the speed of the traffic up and down Station Road and high street. There is also no safe crossing (zebra/pedestrian lights). This hinders independence for those otherwise able to walk to school. As you should be aware, there have been monitored speeds exceeding 20mph.</p> <p>Our other concern is the already difficult situation of parking on Castle Street. If visitors to the High Street shops are unable to park on the High Street, the closest place will be Castle Street. If this is the case, we would like a consideration of permit holders parking to be put in place to support residents of the street to be able to park.</p> <p>There are [REDACTED] who would be truly grateful to be able to have close safe access to their vehicles.</p>	<p>The Disabled Persons Parking Place is proposed to maintain accessible parking near local shops following the loss of an existing bay. Your comments regarding vehicle speeds on Station Road and High Street, the absence of a safe pedestrian crossing, and the suggestion for a resident permit parking scheme on Castle Street have been noted and recorded by Monmouthshire's Traffic Team. These matters fall outside the scope of this proposal but will inform wider reviews of road safety and parking strategy. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.</p>
822	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>The high street is too congested often leading to non movement of traffic making it difficult to drive through high street</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change</p>

				minimises the impact on available parking while addressing a critical safety concern. Your comments regarding congestion and traffic flow have been noted and recorded by Monmouthshire's Traffic Team.
823	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Cause of people constantly driving through the high have witnessed drivers swearing at each others and abusive behaviour as they always think they have the right of way	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding driver behaviour and conflict have been noted and recorded by Monmouthshire's Traffic Team.
824	Agree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	The shops and businesses need times in which to restock and supply their items	Your comments have been noted. The Loading Only Bay is proposed to maintain loading availability for local businesses due to wider restrictions.
825	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	This will enable those who are disabled ease of access to shops	Your comments have been noted. The Disabled Persons Parking Place is proposed as necessary to preserve amenity and provide accessible parking close to local shops.
826	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	I think that implementing double yellow lines along the raglan high street will encourage faster, more dangerous driving due to the lack of a bottleneck caused by parked cars. It will also discourage shopping in the village causing long-standing business to suffer.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding traffic speed and business impact have been noted and recorded by Monmouthshire's Traffic Team.
827	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	Absolute nightmare parking & shopping there . Speed on vehicles going through village is unacceptable.no one takes any notice of current yellow lines , even mcc vehicles.	The Authority acknowledges your comments regarding enforcement and vehicle speeds. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who carry out enforcement as resources allow. Your comments about enforcement and speeding have been noted and recorded by Monmouthshire's Traffic Team. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to

				overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.
828	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	If you make Raglan High Street a no waiting at anytime with double yellow lines the issues we currently have will not improve. With no parking in the High Street, traffic will flow faster and cause a danger to life. Less people will visit the shops and businesses on the high street and streets nearby to the High Street will become hazardous with a greater number of vehicles parking there, as an alternative to the High Street. This is not the appropriate solution.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding potential speed increases, business impact, and displacement parking have been noted and recorded by Monmouthshire's Traffic Team.
829	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	As car numbers grow the high street is a pinch point, but this proposal is taking a sledge hammer to crack a nut. 1. As a parent I have been grateful for the natural traffic calming that parked cars create in the high street during the day. 2. Before Tesco's the main issue has always been people parking on the double yellow lines nearest the garage - drivers have to pull out and commit to going up the high street before they can see what is coming the other way which can cause a jam. But it gets sorted. 3. Raglan residents love their High Street and it's businesses. We don't want it to be like Usk, who's pavements are treacherous because of the traffic. And we don't want to lose our shops. I'm sure there are people at MCC who are skilled at solving these problems. I understand the size of Tesco lorries and the way it runs it's business is causing problems - maybe it needs to be part of the solution too. Keep parked cars away from outside and opposite Tesco, but not the whole high street. It will push cars onto side streets creating issues there.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the role of parked cars in calming traffic, Tesco delivery concerns, alternative solutions, and enforcement have been noted and recorded by Monmouthshire's Traffic Team. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.
830	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	Good idea	Your comments have been noted.
831	Somewhat Agree	AO18 - 2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	Support this IF it is part of a solution which continues to allow parking on the high street. I think Tesco have to be made to work harder their end to help with a solution and not dictate to the village how our high street looks. We have a Morrisons now. We don't NEED Tesco's and it's delivery lorry.	The Authority has largely withdrawn the broad Prohibition of Waiting order (AO18-2249), retaining general parking availability on the High Street. The Loading Only Bay is proposed as a necessary mitigation to maintain loading availability for all businesses, not solely Tesco. Operational practices

				of individual retailers are outside the scope of this Traffic Regulation Order, but the Authority's approach ensures that essential deliveries can occur safely while preserving as much parking as possible
832	Disagree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	Double yellows will only encourage speed. Sort out intersection so that lorries and tractors can safely avoid the high street. Many elderly people/young families depend on street parking, it is part of the charm of the village so leave it alone.	The Disabled Persons Parking Place is proposed to maintain accessible parking near local amenities. Your comments regarding the potential impact of double yellow lines on vehicle speed, the need to improve the intersection for lorries and tractors, and concerns about preserving street parking and village character have been noted and recorded by Monmouthshire's Traffic Team. Following the consultation, the original proposal for double yellow lines has been significantly reduced due to overwhelmingly negative public feedback. Only a short 10m section on the northern side will be progressed to prevent visually obstructive parking on the crest of the hill and bend, contributing to the safe passage of traffic.
833	Agree	AO18 - 2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	There are too many cars parked for significant periods of time. The parking should be restricted to residents and those using the businesses. However, strict enforcement will have to take place as currently so many vehicles park on double yellow lines, restricting the view of oncoming traffic. This forces cars to reverse, which presents a risk to pedestrians.	The Authority acknowledges your comments regarding enforcement. Enforcement of traffic regulation orders is managed by Monmouthshire's Civil Enforcement Team, who conduct enforcement as resources allow. Your comments regarding time-limited parking, resident/business parking, and enforcement have been noted and recorded by Monmouthshire's Traffic Team.
834	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	I believe this will be detrimental to the village as a whole. The businesses attract people from the village and surrounding areas many of whom cannot walk to the shops due to distance or dangers of walking on country roads without footpaths. If people cannot park in the high street they are likely to drive on to Usk, Abergavenny or Monmouth for their needs. [REDACTED] The businesses will not sustain if people do not support them - that includes the pub, the fish and chip shop and the other shops. What a terrible shame that will be. My other point is that Raglan currently takes a lot of 'through' traffic - often those travelling from the Chepstow Road and going towards Abergavenny. These vehicles invariably drive too fast if they can but currently are slowed down as they often have to give way due to the effective single lane nature. If two way traffic could travel freely in the High Street the 'through' traffic would be likely to go all the faster (regardless of the 20mph limit) making the high street more dangerous for pedestrians. A much more sensible option would be to find a way to discourage or disallow 'through' traffic to enter the high street, these vehicles could be diverted around the dual carriageway which would be much safer and would relieve the pressure on the high street considerably. This includes the buses which could slightly redesign their	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding business impact, mobility concerns, through traffic speed, and suggestions to divert traffic and bus routes have been noted and recorded by Monmouthshire's Traffic Team.

			route whilst still providing a service to local people who need them. Please do not take the heart out of our village for the sake of traffic that just wants to drive through more quickly.	
835	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	This is not going to help the village and the business community in any way. The best [REDACTED] the village High street better is to stop all HGV Lorries and tractors and trailers using the High Street for easy access. Only those delivery Lorries should have access.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding HGV restrictions and alternative measures have been noted and recorded by Monmouthshire's Traffic Team.
836	Somewhat Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	This should only be on one side of the road, there is no need to restrict car parking on both sides of the road. This would enable better traffic flow and allow people to minor to the shops/pharmacy.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your suggestion regarding one-sided restrictions has been noted and recorded by Monmouthshire's Traffic Team.
837	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	It will kill the village, literally annihilate it. What are you trying to achieve. People pull in for a few minutes at a time only and to stop this will close all the shops and pubs except the garage and possibly the butcher. There is no need to prohibit stopping. A no left turn at the top of Chepstow road for through traffic would help ease the congestion to an acceptable level, although measures would also need to be taken to stop traffic cutting through the estate.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding alternative traffic management measures have been noted and recorded by Monmouthshire's Traffic Team.
838	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	The proposal for double yellow lines /no waiting/no parking on High Street will be detrimental to the local businesses & will only mean that if implemented all vehicles will have a clear route to increase their speed through the village increasing the risk to pedestrians attempting to cross the road. Currently, the way cars are parked on the high street, drivers proceed slowly as it is in effect a one way street (due to parked cars) & cars travelling into or out of the village need to give way to oncoming traffic from the opposite direction. This rarely causes a problem & is usually done at a slow pace with courtesy & good grace on the drivers part. Raglan is a busy village & it's good to see in this day & age ..restrict the parking &	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding the role of parked cars in calming traffic and the potential impact on businesses have been noted and recorded by Monmouthshire's Traffic Team.

			you restrict trade , it would be such a shame to see it go the same way as other drive through towns & villages . I don't think the high street is broken ... it doesn't need "fixing"	
839	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	The current system effectively slows traffic through the village and allows on_street parking for those needing to pop into shops. Maybe it would work better with double yellow lines on one side only? This proposal will just make the high street more dangerous.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your suggestion regarding one-sided restrictions and traffic calming has been noted and recorded by Monmouthshire's Traffic Team.
840	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	It is unnecessary and blocks easy access to the shops. Cars will just drive faster down a narrow street. Currently there are only short delays occasionally	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding traffic speed and access have been noted and recorded by Monmouthshire's Traffic Team.
841	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	If this goes ahead how long before you have to install "traffic calming" measures to slow traffic down again? Currently all it takes is a little courtesy to get through. We will lose the shops if this goes ahead - where else can we park to get to the pharmacy etc?	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding traffic calming and parking availability have been noted and recorded by Monmouthshire's Traffic Team.
842	Disagree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	Double yellow lines are not needed it would kill the village businesses etc.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding business impact have been noted and recorded by Monmouthshire's Traffic Team.
843	Disagree	AO18 - 2249 Raglan High	Placing double yellow lines will speed up the traffic which is the opposite of what Raglan	Following significant public feedback, the original proposal has

		Street Proposed Prohibition of Waiting at Any Time	needs. The current on street parking slows the traffic because drivers need to be cautious about traffic coming the other way. I would be very surprised if there have been any injury accidents in Raglan high street in the last 10 years. Double yellow lines would also damage trade to the shops on the high street. If you speed the traffic up in this way you would then need to add at least one pedestrian crossing on the High Street. I understand that it is difficult for buses and refuse lorries but that is no justification for this half baked scheme. [REDACTED]and would definitely not recommend this scheme from a safety and community point of view.	been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding traffic speed, pedestrian safety, business impact, and professional expertise have been noted and recorded by Monmouthshire's Traffic Team.
844	Somewhat Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	I agree that there are too many cars parking on the high street and it's making it difficult for cars to pass through but I think to change this other changes need to be actioned too to slow the traffic which undoubtedly will increase their speed limit. My suggestions are- - Speed bumps to slow traffic - Widen the pavements to create single lane traffic controlled by traffic lights - one way traffic - zebra crossing - there should be residents parking - a load limit should be placed on the high street to prevent tractors and large vehicles from passing that way - to prevent parking on double yellows a camera should be installed - a disabled bay should be installed in an area where it is safe for the occupants to get out of.	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary. Your comments regarding enforcement, traffic calming, one-way systems, load limits, and disabled parking have been noted and recorded by Monmouthshire's Traffic Team.
845	Agree	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	The problem of the village high street being congested, is traffic take a short cut though Caestory Crescent and Fayre Oaks either getting from Usk road to Chepstow road or vice versa, Tractors and trailers drive at excessive speed through here as well as trade vans, lorry's and cars, this is a residential area and traffic should not be using this road because the village is not navigable due to excessive parking in the Main Street. The road through Fayre Oaks and Caestory Crescent should be made access only,	Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments regarding "Access Only" restrictions on local side roads and concerns about HGV and tractor traffic have been noted and recorded by Monmouthshire's Traffic Team.
Email Response #1	Unspecified	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	TO WHOM IT SHOULD CONCERN I am pleased this initial proposal will help all drivers to approach the T-junction at the A40, safely and clearly. The parking of an NDR one time blocked the road, as I was trying to leaving my drive way in a clear turn, I was bumped by a driver coming along the road, as I had to reverse to make a sharper turn.	The proposed restriction at the A40 junction is intended to improve safety for all road users by maintaining clear sightlines and preventing obstructive parking at this critical location. This measure will help reduce the risk of collisions and improve access for vehicles entering and exiting the estate. Wider restrictions within Plas Derwen Way were previously

			<p>NDR Parking has increased and is a continuous problem, but there is little residents can do, except to request how long the NDR will stay, if one actually sees them. It is essential that NDRs are stopped completely from parking here, to ease traffic flow on the estate and allow ease of access and exit from our driveways.</p> <p>A 'prohibition of waiting any time' is needed for all the road areas of the estate as NDRs will sneak into any spot, no matter what they block.</p> <p>Please take time to make direct contact with residents to understand their point of view, to reach a safe outcome for residents, not simply 'it's a public road, no restrictions.</p> <p>What about more improved car parking facilities at the station being implemented. Some NRDs clearly don't want parking costs, particularly when they leave their cars for days on the estate.</p>	<p>proposed but were not progressed following significant negative feedback during consultation. The current proposal is therefore focused on the junction to address the most immediate hazard identified.</p>
Em ail res pon se #2	Unspecifi ed	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>TO WHOM IT SHOULD CONCERN</p> <p>This is to request that further restrictions on NDRs parking on the Plas Derwen Estate, be put in place.</p> <p>The proposed yellow lines, from the T-junction at the A40, to just past pub entrance is welcome to finally have safe access to the busy A40.</p> <p>BUT..these NDRs will move further up PLAS DERWEN WAY and in due course reach the upper T-junction leading into Plas Derwen View, which they have done, several times.</p> <p>The long hedge boundaries on left and right sides, is where NDRs will try to park, with no concern that opposite are residents driveways,, creating difficulties for residents to exit and enter their drives safely, as well as blocking smooth flow of daily traffic through the estate</p> <p>NDRs also have left or thrown out their litter and times stay overnight and up to a week.</p> <p>This problem will continue and request the 'prohibition' of waiting at any time' - residents need help - What other solution can there be?</p> <p>Residents' Parking Sign on entry to the estate without adding further expenses of Residents Permits, to residents rates, would clearly help, and might lessen the concern of residents, who feel additional yellow lines, will push NRDs further still along opposite or near their driveways.</p> <p>It's clearly going to be a domino effect. NRDs avoid paying for parking, or arrive after 'rush' hour so too late to park at the station (students), or others who just stay overnight for their own convenience - no expense, and no regulations to stop them.</p> <p>Please acknowledge receipt of this email by return.</p>	<p>Thank you for your comments and for highlighting the concerns about displacement and safety. The proposed order is limited to the immediate vicinity of the A40 junction, which has been identified as a critical safety concern where obstructive parking compromises visibility and creates hazards for vehicles entering or exiting the estate.</p> <p>Wider restrictions within Plas Derwen Way were previously proposed under a different traffic order but were not progressed following significant negative feedback during consultation. This revised proposal focuses solely on the junction to address the most hazardous location identified while minimising the removal of on-street parking elsewhere.</p> <p>Comments regarding signage and other measures fall outside the scope of this order but have been noted.</p>

Email Response #3	Unspecified	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>TO WHOM IT SHOULD CONCERN This in response to the Public Notice issued in the Abergavenny Chronicle on 1st October.</p> <p>The proposition to provide NO PARKING RESTRICTIONS with yellow lines, from the T-junction at the A40, stretching back to past the pub drive entrance, one assumes, on both sides of the road ? is welcomed, BUT our strong reservation is this restriction will push NRDs.(Non Resident Drivers) further up Plas Derwent Way, and on to Plas Derwent View.</p> <p>We have already had serious difficulty from NRDs over the years, which culminated in a threatening and dangerous outburst from a NRD camper van driver. A police report was filed, a copy of which is attached. On 10th October, a further aggressive incident occurred against a neighbour in Plas Derwen Way. A NRD when asked how long he would stay, was verbally abusive, and went into his car, wound down his window and spat at the resident.</p> <p>Some residents don't want yellow lines, because of further encroachment where the road is clear, by NRDs to scramble for any 'parking' spot' beyond 'parking restrictions.</p> <p>The section of the estate at the Upper T-junction, is a blind left and right corner turn. There is a long hedge on the left and right side of the road. The opposite side of the road, are 2 -3 residents drives on either side. NRDs, parked on the hedge side of road today 18th October As shown in photo.....car parked either last night (17th) or very</p> <p>The residents whose properties are directly opposite the 'hedges' at the T-junction, are older residents, for over 25 years, pay increasing council taxes. The residents beyond the hedge will possibly object to yellow lines, because the NRDs cars will move beyond the lines. The cul de sac off Plas Derwen View is well hidden. But the other 'estate' The Courtyard ' may have already objected to yellow lines, on the earlier traffic proposal, some months ago.</p> <p>Sowhat can be done to help all residents on the Plas Derwen Estate ?</p> <p>How is it Melin Housing on Station Road, provide a neat visible notice RESIDENTS PARKING ONLY. Why can't a similar sign be placed at the corner of our small open grassed area, RESIDENTS PARKING ONLY</p> <p>Why do we have to pay the extra for a Residents Parking permit that means we can park on the road, without being fined, BUT that does not stop NRDs from parking because there is nothing visible to show RESIDENTS PARKING ONLY</p>	<p>Thank you for your detailed feedback and for sharing the incidents that have occurred. The proposed restriction at the A40 junction is intended to improve safety by maintaining clear sightlines and preventing obstructive parking at this critical location.</p> <p>Wider restrictions within Plas Derwen Way were previously proposed but were not progressed following significant negative feedback during consultation. This revised proposal focuses on the junction to address the most immediate hazard identified while minimising the removal of on-street parking elsewhere.</p> <p>Comments regarding resident-only signage and enforcement fall outside the scope of this order but have been noted.</p>
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Em ail Res pon se #4	Unspecifi ed	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>Dear Sir,</p> <p>Parking in Raglan High Street</p> <p>I am writing about the proposals to increase provision of No Parking yellow lines in Raglan High Street. [REDACTED]</p> <p>[REDACTED]</p> <p>The reasons for this are still relevant today, and are as follows:</p> <p>1 Safety of pedestrians: At the moment, it is relatively easy for pedestrians to cross the road by Tesco's. Because parking is allowed on both sides of the road, the through traffic is only able to come through one direction at a time. It also has to proceed slowly. So it is relatively easy for slow-walking people to see when it is safe, and to cross without having to rush. [REDACTED]. Similar considerations apply to those with young children and/or push-chairs. If double yellow lines completely cover one side of the High Street, the traffic will be able to move in both directions at once. Traffic will move faster and it will be more difficult to see when it is safe to cross. This will make crossing the road far more dangerous.</p> <p>2 Effect on the shop trade: The vitality of life in Raglan is hugely helped by our excellent range of shops. To reduce parking places would damage their trade. Many people park for a very short space of time, just to nip in and do a quick shop. Our shops rely on these customers. Stopping this facility will have a huge effect on their trade. Yes, there is a car park, but it is off Chepstow Road, and the road rises from there to the High Street, a slope which can be quite daunting for elderly pedestrians and people pushing buggies. Nor is it useful for those in a hurry.</p> <p>3 Effect on side-streets: Reducing parking in the High Street would increase it in side-streets, such as Fairfax View and Castle Street, which makes things difficult for those residents.</p> <p>4 The priority is not to allow traffic to move faster within Raglan: I know there are times when the High Street can be blocked, and it can take a little time to get sorted out. However, on this busy road with shops and pubs on both sides, making life easier for drivers to get through faster should not be the priority when it will at the same time</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments have been carefully considered:</p> <p>Pedestrian safety: We acknowledge concerns that removing parking could increase traffic speed and make crossing more difficult for elderly residents, parents with pushchairs, and other vulnerable pedestrians.</p> <p>Impact on local businesses: We recognise the importance of short-stay parking for supporting village shops and services. The reduced proposal aims to preserve the majority of existing parking provision.</p> <p>Effect on side streets: We note your concern that restricting High Street parking could displace vehicles into nearby residential streets.</p> <p>Traffic speed and flow: We acknowledge your view that facilitating faster traffic should not be the priority in a busy village environment.</p> <p>A40 junction and roundabout: Your suggestion for improvements to the A40 junction and the installation of a roundabout at Croesonen Road has been noted.</p> <p>Your comments regarding alternative measures, including A40 improvements, have been recorded and referred to Monmouthshire's Traffic Team for consideration as part of wider traffic management planning.</p>

			<p>endanger pedestrians and damage our shops.</p> <p>5 The priority for traffic is to have a proper roundabout on the A40: The difficulties for traffic travelling through Raglan is increased by the through-put of A40 traffic going to and from Chepstow Road. This especially applies to large vehicles, such as HGVs and tractors. They cannot use the dangerous A40 junction by Croesonen Road, since there is not enough room for them to wait to cross the dual. So instead they use the large Raglan roundabout and come through the village. If we had a roundabout at the Croesonen Road, they would use that and would not come through the village at all. So please put pressure on the Welsh Government to put in a proper roundabout at the Mitchel Troy/Dingestow turn-off.</p>	
Em ail Res pon se #5	Unspecifi ed	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>This week there have two or three cars all squeezing alongside the long hedge on the left. It is half term so possibly Hereford 6th Form College is closed. But several students also park their cars, some times by 8.30 or later and stay all day. Let's see how next week goes.</p> <p>One point also, is a couple of residents park their 2nd car in front of their driveways because the drive width cannot accommodate two cars.</p> <p>The potential solution to relieve the estate of constant NRDs not parking maybe a continuous yellow line on either side but their concern is a technicality of parking on a yellow line.</p> <p>Station Road has double yellows on left/right hand side of the road, changing to single yellow up to the approach to the station. There is not a single car parked there, and if so only for a brief time.</p> <p>It is hoped that the Plas Derwent Estate can be equally free from NDR cars, by drivers not willing to park in council car parks, or arrive at time when the station car park is full ?</p> <p>But at the same time allay the fears of residents who don't want an encroachment because of yellow lines - not sure how the ones who don't like yellow lines can be satisfied.</p> <p>Just some extra aspects.</p>	<p>Thank you for your observations. The proposed restriction is limited to the A40 junction to address a documented safety hazard where obstructive parking compromises visibility and creates collision risk. Wider restrictions within Plas Derwen Way were previously proposed but were not progressed following significant negative feedback during consultation. The current proposal is therefore focused on the junction to address the most critical hazard identified while minimising impact on residents.</p>
Em ail Res pon se #6	Unspecifi ed	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>I write to advise agreement with the proposal to put yellow lines from the T-junction meeting the A40 to beyond the drive of the Plas Derwen Pub, as one enters Plas Derwen Way. It is assumed these yellow lines will be on both sides of the road.</p> <p>Although this will enable all drivers to clearly and safely approach the busy A40, it will only push the non-resident drivers further up Plas Derwen Way, and move on to Plas Derwen View. The 2nd T-junction, has 'blind' corners turning left and right, and any non-resident vehicles parked on either left or right side after the T-junction will block and cause difficulty of traffic flow and also the residents' ease of exit and entry into their drive ways on Plas Derwen View.</p> <p>I ask that further line restrictions be placed at</p>	<p>Thank you for your comments and support for the proposed restriction at the A40 junction. This measure is intended to improve safety by maintaining clear sightlines and preventing obstructive parking at this critical location.</p> <p>Wider restrictions within Plas Derwen Way were previously proposed but were not progressed following significant negative feedback during consultation. The current proposal is therefore focused on the junction to address the most immediate hazard identified while minimising the removal of on-street parking elsewhere.</p>

			the top T-junction to follow the hedge length fully, both left and right, to stop this problem spreading. Otherwise this parking problem is not solved, and only pushed further on to the estate's roads, causing significant problems for the residents.	
Letter Response #3	Unspecified	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>1.1 This is a response to the Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019 (AMENDMENT ORDER [REDACTED]) 2025 published by Monmouthshire County Council Highways.</p> <p>1.2 Raglan Community Council cannot support the amendments contained in Order [REDACTED] on the following grounds.</p> <p>1.3 The amendment to install the proposed prohibition of waiting at any time by installing double yellow lines, on the northern side of the High Street are not necessary to facilitate the passage of essential vehicles and emergency service vehicles.</p> <p>1.4 Raglan Community Council would challenge the statement to facilitate the passage of these essential vehicles and emergency services. The Community Council's understanding is that there has never been an issue with any emergency service vehicles being held up when attending an emergency.</p> <p>1.5 By installing a prohibition on waiting at any time, with the current 20MPH default speed restriction, it would mean an increase to the risk of the safety of pedestrians of all ages. The proposed order would give more opportunity for any motorised vehicle to travel faster through the High Street in Raglan Village.</p> <p>1.6 The prohibition on waiting at any time, thus reducing the parking, will have a detrimental effect on the small businesses on the High Street. The reduction on parking on the High Street will mean residents and visitors will need to park in the carpark on Chepstow Road. This will have a detrimental effect on businesses, and could see the closure of businesses, therefore have a detrimental effect on the proposals made by Welsh Government in supporting highstreets in Wales.</p> <p>1.7 [REDACTED] across the carpark access to the Beaufort Hotel.</p> <p>1.8 WG has indicated that investing in the highstreet will create jobs, boost economic activity and breathe new life into highstreets and town centres nationwide. The Welsh Government's transforming towns programme, will breathe new life into town centres across Wales and deliver the economic growth that our communities deserve. This proposal will have the reverse effect on a small community like Raglan and the businesses that have been the back bone of the community for many decades.</p> <p>1.9 On the 25 September 2025, the MP for</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern. Your comments have been carefully considered:</p> <p>Emergency access: We acknowledge your view that emergency vehicles have not historically experienced delays and note this concern.</p> <p>Pedestrian safety: We recognise the concern that removing parking could increase traffic speed and risk for pedestrians, including older residents and families with young children.</p> <p>Impact on businesses: We understand the importance of short-stay parking for supporting local trade and note your concerns about potential economic harm.</p> <p>Access to car parks: We acknowledge the practical challenges for elderly or mobility-impaired individuals when using the Chepstow Road car park.</p> <p>Effect on side streets: We note your concern that restricting High Street parking could displace vehicles into nearby residential streets.</p> <p>Traffic speed and flow: We acknowledge your view that facilitating faster traffic should not be the priority in a village setting.</p> <p>Welsh Government regeneration objectives: Your comments regarding alignment with national policy and local economic vitality have been noted.</p> <p>Historic and cultural significance: We recognise Raglan's heritage and the importance of maintaining its character and vitality.</p> <p>Disabled parking provision: Your support for a dedicated disabled bay and improved footway access has been noted.</p> <p>Alternative measures supported: We note your suggestions for footway widening, time-limited parking, enforcement of existing restrictions, weight limits for heavy vehicles, and removal of the existing disabled bay east of Tesco's.</p> <p>Enforcement: Regarding enforcement, Monmouthshire's Civil</p>

			<p>Monmouthshire said 'This investment will help revitalise our high streets and support community regeneration projects across the county - making Monmouthshire an even better place to live, work and visit'.</p> <p>1.10 In September 2021, Audit Wales, made reference in a published report, Regenerating Town Centres in Wales, where it was said Wales is a nation of small towns. Towns are where people live, work and play. Town centres are historic and cultural centres; Raglan may be a village but it can be classed as a place that people class as their 'local' town.</p> <p>1.11 Raglan is a historic picturesque village renowned for the impressive remains of its medieval castle and cultural centre for visitors. The earliest recorded market in Raglan was said to be around 1354, and if the proposed amendments in the above order are implemented it could see the demise of the centre of the village. In the words of one business owner, and a number of residents they say Monmouthshire County Council will kill the village and it's renowned businesses if these proposals are adopted.</p> <p>(Surely this will drastically reduce the number of people choosing to use the local shops and consequently kill the businesses. Also, through traffic is likely to go faster. How will this help the village?)</p> <p>1.12 With the current RLDP going through the current process, Raglan is due to see more growth in housing and commercial facilities on the outskirts of the village. Restricting parking will be detrimental to the village and the businesses.</p> <p>1.[REDACTED] for individuals with mobility conditions with dedicated parking places. It's the Community Councils understanding the previous disabled bay was for the use of the former house holder not a community dedicated</p> <p>parking place for residents with mobility conditions, otherwise the dedicated parking place would have remained.</p> <p>The Community Council cannot support:</p> <p>Raglan Community Council cannot support the proposals made in the Amendment Order [REDACTED] sent to Raglan Community Council on Tuesday, 30 September 2025 8:08 [REDACTED] will support:</p> <p>1.14 The Community Council would support the widening of the public footway outside the pharmacy. This proposal was suggested and proposed in October 2024 with the Head of Neighbourhood Services. The Community Council would support the intervention of building out the footway in a location to enable anyone with mobility issues and parents with young children to use the footway without needing to stand on the carriageway.</p> <p>1.15 The provision of a disabled bay is a</p>	<p>Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary.</p> <p>Future growth and RLDP: Your comments about anticipated housing and commercial growth and its impact on parking demand have been recorded.</p> <p>A40 junction improvements: Your suggestion for a roundabout at Croesonen Road and related strategic traffic measures has been noted.</p> <p>Your comments regarding alternative measures and strategic improvements have been recorded and referred to Monmouthshire's Traffic Team for consideration as part of wider traffic management planning.</p>
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			<p>direct mitigation for the loss of a vital accessible parking space, ensuring that disabled residents and visitors can continue to access the pharmacy and other businesses on the High Street.</p> <p>1.16 The Community Council would support installing Prohibition of Waiting, which is proposed to address persistent traffic flow issues on the western side of the High Street between the "Old Court House and Orchard Close" junction only. This would enable the flow of traffic from the bottle neck in this location.</p> <p>The Community Council would also support extending the double yellow lines for 10 meters travelling east through the village to improve the visibility (were the bus in the image above is)</p> <p>1.17 The Community Council would support a cohesive and coordinated scheme, for a time limit, limited to a 90-minute waiting period, with no return within 1 hour.</p> <p>1.18 The Community Council would support the enforcement of the prohibition of waiting, which already exists to address the ongoing traffic issues where vehicles are parked on the double yellow line on the High Street.</p> <p>1.19 The Community Council would support a Prohibition Notice restricting vehicles over 3 Tons from travelling through the village between 08:30 and 18:00 hrs Monday to Saturday</p> <p>1.[REDACTED] east of Tesco's</p> <p>1.[REDACTED]</p> <p>1.22 If the proposed order is implemented, who will enforce the order.</p> <p>1.23 Amend the Order 18 with Order 19 to a traffic restriction on vehicles over 3 Tons between 08:30 and 18:00hrs</p>	
Letter Response #1	Unspecified	AO18 - 2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	<p>I refer to the current consultation on proposed Traffic Regulation Orders in Monmouthshire, specifically those affecting Raglan High Street:-</p> <ul style="list-style-type: none"> • Additional prohibition of waiting at any time restrictions • 7.00am to 10.00am loading bay • Disabled Persons Parking Bay (DPPB) <p>Since Tesco and Morrisons opened in the village a year or so ago there is no doubt that on street parking has become significantly more intense, leading to congestion and conflict in the High Street, often resulting in unorthodox and unsafe manoeuvres (e.g. vehicles reversing and pulling on to the footway) to resolve. Hence the intention to address the current situation is generally to be welcomed. However I believe the proposals as they currently stand will introduce other unsafe conditions, and a more subtle approach can achieve the desired improvements without any negative impacts.</p> <p>Proposed Prohibition of Waiting at any Time</p>	<p>Following significant public feedback, the original proposal has been substantially reduced. Only a short 10m section on the northern side will proceed, specifically to prevent visually obstructive parking on the crest of the hill and bend, which is essential for maintaining safe traffic flow. This change minimises the impact on available parking while addressing a critical safety concern.</p> <p>Your comments have been carefully considered:</p> <p>Traffic speed and pedestrian safety: We acknowledge your concern that removing parking could increase traffic speed and create risks for pedestrians, particularly near the pharmacy where the footway is narrow.</p> <p>Retention of limited parking: Your suggestion to retain some parking adjacent to the pharmacy and The Ship Inn to maintain slower traffic</p>

			<p>The proposals will result in the free flow traffic in both directions (except when the DPPB is occupied). Whilst 20mph is the speed limit I can foresee some vehicles traveling nearer the historic limit of 30mph. The footway adjacent Raglan Pharmacy is especially narrow, at the corner only 0.7 metres wide, meaning that all pedestrians, including parents with prams or pushchairs, or escorting children to or from school, and wheelchair users, must walk tight to the kerb in this vicinity. High Street is not particularly wide. With a line of parked vehicles on the 'Tesco' side of the road and traffic flowing in both directions it is inevitable that eastbound vehicles, especially wide vehicles such as buses and lorries, will be driven very close to this substandard footway. This is a real concern. As your proposals stand they address one issue but will create another road safety issue.</p> <p>[REDACTED] some vehicles have almost invariably always been parked in the vicinity of the pharmacy, hence through traffic has hardly ever passed close to the building. I believe that some on street parking must be retained on this side of the street, but to a more limited extent than currently, i.e. at least adjacent the frontages of the pharmacy and The Ship Inn, sufficient for approximately four or five cars to park (see attached drawing). This will:-</p> <ul style="list-style-type: none"> • Avoid through traffic passing very close to a narrow footway • Require drivers to travel slower to check for opposing traffic • Not have such an adverse effect on availability of on street parking • Still achieve the objective of your current proposals <p>Whilst the length of the current chicane (lines of vehicles parked on both sides of the street) contributes to current congestion, the main cause is that due to the coincidental horizontal and vertical summit curves in High Street drivers travelling eastwards, from Usk Road junction towards Beaufort Square, cannot see if there are any opposing vehicles travelling towards them until they have entered the chicane. They then have to reverse (often requiring following vehicles to reverse as well) to make way. Restricting parking to a shorter length on a straight section of the road will enable drivers approaching in both directions to see any opposing vehicles much earlier and, if necessary, pull into the side of the road in a forward direction.</p> <p>I therefore object to this aspect of the proposals, and urge you to amend them to permit some parking as described above.</p> <p>Proposed 07.00am -10.00am Loading Bay</p> <p>The previous grocers trading from the Tesco building accommodated many of their supplier's delivery vehicles in the back yard,</p>	<p>and avoid vehicles passing close to the footway has been noted.</p> <p>Loading bay provision: We note your comments regarding the proposed 07:00–10:00 loading bay and the need to confirm Tesco's delivery arrangements. Your suggestion to extend the loading bay and use access protection markings instead of additional waiting restrictions has been recorded.</p> <p>Disabled Persons Parking Bay (DPPB): Your recommendation to locate the DPPB on the south side near Tesco for better accessibility has been noted.</p> <p>Bus stop markings: We acknowledge your request to renew and extend faded bus stop markings and consider similar improvements at other stops in the village.</p> <p>Enforcement: Regarding enforcement, Monmouthshire's Civil Enforcement Team is responsible for managing compliance with traffic regulation orders. Enforcement is carried out as resources allow, and while continuous presence cannot be guaranteed, the restrictions provide a legal basis for action where necessary. Your suggestion for occasional enforcement visits has been noted.</p> <p>Alternative measures: Your proposals for access protection markings, extending the loading bay, and retaining limited parking have been recorded for consideration by Monmouthshire's Traffic Team.</p> <p>Your comments regarding these alternative measures and enforcement have been referred to Monmouthshire's Traffic Team for review as part of wider traffic management planning.</p>
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			<p>and it seems regrettable that this cannot continue. But Tesco is a national company with its own fleet of vehicles some of which, presumably, are too big to be accommodated in the yard, and a limited time waiting bay which will still be available for other vehicles for most of the day does not seem unreasonable. Presumably you have already consulted Tesco to verify their deliveries would predominately occur during these hours?</p> <p>2. The proposed prohibition of waiting near Tesco's vehicular access should be replaced with a vehicle access protection marking and an extension of the 7.00 — 10.00 am loading bay.</p> <p>3. A Disabled Persons Parking Bay might be better located on the south side adjacent Tesco.</p> <p>Two other allied matters:- Bus Stop Markings It is quite common for vehicles to be parked in the westbound bus bay opposite the Beaufort Hotel, or in the short space between Chepstow Road junction and the bus bay. These thoughtless drivers significantly hamper buses ability to stop close to the kerb, and make life difficult for passengers with impaired mobility.</p> <p>In the expectation that some additional yellow carriageway markings will be required after your consultation (though hopefully not as extensive as currently proposed) could you please arrange for the yellow bus stop markings to be renewed at the same time and extended back to the tangent point at the junction - there is no specific prescribed length for bus stop markings. Perhaps the other bus stop markings in the village could be renewed as well, they are all very faded.</p> <p>Enforcement</p> <p>At busier times drivers frequently contravene the existing Prohibition of Waiting Order, in part because it is unknown for anyone to have been prosecuted for such an offence. If the availability of on-street parking is reduced then contravention is likely to become more commonplace. If new Orders are introduced it is hoped the Council will be willing to allocate some resources to enforcing them. An occasional visit by one of your enforcement officers, possibly while on route to or from Monmouth or Abergavenny, would clearly deter such behaviour - especially — heaven forbid — if one or two tickets were issued.</p> <p>[REDACTED]</p> <p>I do not see the purpose of the short length of prohibition of waiting at any time on the south side of High Street. If the purpose is to prevent parked vehicles obstructing the vehicular access to Tesco's yard then a vehicular access protection marking (a single white line with terminal bars) would be more appropriate. There are already several of these in the village - one safeguarding the access to The Old Court House nearby, and</p>	
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			<p>three more in Usk Road. These seem to be very well observed by motorists, and have the added advantage that they are not part of the Traffic Regulation Order process — you could lay these markings tomorrow if you wished.</p> <p>The short extension of the proposed prohibition of waiting to the west of the access is presumably to ensure delivery vehicles can readily enter the loading bay. A more logical measure would be simply to extend the loading bay to abut the vehicle protection marking. This would achieve the same outcome during the period the loading bay is effective, but release space for one more vehicle to park after 10.00am.</p> <p>I therefore object to this element of the proposal, as both the vehicular access to Tesco's yard and the proposed loading bay can be protected more efficiently by other means.</p> <p>Proposed DPPB</p> <p>Given the intensity of on street parking the provision of a DPPB is desirable. However I wonder if the bay is proposed on the north side of High Street on the assumption that disabled persons are likely to be frequent customers of the pharmacy. I suspect that they are more frequent patrons of Tesco, which has a step free access and wide internal isles, and hence a DPPB might be more logical on the south side of High Street? If positioned directly in front of Tesco where the footway is quite wide it would be easier for car doors to be fully opened to allow ingress and egress than if positioned adjacent the pharmacy.</p> <p>Summary</p> <p>1. Whilst additional parking restrictions are desirable to ease the flow of traffic through High Street it would be foolish to totally prohibit parking on the north side. Limited parking should be retained, at least adjacent Raglan Pharmacy and The Ship Inn.</p>	
Letter Response #2	Unspecified	AO18 - 2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	<p>As you will see from my address I live very close to the proposed prohibition of waiting and I wish you take my views into account . The suggested use of double yellow lines is welcome but is far less than necessary to serve the community of Plas Derwen adequately. The grounds for my concerns are danger, significant inconvenience and council tax charge bands..</p> <p>The proposed double yellow lines at the junction of Plas Derwen Way and the A40 would be welcome, but this is inadequate. At present it is frequently the case that cars and other parked vehicles cause vehicles leaving the Plas Derwen estate to drive on the wrong side of the road where they meet traffic leaving the A40 head on.</p>	<p>The Authority acknowledges the concerns raised regarding obstructive parking, reduced visibility, and the difficulties for residents and service vehicles. The proposed order is limited in extent solely to the immediate vicinity of the A40 junction. This location has been identified as a critical safety concern where obstructive parking compromises sightlines and forces vehicles into unsafe manoeuvres when entering or exiting the estate. The restriction is designed to protect the intersection and reduce collision risk, in line with the Highway Code and the Authority's statutory duty to maintain highway safety. We note your observations about</p>

			<p>From my home I have seen a number of nasty accidents just being avoided by sudden breaking.</p> <p>At busy times, however, cars are parking, bumper to bumper, much further up along Plas Derwen Way. Thus, cars leaving The Orchard (number 2-5) have to enter Plas Derwen Way where they cannot see traffic oncoming traffic. Cars leaving other roads on the estate and Plas Derwen Way itself have to drive the whole distance of Plas derwen way on the wrong side of the road up to the A40 junction.</p> <p>day one side of Plas Derwen Way is filled with parked cars that are not related in any way to residents. Most are drivers parking to use the station and staying all day but very often cars are left for days on even weeks on end.</p> <p>These parked cars make it very difficult for me to get into and out of my drive and it is impossible, going forward or in reverse, to do so without driving over the raised kerb. This, my garage tells me, is potentially causing damaging to my car.</p> <p>Tradesmen who need to come to my home often find it Impossible to park their vehicles conveniently for them to do their work.</p> <p>Refuse collection and emergency vehicles often need drive with wheels on the pavement</p> <p>I would not object to someone coming in to Abergavenny for a few hours and bringing their custom into the town center but I do object to Plas Derwen Way being used as a long - stay, alternative car-park for the railway station</p> <p>The council tax bill for my property is very high. This cost is, in my opinion, grossly unjust for a living on a road which the Council is prepared to treat as a car-park.</p>	<p>vehicles parked bumper-to-bumper further along Plas Derwen Way, causing drivers to travel on the wrong side of the road and creating hazards for those leaving side roads and driveways. These issues highlight the importance of maintaining clear visibility at the junction, which is the primary objective of this proposal.</p> <p>Wider restrictions within Plas Derwen Way were previously proposed under a different traffic order but were not progressed following significant negative feedback during consultation. This revised proposal focuses on the most hazardous location identified while minimising the removal of on-street parking elsewhere.</p> <p>Your comments regarding the impact on driveway access, damage to vehicles, and difficulties for tradespeople and refuse collection have been noted as part of the consultation process.</p>
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Appendix 2: Summary of Consultation Responses

Order/ Location	Agree	Disagree	Somewhat Agree	Unspecified
2212 Vauxhall Lane, Chepstow - Proposed Prohibition of Waiting at Any Time	1	0	0	0
2213 Ash Tree Road, Caerwent Proposed Prohibition of Waiting at Any Time	2	0	0	0
2248 Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.	8	3	5	0
2249 Raglan High Street Proposed Prohibition of Waiting at Any Time	9	9	42	3
2250 Raglan High Street Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)	2	3	2	0
2251 Kings Street/Lion Street, Abergavenny Time Restricted Prohibition of Loading (Monday to Sunday, 07:30 – 18:00)	0	0	1	0
2257 Plas Derwen Way, Abergavenny Proposed Prohibition of Waiting at Any Time	3	1	1	6
2258 57 Thornwell Road, Bulwark Proposed Disabled Persons Parking Place	1	0	0	0
2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time	0	2	7	0
2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time	2	0	3	0
2262 Rockwood Road, Chepstow Proposed Prohibition of Waiting at Any Time	0	1	1	0
2263 Merthyr Road, Abergavenny Proposed Revocation of Time Restricted Prohibition of Waiting	0	0	2	0
2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time	3	4	2	0

Appendix 3a: Notice of Intention #1

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 18) 2025

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 Waiting at Any Time on Vauxhall Lane, Chepstow.
- To introduce a No Loading on Kings Street, Abergavenny.
- To introduce a Disabled Persons Parking Place at 57 Thornwell Road, Chepstow.
- To introduce a Prohibition of Waiting at Any Time on Ash Tree Road, Caerwent.
- To introduce a Prohibition of Waiting at Any Time on School Lane, Caerwent.
- To introduce a Prohibition of Waiting at Any Time on The Plantation, Undy.
- at Any Time
- To introduce a Prohibition of Waiting at Any Time on Tudor Road, Wyesham.
- To introduce a Disabled Persons Parking Place on Raglan High Street.
- To introduce a Loading Only Bay on Raglan High Street.
- To introduce a Prohibition of Waiting at Any Time on Raglan High Street.
- To introduce a 7.5T Weight Restriction on Hereford Road, Monmouth.
- To introduce a Prohibition of Waiting at Any Time on B4245 Newport Road (North Exit of Roundabout), Magor.
- To introduce a Prohibition of Waiting at Any Time on Hereford Road/Grosvenor Road Junction, Abergavenny.
- To revoke a section of Prohibition of Waiting at Any Time on The Back, Chepstow.
- To introduce a Prohibition of Waiting and revoke a Restricted Zone on High Street/Bank Street, Chepstow.
- To introduce a Prohibition of Waiting at Any Time on Plas Derwen Way, Abergavenny.
- To introduce a Prohibition of Waiting at Any Time on Rockwood Road, Chepstow.
- To introduce a Prohibition of Waiting at Any Time on The Cross, Caldicot
- To revoke a section of Prohibition of Waiting at Any Time on Church Road, Caldicot

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> which can be accessed by scanning the QR code below.

Any representations in respect of this proposal should be made not later than 5pm on **Wednesday the 22nd October 2025** 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: 1st October 2025
Carl Touhig
Head of Neighbourhood Services
Monmouthshire County Council



Appendix 3b: Notice of Intention #2

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 18) 2025

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

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

EFFECT OF THE ORDER:

- To introduce a Prohibition of Waiting at Any Time on Victoria Way, Undy.
- To revoke a Time Restricted Prohibition of Waiting on Merthyr Road, Abergavenny.

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> which can be accessed by scanning the QR code below.

Any representations in respect of this proposal should be made not later than 5pm on **Wednesday the 29th October 2025** 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: 8th October 2025
Carl Touhig
Head of Neighbourhood Services
Monmouthshire County Council



Appendix 4: Statement of Reasons

MONMOUTHSHIRE COUNTY COUNCIL MONMOUTHSHIRE COUNTY COUNCIL TRAFFIC REGULATION, SPEED LIMITS AND PARKING REGULATIONS CONSOLIDATION ORDER 2019 (AMENDMENT ORDER NO 18) 2025

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

EFFECT OF THE ORDER:

- To introduce a Prohibition of Waiting at Any Time on Vauxhall Lane, Chepstow.
- To introduce a No Loading on Kings Street, Abergavenny.
- To introduce a Disabled Persons Parking Place at 57 Thornwell Road, Chepstow.
- To introduce a Prohibition of Waiting at Any Time on Ash Tree Road, Caerwent.
- To introduce a Prohibition of Waiting at Any Time on School Lane, Caerwent.
- To introduce a Prohibition of Waiting at Any Time on The Plantation, Undy.
- To introduce a Prohibition of Waiting at Any Time on Victoria Way, Undy.
- To introduce a Prohibition of Waiting at Any Time on Tudor Road, Wyesham.
- To introduce a Disabled Persons Parking Place on Raglan High Street.
- To introduce a Loading Only Bay on Raglan High Street.
- To introduce a Prohibition of Waiting at Any Time on Raglan High Street.
- To introduce a 7.5T Weight Restriction on Hereford Road, Monmouth.
- To introduce a Prohibition of Waiting at Any Time on B4245 Newport Road (North Exit of Roundabout), Magor.
- To introduce a Prohibition of Waiting at Any Time on Hereford Road/Grosvenor Road Junction, Abergavenny.
- To revoke a section of Prohibition of Waiting at Any Time on The Back, Chepstow.
- To introduce a Prohibition of Waiting and revoke a Restricted Zone on High Street/Bank Street, Chepstow.
- To introduce a Prohibition of Waiting at Any Time on Plas Derwen Way, Abergavenny.
- To introduce a Prohibition of Waiting at Any Time on Rockwood Road, Chepstow.
- To introduce a Prohibition of Waiting at Any Time on The Cross, Caldicot
- To revoke a section of Prohibition of Waiting at Any Time on Church Road, Caldicot

STATEMENT OF REASONS

The proposals outlined in this Amendment Order are presented by Monmouthshire County Council in its capacity as the highway authority. The Authority is exercising its statutory powers under the Road Traffic Regulation Act 1984 (RTRA 1984) and the Traffic Management Act 2004 (TMA 2004), which collectively provide the legal framework for local authorities to manage and regulate traffic on their road networks.

The purpose for which these orders are proposed is multi-faceted, aligning directly with the objectives set out in Section 1 of the RTRA 1984.2 These include:

- For avoiding danger to persons or other traffic using the road or any other road.
- For facilitating the passage on the road of any class of traffic, including pedestrians.
- For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable, having regard to the existing character of the road or adjoining property.
- For preserving the amenities of the area through which the road runs.

Each of the proposals detailed in this statement is the culmination of a thorough review process and is a direct response to concerns and requests received from local residents, community councils, and elected ward members. They reflect a commitment to a proactive and responsive approach to highway management, addressing local issues to enhance safety, accessibility, and the overall highway environment for all users. The measures proposed are designed to be both effective and proportionate to the identified problems, ensuring that any negative impacts are minimised and appropriately mitigated.

Drawing Number	Associated Road Name(s)	Details
2213	Ash Tree Road, Caerwent	<p>Proposed Prohibition of Waiting at Any Time</p> <p>This proposal is a direct response to concerns from the local elected member and the community council. The objective is to protect a narrow access road by preventing obstructive parking that could compromise access for essential services.</p> <p>The primary motivation is to ensure that emergency vehicles and refuse collection vehicles can navigate the road unimpeded. The waiting restrictions are necessary to guarantee a clear and accessible route for these vital services.</p> <p>The extents of the proposed restrictions have been planned to limit their impact on local residents; they will only be implemented in locations where parking has been specifically identified as causing a physical obstruction. This ensures that desirable on-street parking availability is not unnecessarily removed.</p>
2212	Vauxhall Lane, Chepstow	<p>Proposed Prohibition of Waiting at Any Time</p> <p>The proposal for Vauxhall Lane directly addresses resident concerns regarding obstructive parking. The street is characterised by a narrow carriageway, and indiscriminate or inconsiderate parking can significantly reduce its effective width. This creates hazardous conditions that impede the safe passage of all road users and, critically, may obstructs essential public service vehicles.</p> <p>The implementation of waiting restrictions is a targeted measure to avoid danger to persons or other traffic and to facilitate the passage of vehicles, in accordance with the Authority's legal duties.</p> <p>In order to minimise the impact on local residents and to preserve on-street parking availability, the waiting restrictions will only be applied in locations where parking has been identified as a specific and documented cause of obstruction. The design of the scheme includes leaving designated gaps where parking is deemed appropriate and does not compromise highway safety or access.</p>
2251	Kings Street/Lion Street, Abergavenny	<p>Time Restricted Prohibition of Loading (Monday to Sunday, 07:30 – 18:00)</p> <p>This proposal stems from a formal request by Monmouthshire's Public Transport Unit to rectify a significant and recurrent highway safety issue on Kings Street.</p> <p>Vehicles loading or parking illegally on existing restrictions are known to obstruct public transport vehicles. This forces bus drivers to perform dangerous</p>

		<p>manoeuvres, including backing up onto the A40. This practice creates a serious hazard for bus occupants and other road users in the vicinity of this key interchange.</p> <p>The introduction of a No Loading restriction is therefore essential to ensure the expeditious, convenient, and safe movement of public transport and to avoid danger to persons.</p> <p>The Authority acknowledges that this measure may affect blue badge holders who previously used this location for parking. A comprehensive review of local amenities has confirmed that there is ample alternative parking for disabled badge holders in nearby car parks within Abergavenny's town centre, where free parking is provided in any marked bay for valid badge holders.</p>
2258	57 Thornwell Road, Bulwark	<p>Proposed Disabled Persons Parking Place</p> <p>The proposed Disabled Persons Parking Place outside 57 Thornwell Road is being introduced following a formal request from Occupational Health. The request highlights and demonstrates with evidence that a disabled resident is experiencing significant difficulty in securing a parking space in the vicinity of their home.</p> <p>The provision of a designated bay will ensure that the resident has reliable access to a parking space, which is critical for their independence and quality of life.</p> <p>The bay will be available for use by all blue badge holders.</p>
2259	School Lane, Caerwent	<p>Proposed Prohibition of Waiting at Any Time</p> <p>The proposed waiting restrictions on School Lane are a direct response to concerns raised by a local member and nearby residents regarding parking practices in the vicinity of Mathern Day Nursery.</p> <p>Motorists who park in the proposed restricted section of the lane do so in an obstructive manner, creating safety hazards and regularly blocking access for essential public services, such as refuse vehicles. This order is a necessary intervention to both avoid danger to persons or other traffic and facilitate the passage of vehicles, in accordance with the Authority's legal duties.</p> <p>A designated car park with bays for nursery staff is located nearby, meaning the restrictions have minimal impact on parking availability. Additionally, the measures are targeted to the problem areas, thereby ensuring that on-street parking is only removed where it compromises highway safety and access.</p>
2261	The Plantation, Undy	<p>Proposed Prohibition of Waiting at Any Time</p>

		<p>This measure is a direct response to concerns raised by local residents regarding dangerous and obstructive parking, particularly in the vicinity of The Plantation's Junction with Pennyfarthing Lane. The problem is notably exacerbated during school pick-up and drop-off times when the volume of parked vehicles increases significantly, creating a potentially unsafe environment.</p> <p>The Prohibition of Waiting is a necessary intervention to avoid danger and facilitate the passage of traffic during these critical periods. By ensuring clear sightlines and manoeuvring space, the proposals will enhance safety for children, parents, and other road users.</p> <p>The extent of the double yellow lines has been carefully determined to be far enough away from residential properties to ensure that no desirable parking locations are removed, addressing the potential negative impact on local residents.</p>
2264	Victoria Way, Undy	<p>Proposed Prohibition of Waiting at Any Time</p> <p>This measure is a direct response to concerns raised by local residents regarding dangerous and obstructive parking, particularly in the vicinity of Victoria Way's junction with Pennyfarthing Lane. The problem is notably exacerbated during school pick-up and drop-off times when the volume of parked vehicles increases significantly, creating a potentially unsafe environment.</p> <p>The Prohibition of Waiting is a necessary intervention to avoid danger and facilitate the passage of traffic during these critical periods. By ensuring clear sightlines and manoeuvring space, the proposals will enhance safety for children, parents, and other road users.</p> <p>The extent of the double yellow lines has been carefully determined to be far enough away from residential properties to ensure that no desirable parking locations are removed, addressing the potential negative impact on local residents.</p>
2247	Tudor Road, Wyesham	<p>Proposed Prohibition of Waiting at Any Time</p> <p>This proposal is a response to requests from residents and a local member concerning obstructive parking at the junction of Tudor Road with Wyesham Road. In line with the principles of the Highway Code, which advises against parking near junctions, the proposed restrictions are intended to formalise this guidance and ensure a clear, unobstructed intersection.</p> <p>The double yellow lines will ultimately facilitate the safe passage of traffic at this critical location by maintaining clear sightlines for vehicles entering and exiting the junction.</p>

		<p>The restrictions are limited to the junction itself, ensuring that sufficient on-street parking remains available for local residents.</p>
	Raglan High Street	<p>Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.</p> <p>The proposals for Raglan High Street are a cohesive and coordinated scheme. The Disabled Persons Parking Place is proposed in response to a request from a disabled resident and local stakeholders following the recent removal of a previous disabled bay. The new bay will be located in the vicinity of Raglan Pharmacy, a key community health service.</p> <p>The provision of this bay is a direct mitigation for the loss of a vital accessible parking space, ensuring that disabled residents and visitors can continue to access the pharmacy and other businesses on the High Street.</p> <p>This action underscores the Authority's commitment to preserve the amenities of the area for all members of the community.</p>
2250	Raglan High Street	<p>Proposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)</p> <p>The proposals for Raglan High Street are a cohesive and coordinated scheme. The Proposed Time Limited Loading Bay is a necessary mitigation for the commercial impact of the wider waiting restrictions on Raglan High Street. The proposed loading bay is intended to maintain loading availability for the Tesco store and other local businesses. Without a designated loading bay, the new general waiting restrictions may impact local business operations.</p> <p>This proposal demonstrates a thoughtful approach to traffic management, where the negative consequences of one measure are systematically and purposefully addressed by others.</p>
2249	Raglan High Street	<p>Proposed Prohibition of Waiting at Any Time</p> <p>The proposals for Raglan High Street are a cohesive and coordinated scheme. The central element of this scheme is the Prohibition of Waiting, which is proposed to address persistent traffic flow issues on the High Street.</p> <p>The Authority has received requests from Monmouthshire's Public Transport Unit and Refuse services, who have been consistently obstructed by parked vehicles. The proposed double yellow lines on the northern side of the highway are necessary to facilitate the passage of these essential vehicles, as well as emergency services. The Authority recognises</p>

		<p>that this broad restriction will inevitably remove on-street parking availability. This negative impact is considered necessary and proportionate to the overriding public benefit of ensuring unimpeded passage for essential and emergency vehicles.</p> <p>To address and mitigate the specific impacts of this primary measure, two complementary orders are proposed; a Disabled Person's Parking Place and Time Limited Loading Only Bay.</p>
2252	A466, Monmouth	<p>Proposed 7.5T Weight Restriction (Except for Access)</p> <p>This proposal is an environmental weight restriction aimed at preventing heavy goods vehicles (HGVs) over 7.5 tonnes from using Hereford Road and Buckholt as an inappropriate route to the A40. This measure is a direct response to concerns from local members regarding the unsuitability of the route for large vehicles. The road is characterised by a challenging topography, narrow sections, and winding geometry.</p> <p>The proposed restriction is not a reaction to a complaint but a policy-driven decision. The Authority's guidance on weight limits confirms that environmental restrictions are suitable for preventing HGVs from using unsuitable roads as shortcuts. The A40 is the designated strategic trunk road connecting the area to the wider network. The weight restriction on Hereford Road guides heavy commercial traffic to this appropriate main road, thereby protecting the unsuitable local road network from damage and congestion.</p> <p>The restriction will include standard exemptions for vehicles requiring legitimate access for local deliveries or collections, ensuring that local businesses and residents are not negatively impacted by the measure.</p>
2260	B4245 Newport Road (Northern Arm of Roundabout), Magor	<p>Proposed Prohibition of Waiting at Any Time</p> <p>The proposed order is a response to persistent issues of vehicles parking for extended periods in the vicinity of the roundabout. This parking practice creates a significant obstruction for vehicles seeking to access nearby buildings and fields. The presence of parked vehicles in an obstructive manner at this location compromises safety and hinders the free flow of traffic.</p> <p>The proposed restrictions are essential to facilitate the safe and unobstructed passage of traffic at this key location. The Authority has determined the extents of the double yellow lines with precision, ensuring they are placed only in locations that have been identified as causing an obstruction or safety concern.</p> <p>Restrictions are not included in the sections where parking is appropriate, thereby ensuring that legitimate</p>

		parking availability is maintained and the scheme is proportionate to the problem it aims to solve.
2253	Hereford Road/Grosvenor Road Junction, Abergavenny	<p>Proposed Prohibition of Waiting at Any Time</p> <p>This proposal, requested by local members and residents, is a precautionary measure to enhance safety at the junction of Hereford Road and Grosvenor Road. The order is intended to formalise the principles of the Highway Code, which advises against parking within ten metres of a junction. This measure is consistent with other similar orders that have been successfully introduced in the area.</p> <p>The implementation of waiting restrictions at this junction is necessary to avoid danger and to ensure that sightlines for all road users, including vehicles and pedestrians, are consistently maintained. A review of the surrounding streets confirms that the restrictions are limited to the immediate junction area, and that sufficient on-street parking availability exists nearby for local residents.</p>
2256	The Back, Chepstow	<p>Proposed Revocation of Prohibition of Waiting at Any Time</p> <p>The proposal is a partial revocation of a previously approved Order. This is a direct response to feedback received from a section of the community, including a local pub and nearby residents, who expressed opposition after the Order had been legally approved. The residents reported that they had not seen or commented on the initial consultation.</p> <p>The Authority has listened to this feedback and, in a demonstration of its commitment to community partnership and fairness, has agreed to revoke a section of the double yellow lines. This is a direct mitigation of the negative impact on the local pub and parking availability for residents. Crucially, the double yellow lines on the western section of The Back which were the primary source of safety concerns, will remain in place. The revocation also ensures that parking availability for a disabled resident is not negatively impacted.</p> <p>This solution balances the need for highway safety with the legitimate concerns of the community, evidencing that the authority's capability of adjusting its position when presented with new information.</p>
2254	High Street/Bank Street, Chepstow	<p>Proposed Prohibition of Waiting at Any Time and Revocation of Restricted Zone#</p> <p>The proposal for High Street/Bank Street, Chepstow demonstrates a firm and pragmatic approach to dealing with non-compliance. The existing "restricted zone" on High Street and Bank Street is being widely ignored, leading to a situation of rampant illegal and obstructive parking. The area is known for the</p>

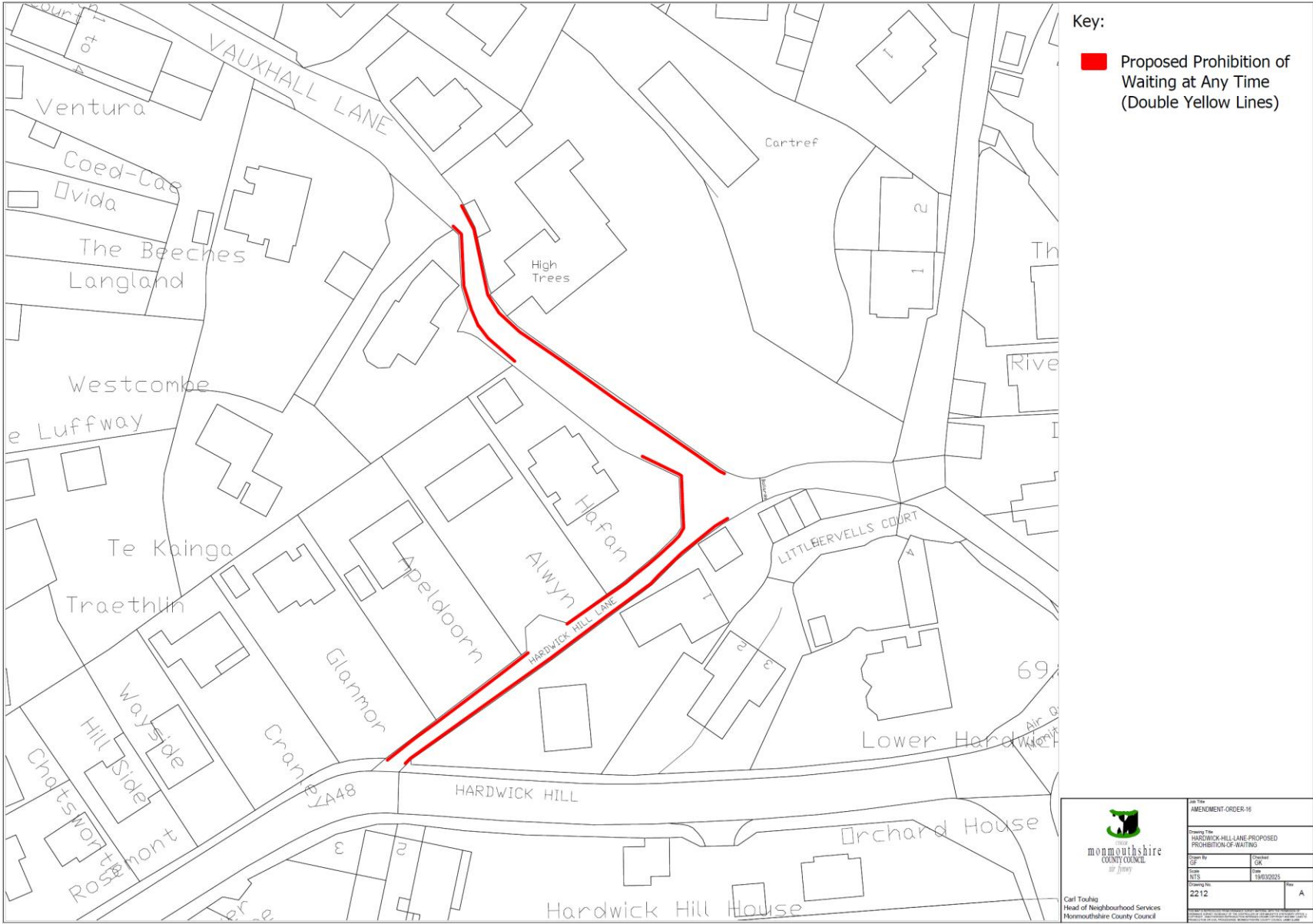
		<p>widespread disregard for the existing regulations. The Authority has received reports that the signs are not sufficiently obvious or are being disregarded. This proposal will therefore revoke the ineffective restricted zone and replace it with more explicit and widely recognised double yellow lines.</p> <p>This measure is intended to facilitate the passage of traffic and avoid danger by making the regulations more obvious to drivers and easier for civil enforcement officers to manage. While this change will remove on-street parking, this is a necessary step to address the current breakdown in traffic regulation. It is important to note that a number of council-run car parks are available in Chepstow and provide alternative parking spaces for town visitors.</p> <p>This proposal illustrates the Authority's nuanced approach to traffic management. On High Street, where a previous solution was ineffective and widely flouted, the Authority is adopting a firmer stance with more clearly visible measures.</p>
2257	Plas Derwen Way, Abergavenny	<p>Proposed Prohibition of Waiting at Any Time</p> <p>The proposed waiting restrictions on Plas Derwen Way are a refined measure to address long-standing safety concerns regarding parking at its junction with the A40. A previous proposal in a different order did not proceed due to resident concerns that it would simply displace parking, thereby exacerbating the problem further up the street. This revised proposal is a direct response to that specific feedback. It is limited in extent solely to the immediate vicinity of the A40 junction, with the explicit purpose of protecting the intersection and preventing unsafe parking practices that hinder the safe and smooth flow of traffic.</p> <p>By limiting the scope of the restrictions to the area where the hazard is most pronounced, the order will not have the negative, unintended consequence of displacing vehicles into other sections of Plas Derwen Way. The restrictions are deliberately located far enough away from residences to ensure that no desirable parking places are removed.</p>
2262	Rockwood Road, Chepstow	<p>Proposed Prohibition of Waiting at Any Time</p> <p>This proposal is a direct response to urgent reports that refuse collection vehicles have been unable to safely access and navigate Rockwood Road due to obstructive parking. The extension of existing double yellow lines is a necessary measure to ensure that this vital public service can be delivered safely and reliably to all residents of the road. This order is required to facilitate the passage of refuse vehicles and to avoid danger that could arise from a blocked route.</p> <p>It is acknowledged that the extension of these waiting restrictions will result in the removal of parking</p>

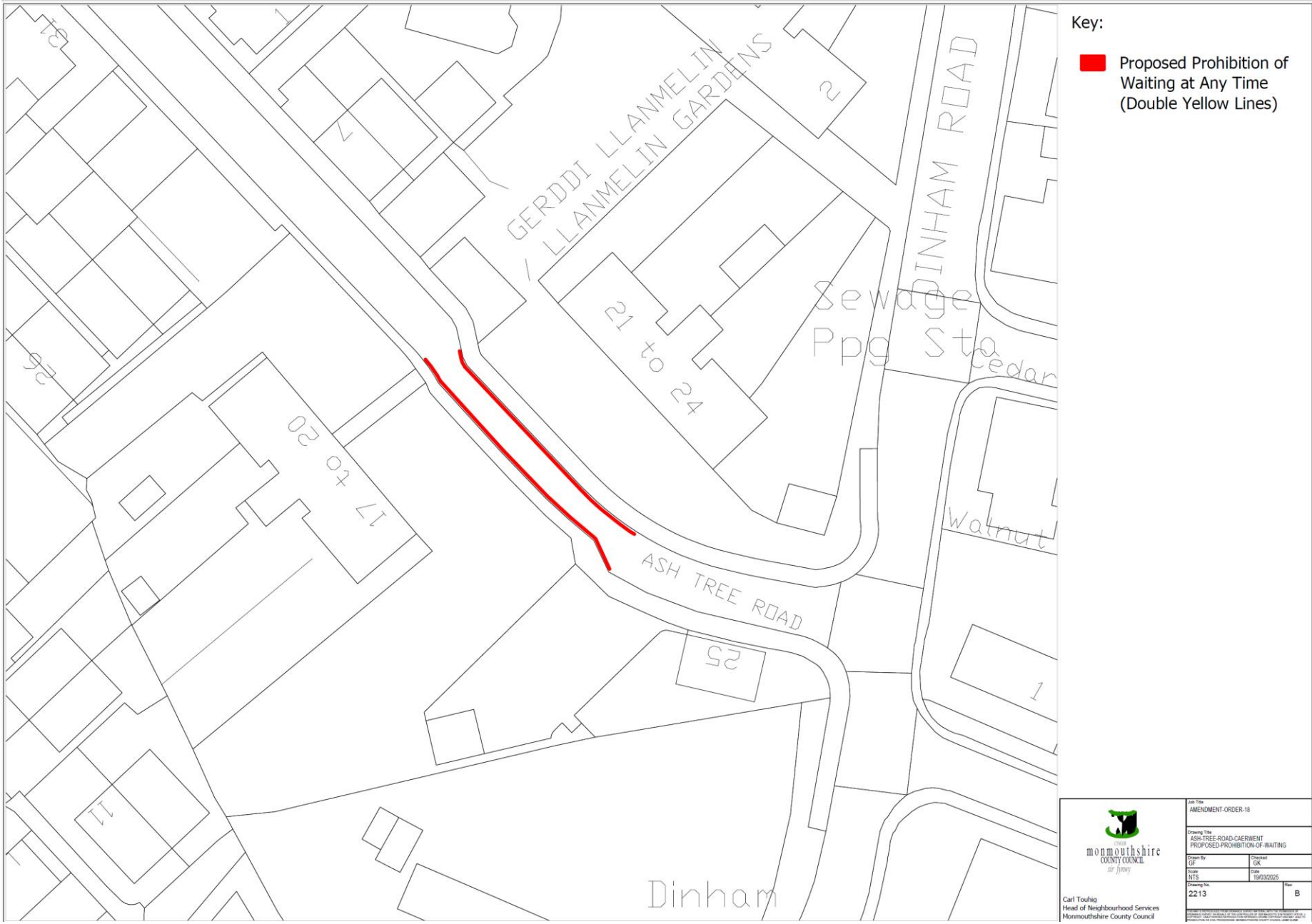
		availability for one vehicle. However, this is a negative impact that is considered a necessary and proportionate consequence of ensuring a vital public service is delivered where the public benefits ultimately outweigh the negatives.
2263	Merthyr Road, Abergavenny	<p>Proposed Revocation of Time Restricted Prohibition of Waiting</p> <p>Following a site meeting with the local member, the proposed Revocation of Time Restricted Prohibition of Waiting seeks to remove the existing single yellow line restriction on Merthyr Road, Abergavenny, in front of approximately four and a half to five house frontages, as indicated in drawing 2263.</p> <p>The affected properties do not benefit from off-street parking, and the carriageway at this location is notably wide, meaning the existing restriction is not essential for maintaining traffic flow or safety.</p> <p>The removal of the restriction is intended to improve parking availability for residents, who have raised concerns. It is considered that the change will provide significant benefit to local residents without adversely impacting highway operation.</p>
2270	The Cross, Caldicot	<p>Proposed Prohibition of Waiting at Any Time</p> <p>This proposal for The Cross, Caldicot, is a response to the ineffectiveness of a previous experimental restricted zone in managing parking. The Authority has received numerous complaints from residents and a local member regarding widespread illegal and obstructive parking within the area covered by the experimental order. To address these persistent issues, a permanent Prohibition of Waiting at Any Time (double yellow lines) is proposed to cover the entirety of the former restricted zone. This measure is intended to facilitate the safe passage of traffic and pedestrians by providing clear, enforceable restrictions on parking.</p> <p>The proposal also includes reinstating a previously approved Prohibition of Waiting that is not currently marked out on site, ensuring the entire area around The Cross junction is covered by consistent and legally enforceable controls. This action demonstrates a strategic shift from a less effective experimental measure to a permanent solution designed to enhance highway safety and formalise parking regulations in the area.</p>
2271	Church Road, Caldicot	<p>Proposed Revocation of Prohibition of Waiting at Any Time</p> <p>As part of the wider scheme to implement permanent Prohibition of Waiting restrictions at The Cross, Caldicot, a review of existing waiting restrictions on Church Road has been undertaken. This review identified sections of double yellow lines (Prohibition of</p>

		<p>Waiting at Any Time) that are no longer marked out on site and have become obsolete due to changes in the road layout and traffic management since their original introduction.</p> <p>The revocation of these outdated restrictions is proposed to reflect the current highway configuration and usage, ensuring that parking controls are both necessary and proportionate. The sections identified for revocation no longer serve a traffic management purpose and their removal will help clarify enforcement boundaries, reduce confusion for road users, and support a more consistent and legally enforceable parking regime.</p> <p>The extents of the proposed revocation have been carefully designed to tie in with the existing and proposed Prohibition of Waiting at The Cross, maintaining continuity and clarity across the network. This action supports the Authority's commitment to maintaining effective, evidence-based traffic regulation that enhances safety and accessibility for all road users.</p>
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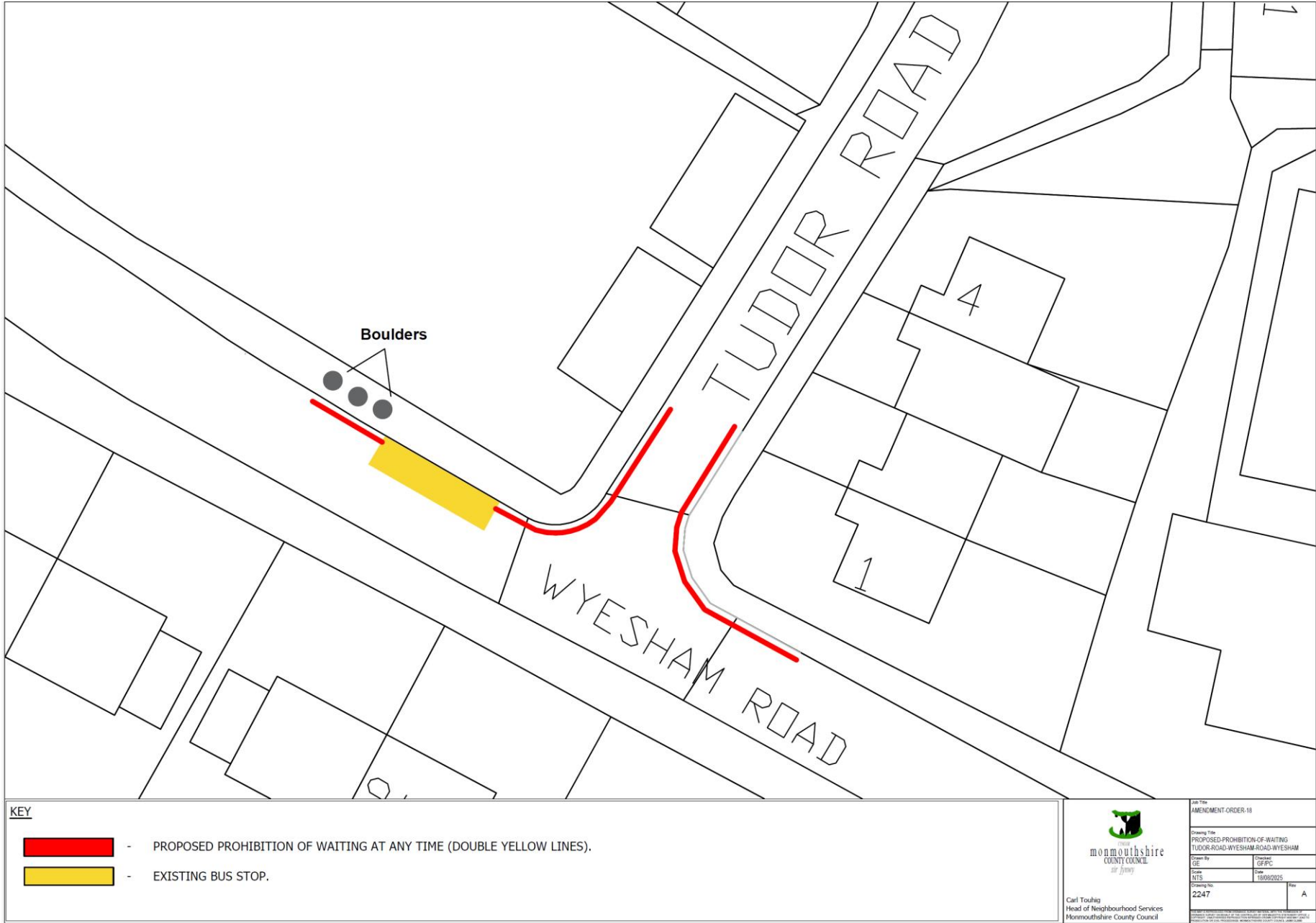
Appendix 5: Drawings

2212 Vauxhall Lane, Chepstow Proposed Prohibition of Waiting at Any Time

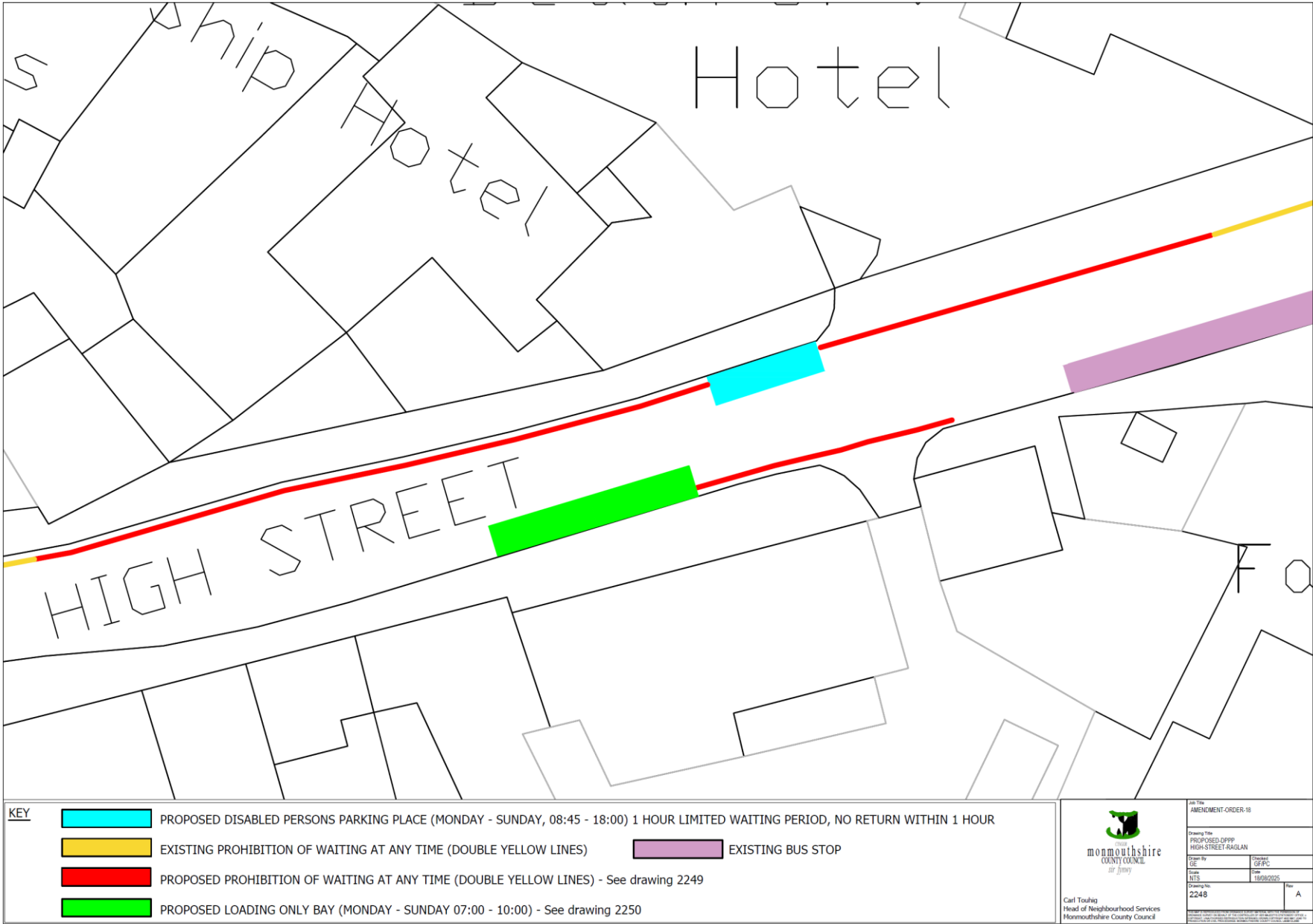




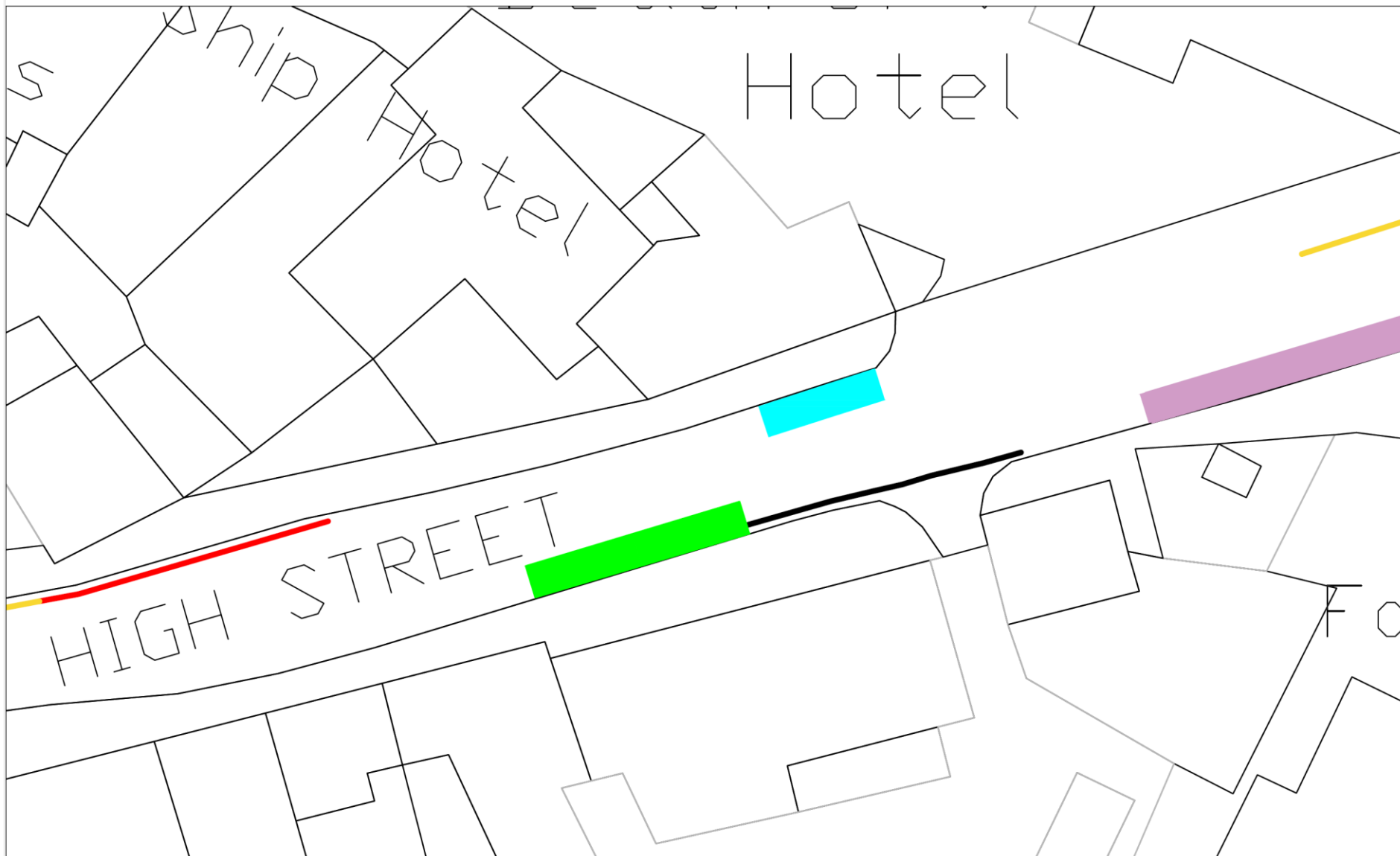
2247 Tudor Road, Wyesham Proposed Prohibition of Waiting at Any Time



2248 REV A Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.



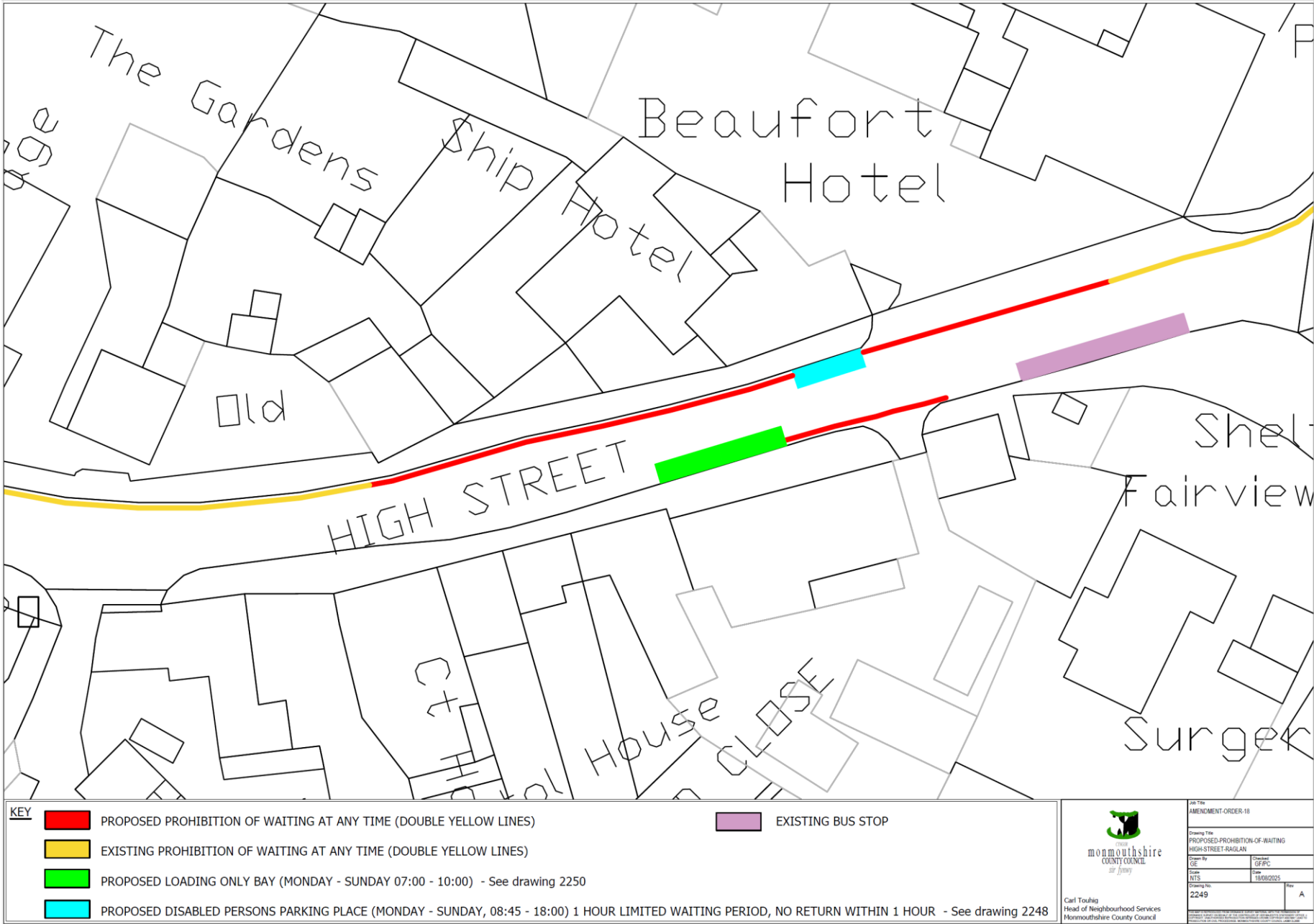
2248 REV B Raglan High Street Proposed Disabled Persons Parking Place (Monday to Sunday, 8:45AM TO 6PM) 1 Limited Waiting Period, No return within 1 hour.



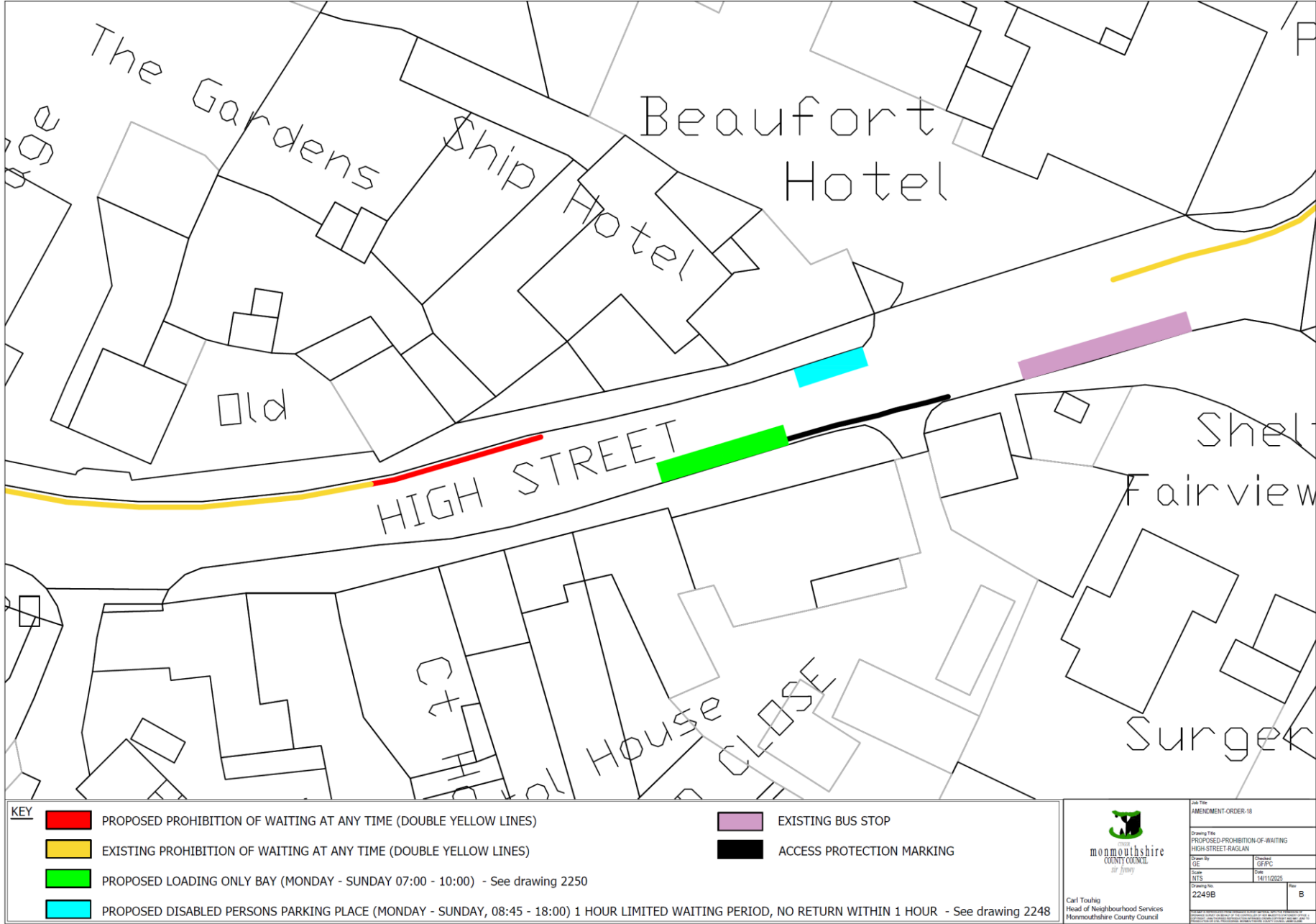
KEY		PROPOSED DISABLED PERSONS PARKING PLACE (MONDAY - SUNDAY, 08:45 - 18:00) 1 HOUR LIMITED WAITING PERIOD, NO RETURN WITHIN 1 HOUR
		EXISTING PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES)
		PROPOSED PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES) - See drawing 2249
		PROPOSED LOADING ONLY BAY (MONDAY - SUNDAY 07:00 - 10:00) - See drawing 2250
		EXISTING BUS STOP
		ACCESS PROTECTION MARKING

 monmouthshire COUNTY COUNCIL <i>air jenny</i>		Job Title AMENDMENT-ORDER-16	
		Drawing Title PROPOSED-DPPP HIGH-STREET-RAGLAN	
		Drawn By NTS	Checked GFP/PC
		Drawing No. 2248B	Date 16/11/2025 Rev B
Carl Touhig Head of Neighbourhood Services Monmouthshire County Council			

2249 REV A Raglan High Street Proposed Prohibition of Waiting at Any Time



2249 REV B Raglan High StreetProposed Prohibition of Waiting at Any Time



2250 REV A Raglan High StreetProposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)



KEY

-  PROPOSED LOADING ONLY BAY (MONDAY TO SUNDAY 07:00 - 10:00)
-  PROPOSED PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES) - See drawing 2249
-  EXISTING PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES)
-  PROPOSED DISABLED PERSONS PARKING PLACE (MONDAY TO SUNDAY, 8:45AM TO 6PM) 1 HOUR LIMITED WAITING PERIOD, NO RETURN WITHIN 1 HOUR - See drawing 2248

 EXISTING BUS STOP

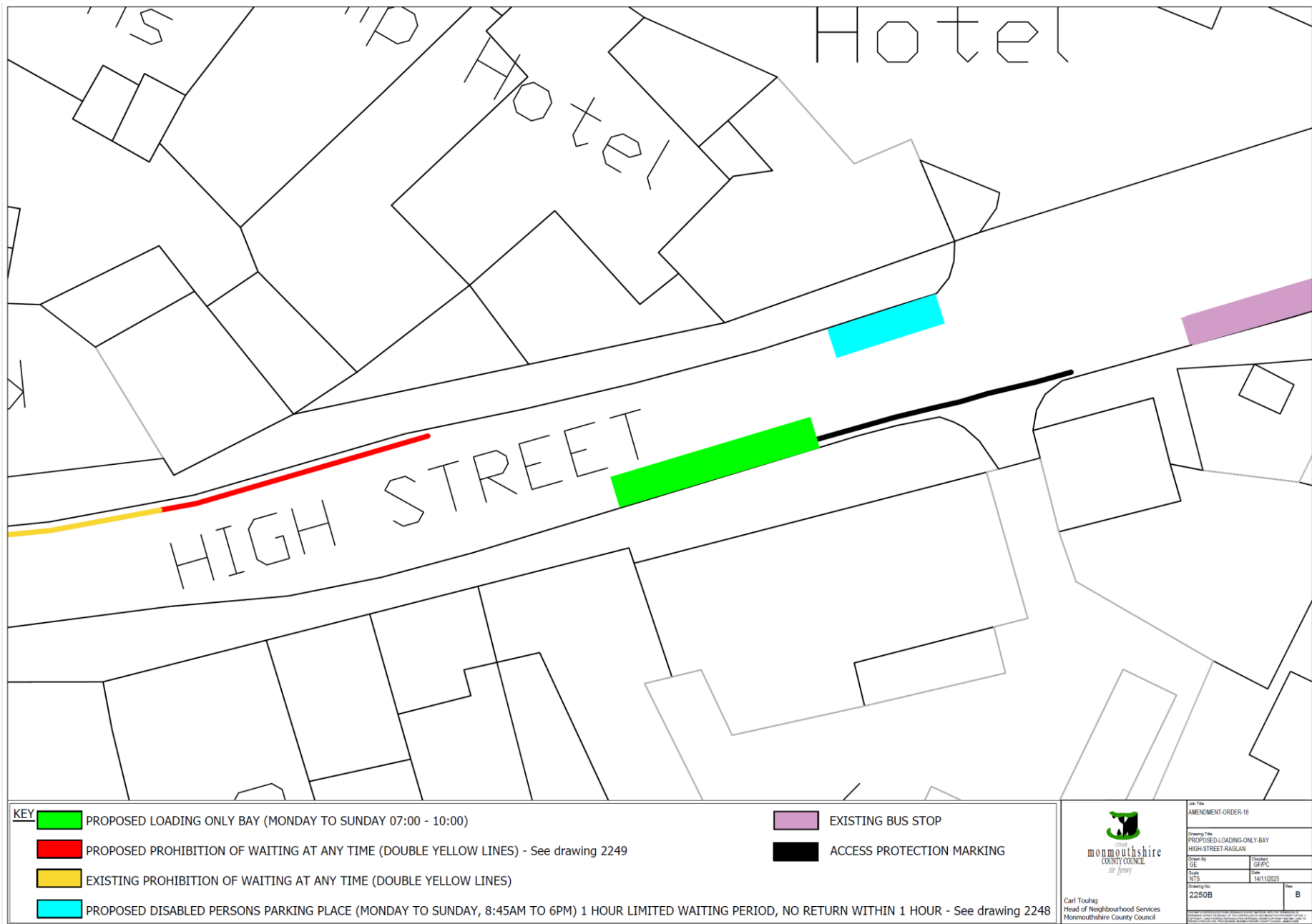


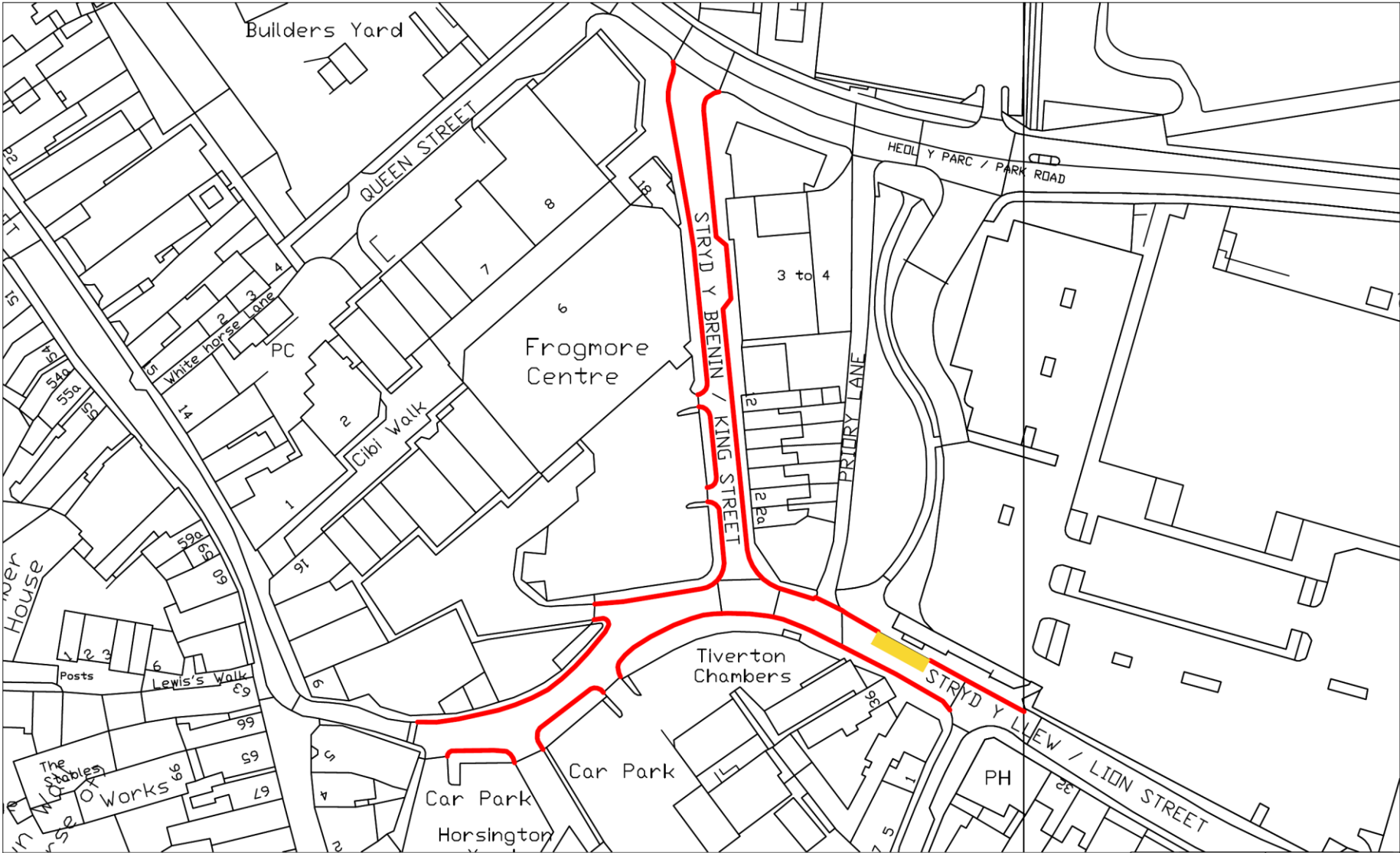
monmouthshire
COUNTY COUNCIL
or Jersey

Carl Touhig
Head of Neighbourhood Services
Monmouthshire County Council

Job Title AMENDMENT-ORDER-18	
Drawing Title PROPOSED LOADING-ONLY-BAY HIGH-STREET-RAGLAN	
Drawn By GE	Checked GFPC
Scale NTS	Date 18/08/2025
Drawing No. 2250	Rev A

2250 REV B Raglan High StreetProposed Time Limited Loading Bay (Monday to Sunday, 07:00am – 10:00am)





KEY

-  - PROPOSED PROHIBITION OF LOADING (MONDAY - SUNDAY 07:30- 18:00)
-  - EXISTING BUS STOP

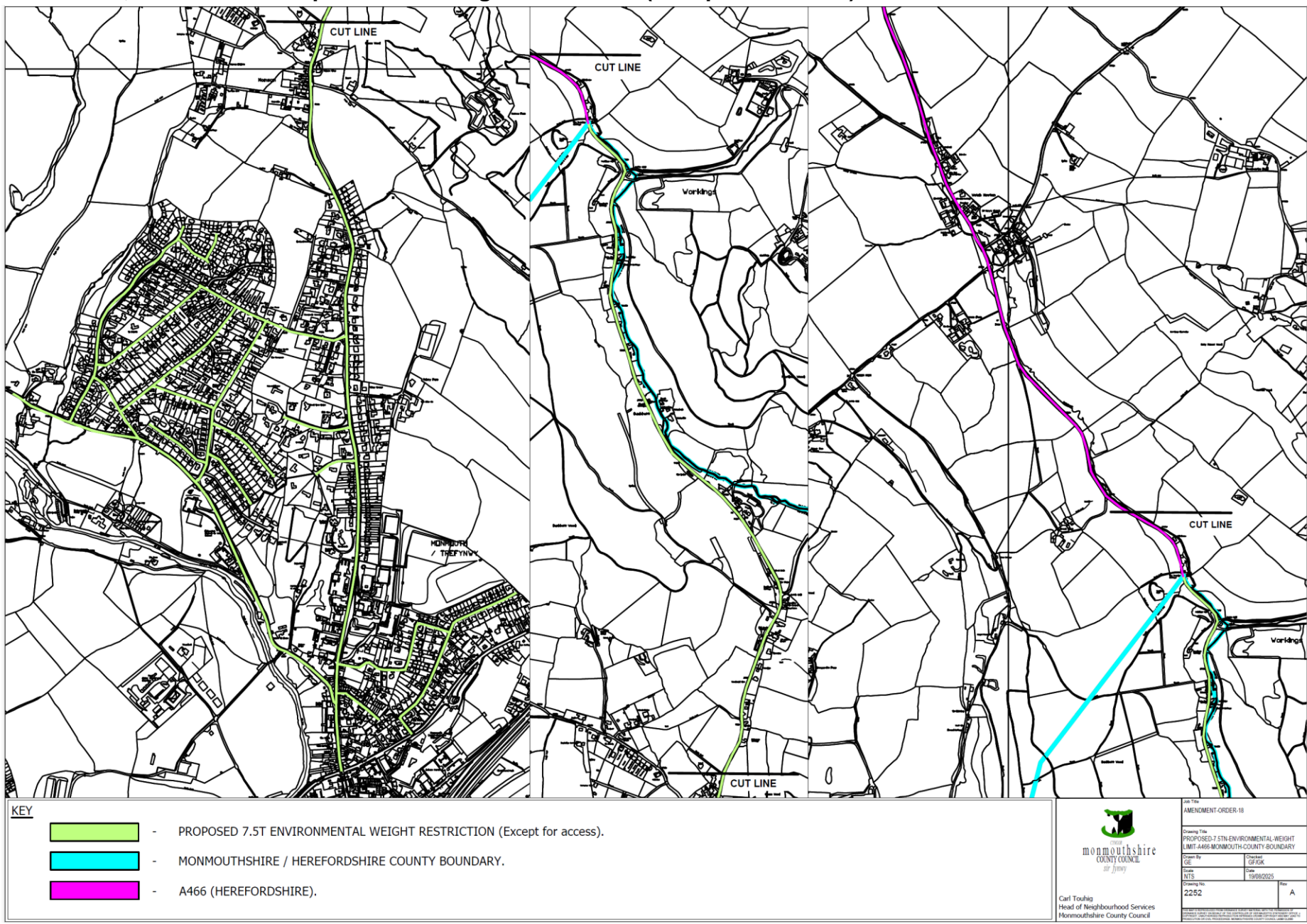


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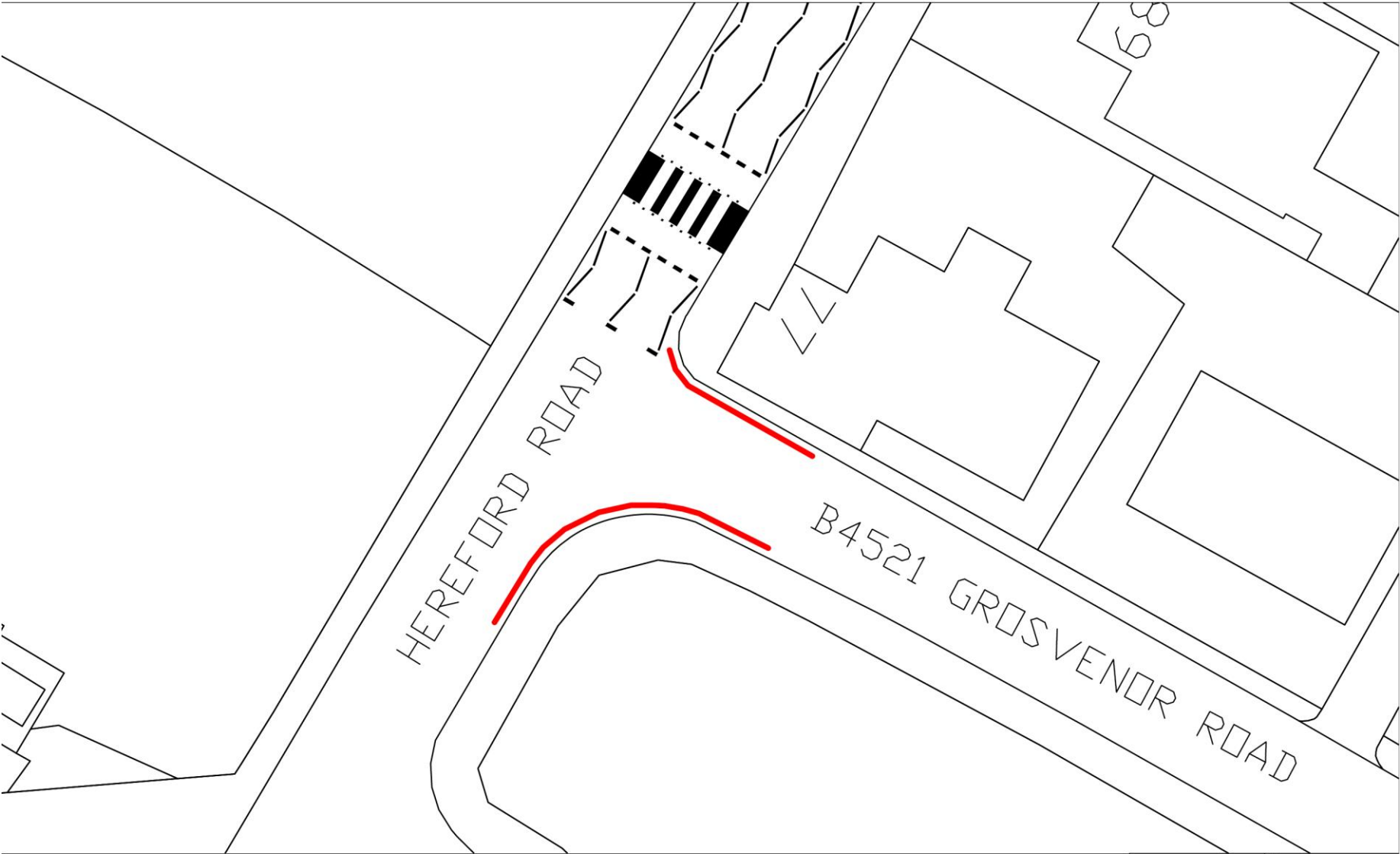
Carl Touhig
Head of Neighbourhood Services
Monmouthshire County Council

JOB NO: AMENDMENT-ORDER-18	
Drawing Title PROPOSED PROHIBITION OF LOADING KING-STREET/LION-STREET	
Prepared By GE	Checked GAPC
Drawn By NTS	Date 18/08/2025
Drawing No. 2251	Rev A


2252 A466, Monmouth Proposed 7.5T Weight Restriction (Except for Access)




2253 Hereford Road/Grosvenor Road Junction, Abergavenny Proposed Prohibition of Waiting at Any Time



KEY

 - PROPOSED PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES).



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Head of Neighbourhood Services
Monmouthshire County Council

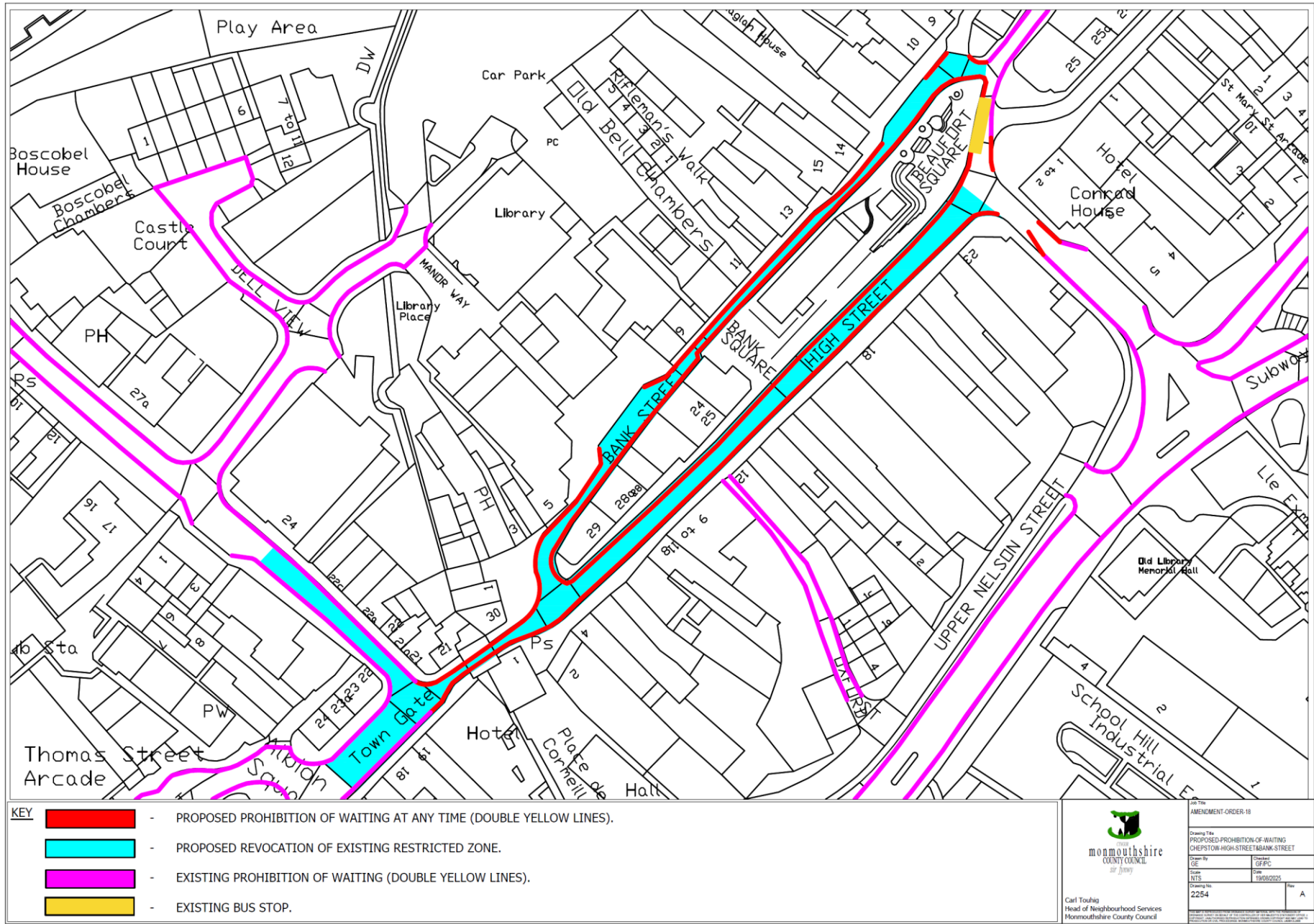
Job Title
AMENDMENT-ORDER-18

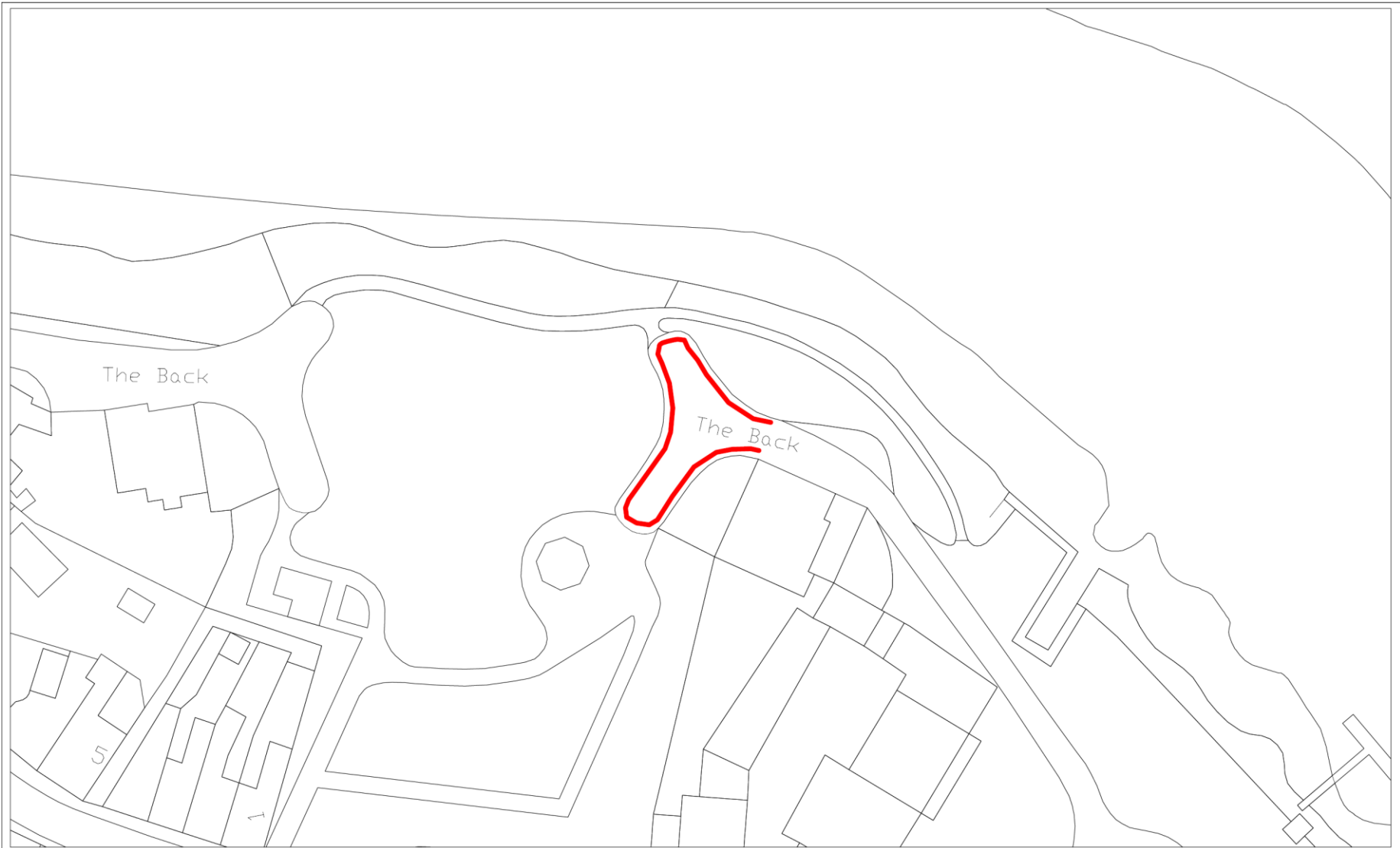
Drawing Title
PROPOSED PROHIBITION OF WAITING
GROSVENOR RD-HEREFORD RD-ABERGAVENNY

Drawn By CE	Checked By GP/PC
Date 18/06/2025	Rev A

Drawing No.
2253

2254 High Street/Bank Street, Chepstow Proposed Prohibition of Waiting at Any Time and Revocation of Restricted Zone





KEY

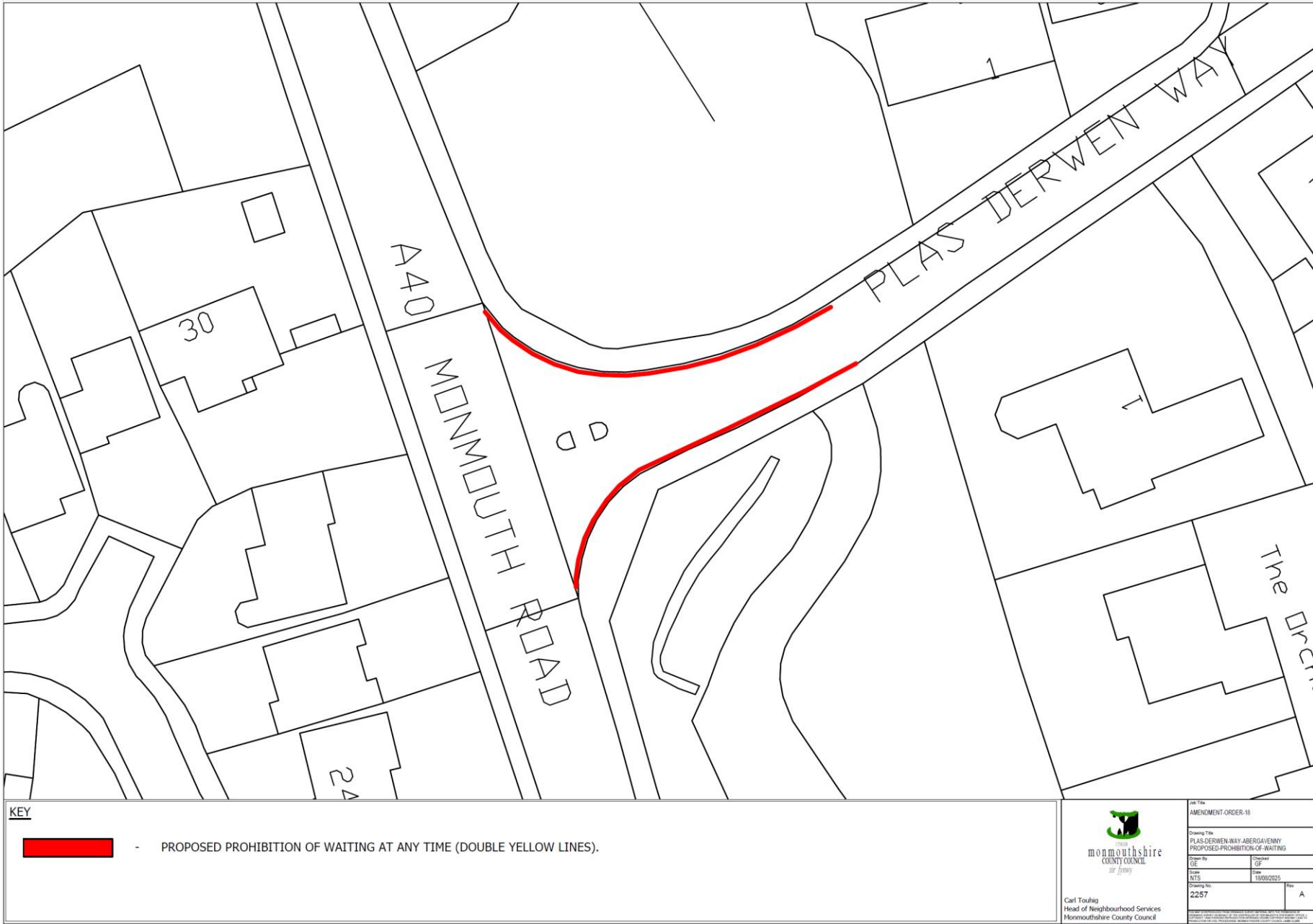
 PROPOSED REVOCATION OF PROHIBITION OF WAITING AT ANY TIME



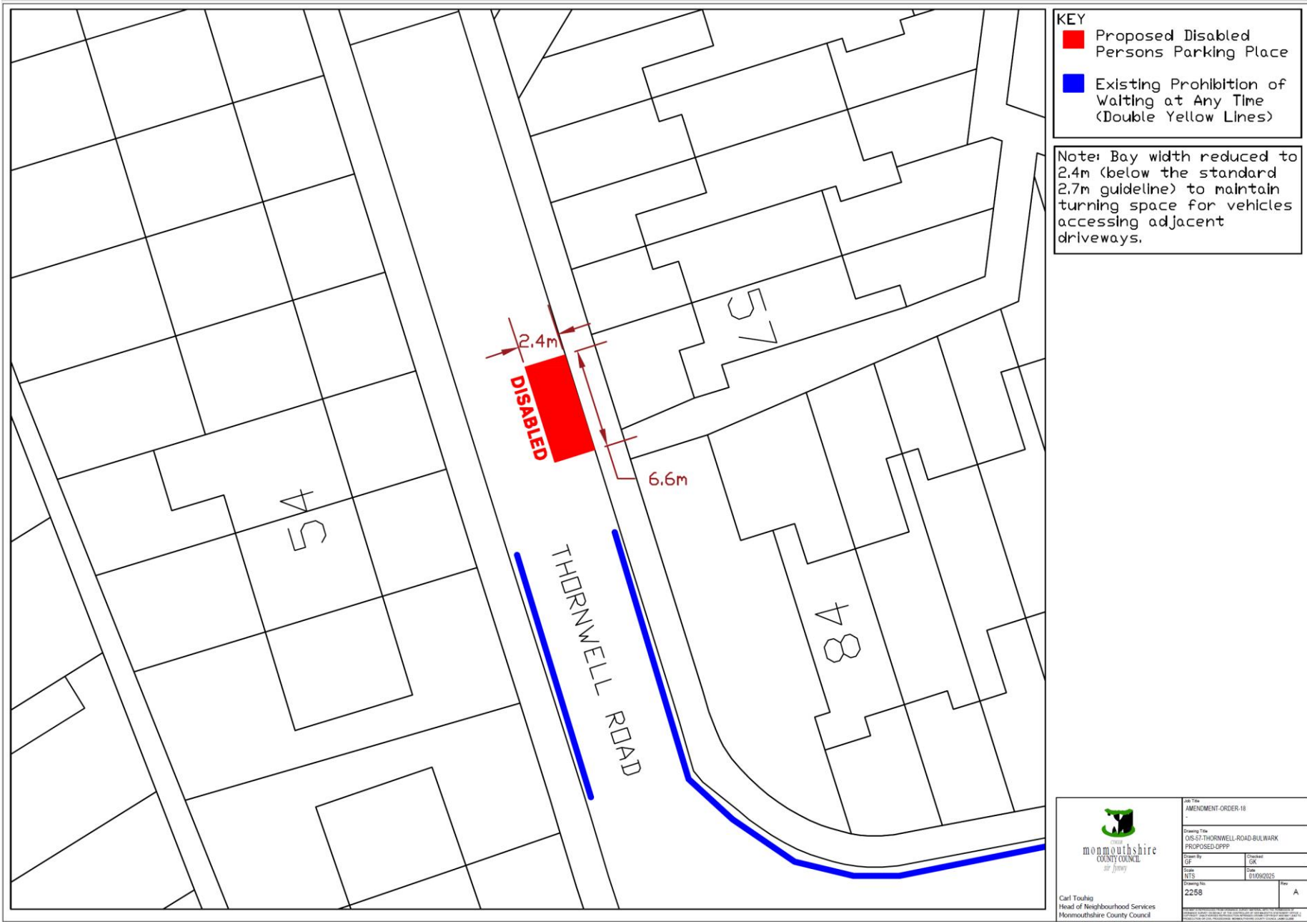
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Carl Toulsh
Head of Neighbourhood Services
Monmouthshire County Council

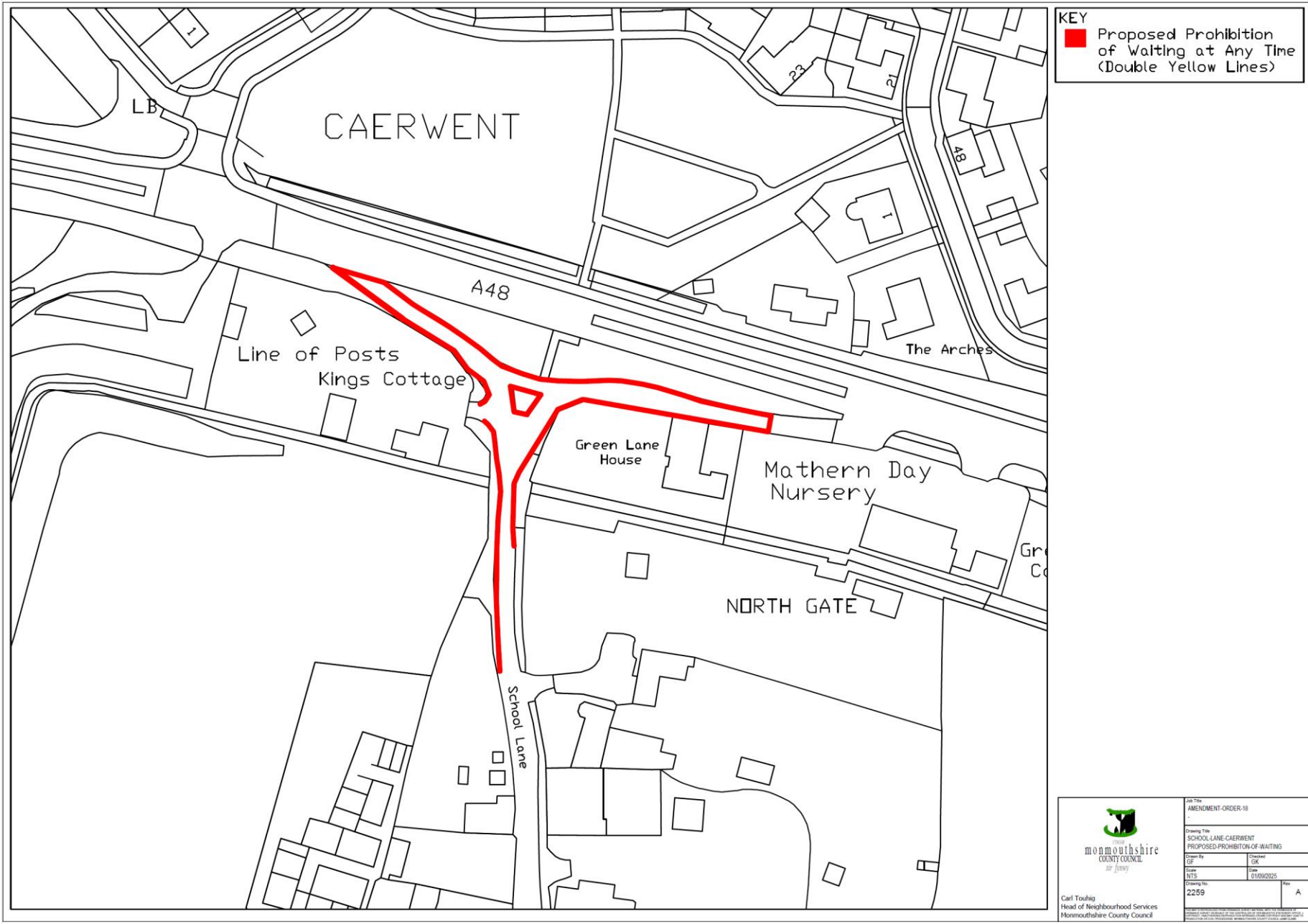
Drawing Title THE BACK, CHEPSTOW PROPOSED REVOCATION OF POW	
Job Title AMENDMENT ORDER-18	
Drawn By GP	Checked OK
Scale 1:175	Date 01/09/2025
Drawing No. 2256	Rev A



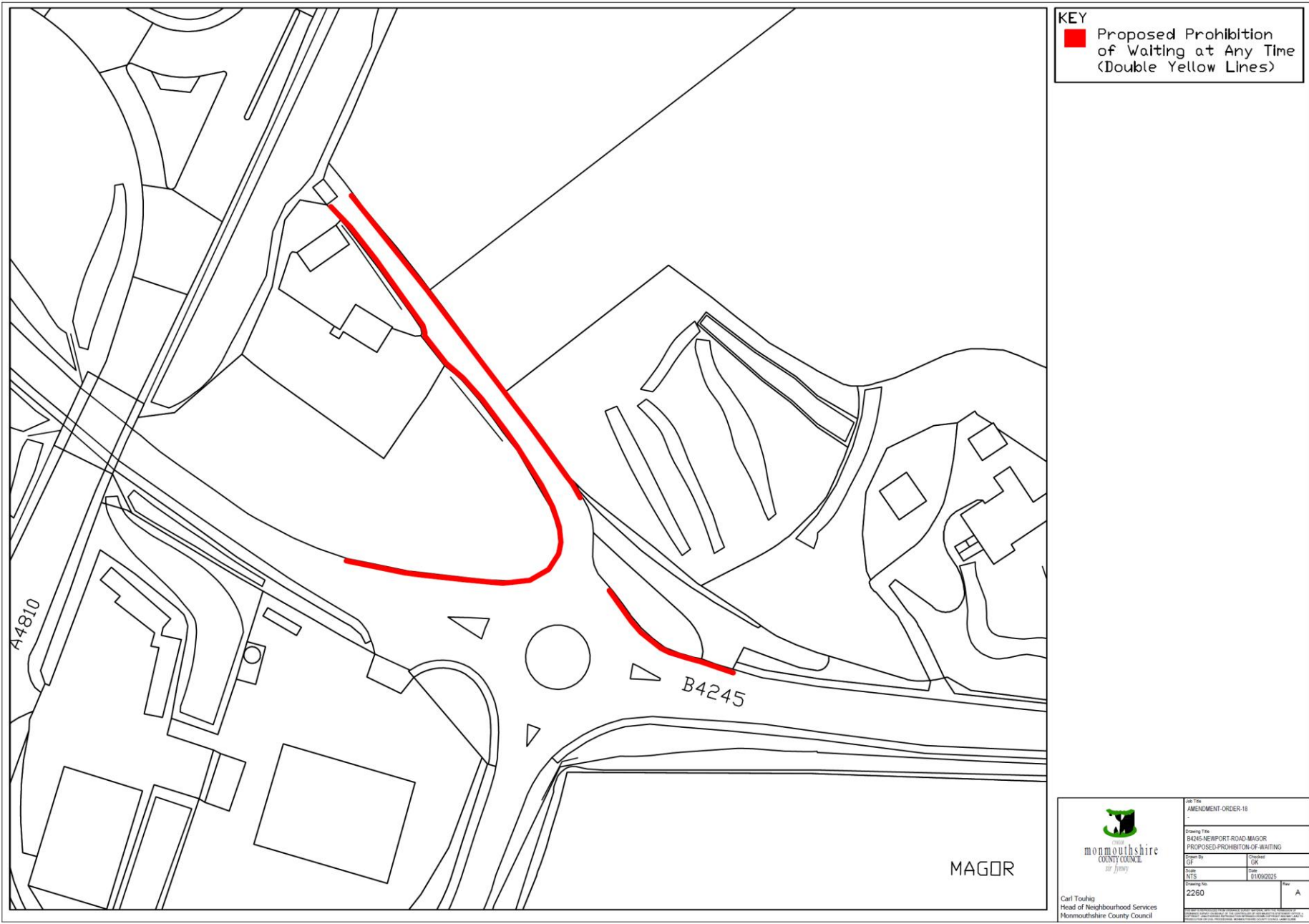
2258 57 Thornwell Road, Bulwark Proposed Disabled Persons Parking Place



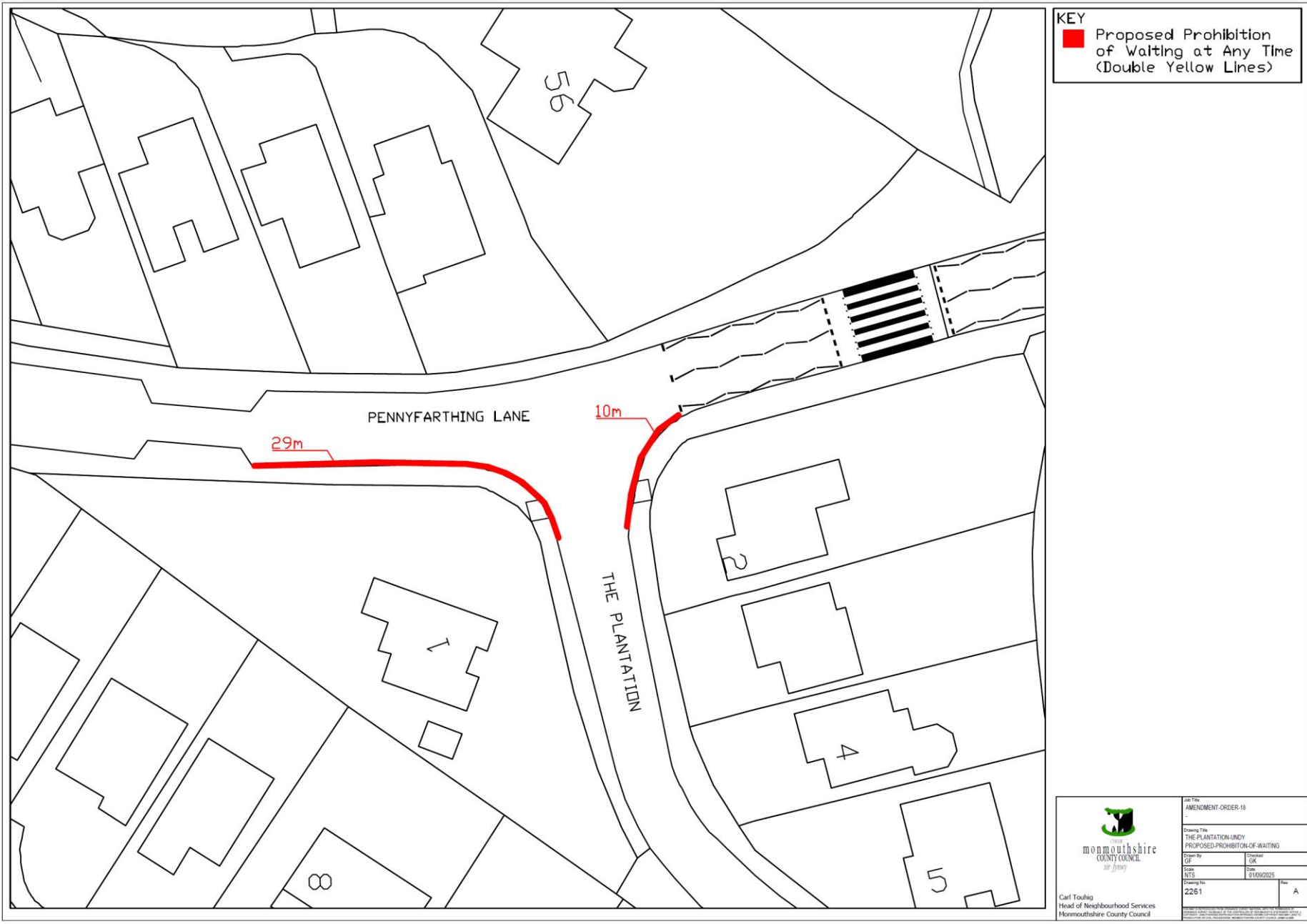
2259 School Lane, Caerwent Proposed Prohibition of Waiting at Any Time



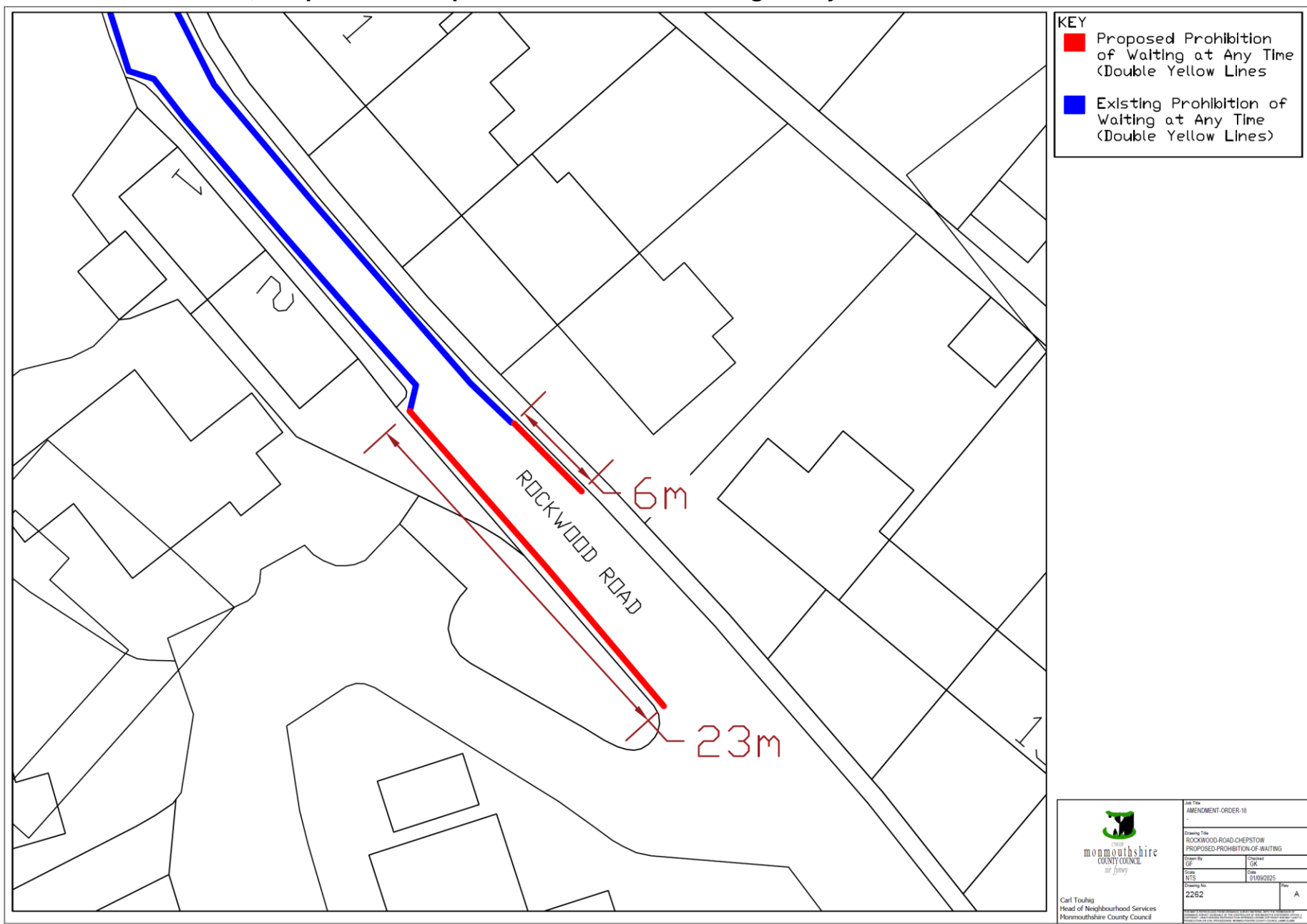
2260 B4245 Newport Road (Northern Arm of Roundabout), Magor Proposed Prohibition of Waiting at Any Time



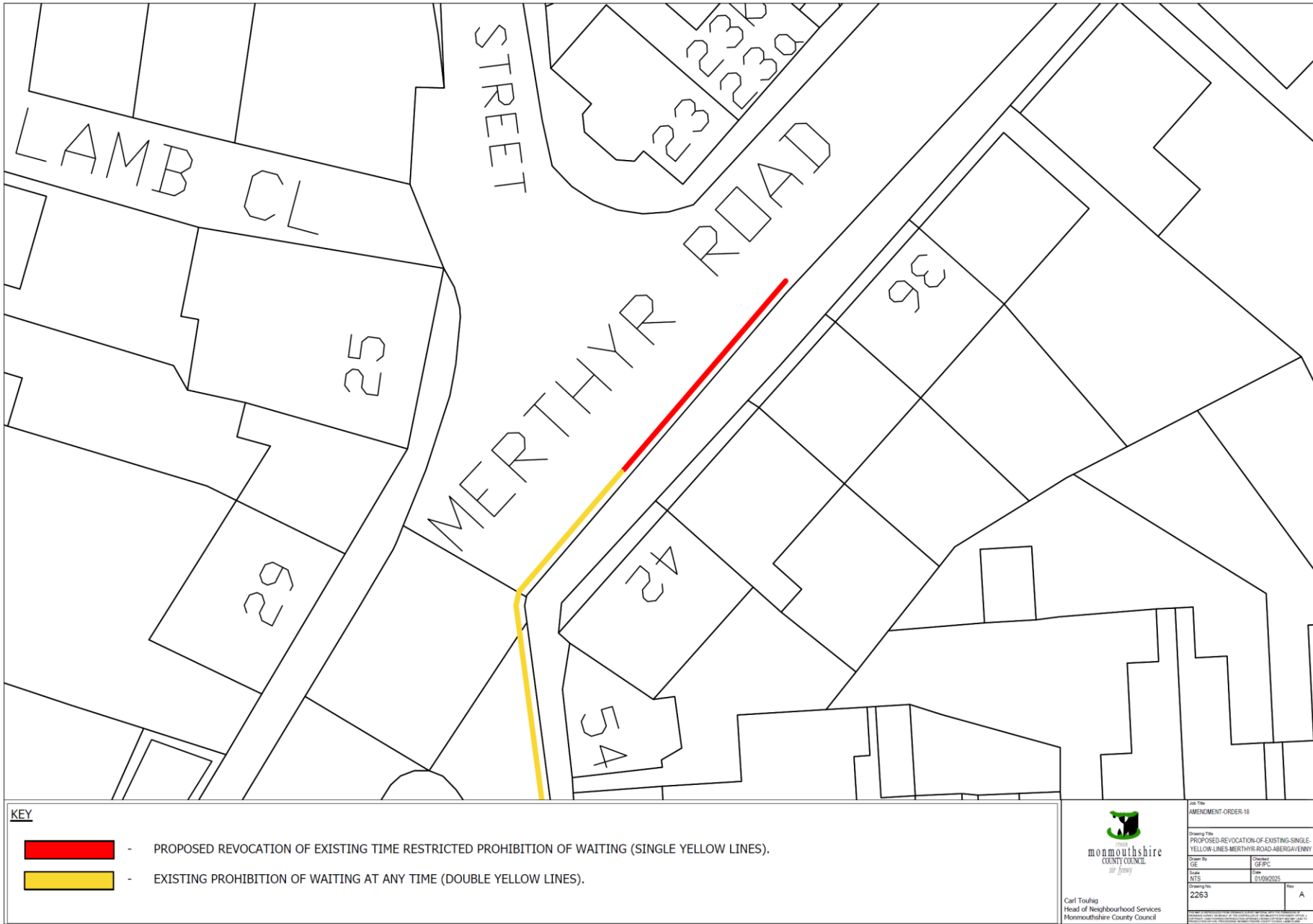
2261 The Plantation, Undy Proposed Prohibition of Waiting at Any Time



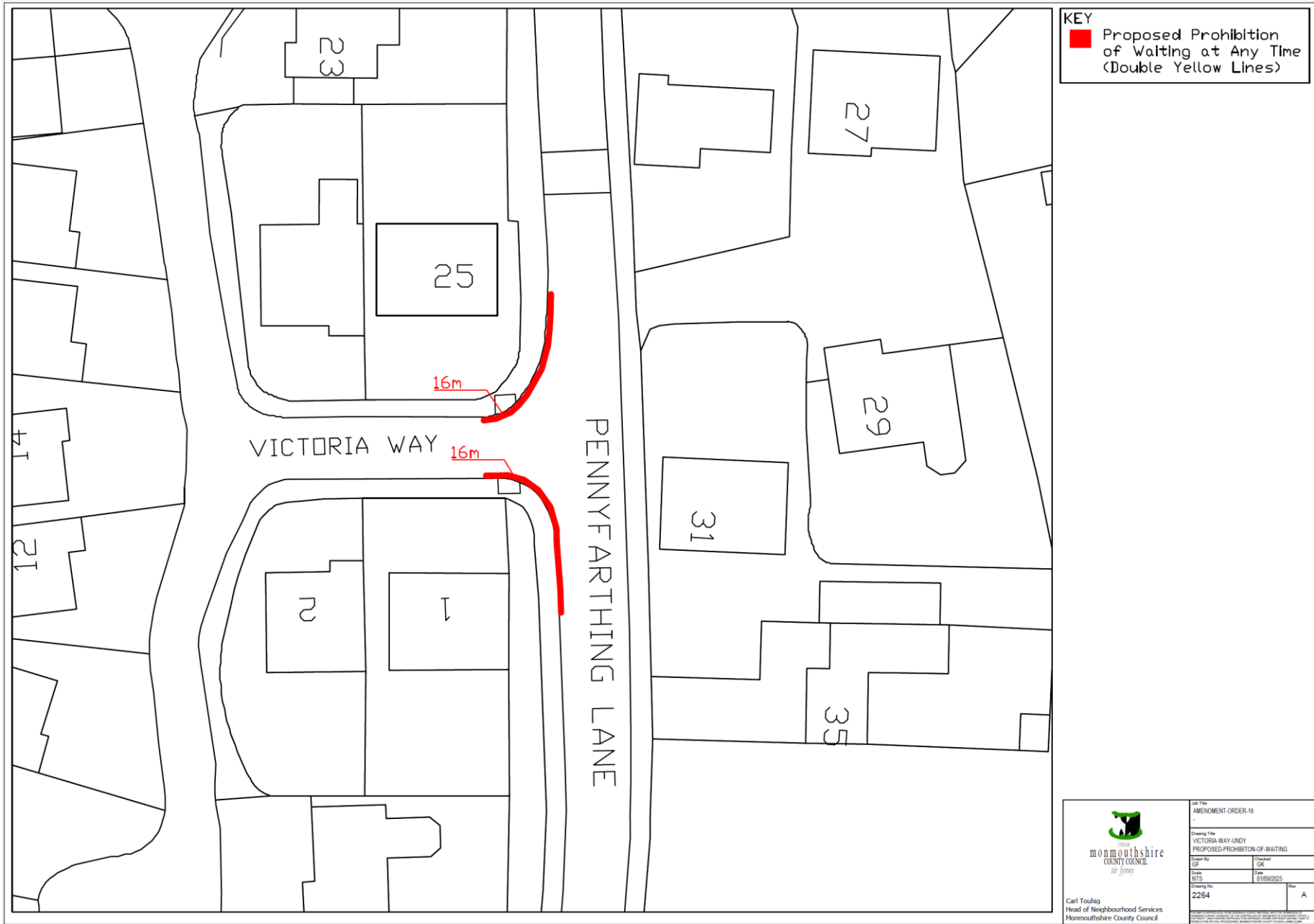
2262 Rockwood Road, Chepstow Proposed Prohibition of Waiting at Any Time



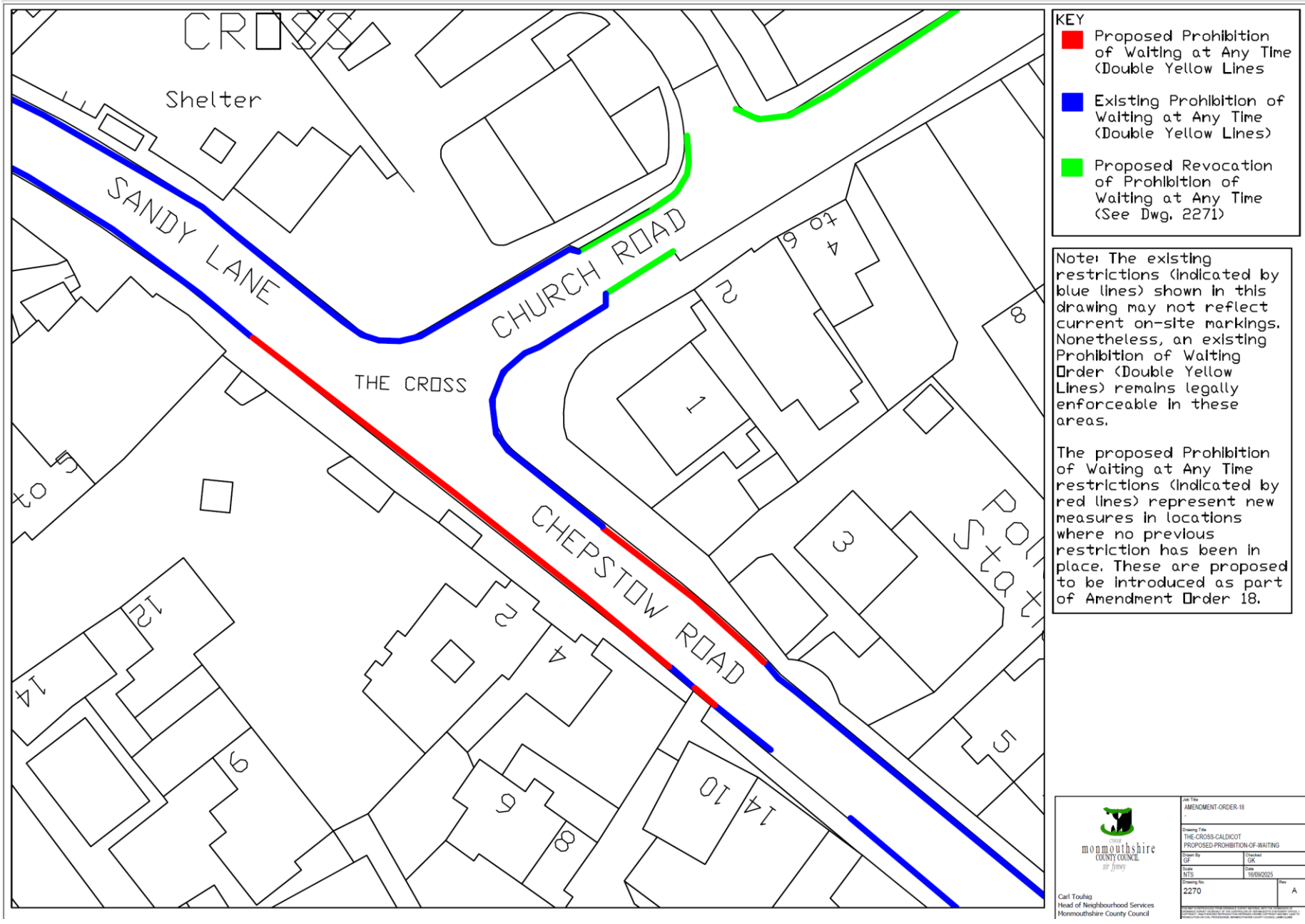
2263 Merthyr Road, Abergavenny Proposed Revocation of Time Restricted Prohibition of Waiting



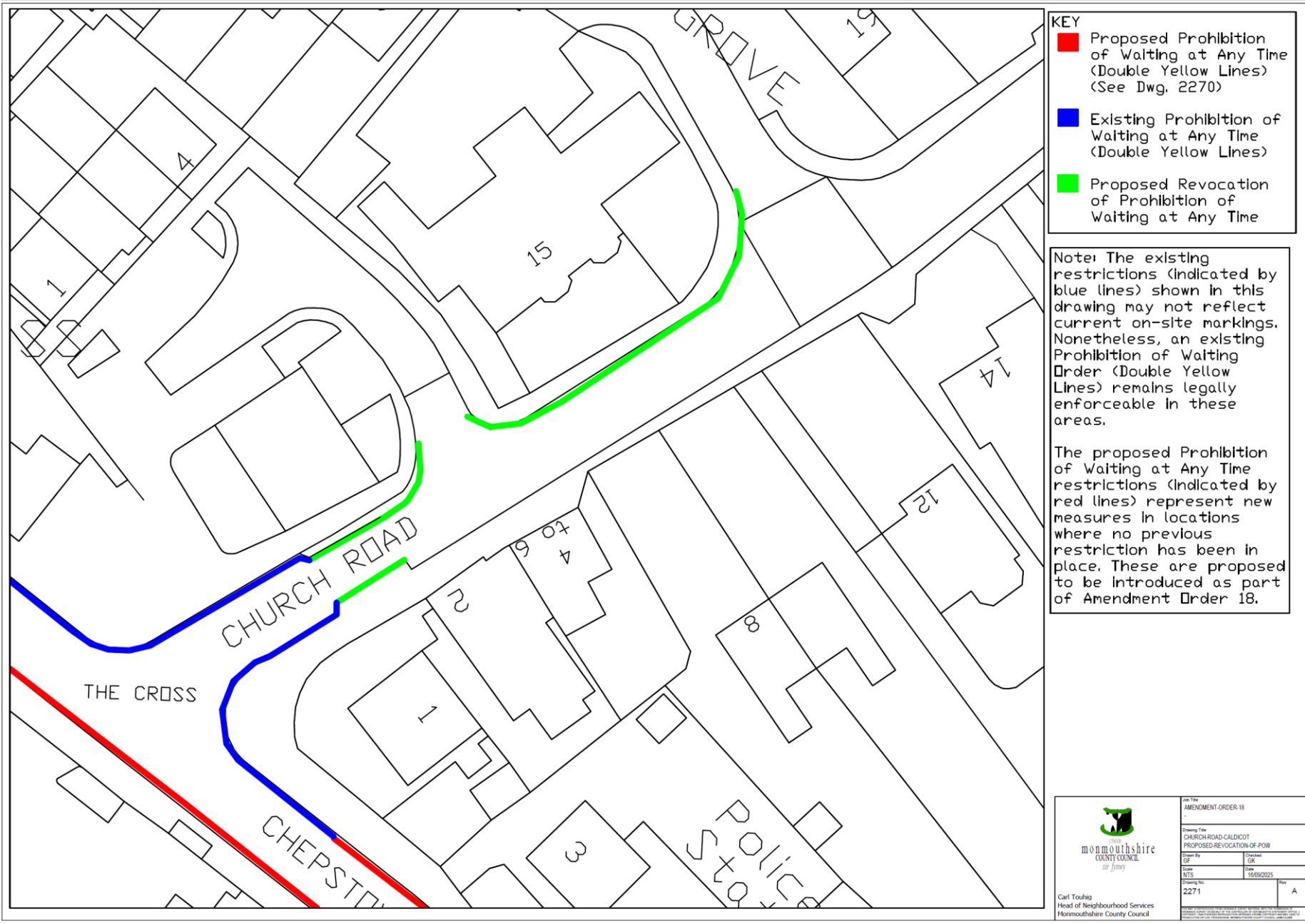
2264 Victoria Way, Undy Proposed Prohibition of Waiting at Any Time



2270 The Cross, Caldicot Proposed Prohibition of Waiting at Any Time



2271 Church Road, Caldicot Proposed Revocation of Prohibition of Waiting at Any Time



Equality and Future Generations Evaluation

Name of the Officer completing the evaluation Gareth Freeman Phone no: 01633 644012 E-mail: garethfreeman@monmouthshire.gov.uk	Please give a brief description of the aims of the proposal To consider the proposed introduction, amendment, and revocation of various speed limits at various locations throughout Monmouthshire.
Name of Service area Neighbourhood Services	Date Completed 18 th November 2025

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	Safer highway environment benefits children and older people disproportionately; lower speeds reduce collision severity and improve reaction time.	None identified.	Speed limits and restrictions determined through engineering assessments to maximise safety for all age groups.
Disability	Safer streets for mobility or sensory impairments; dedicated disabled parking bays improve accessibility.	None identified.	Provision of Disabled Persons Parking Places near key amenities; maintain safe pedestrian routes.
Gender reassignment	None identified.	None identified.	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 identified.	None identified.	N/A
Pregnancy or maternity	Safer walking environment for parents with prams and young children.	None identified.	N/A
Race	None identified.	None identified.	N/A
Religion or Belief	None identified.	None identified.	N/A
Sex	None identified.	None identified.	N/A
Sexual Orientation	None identified.	None identified.	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	Safer roads and reduced speeds improve safety for pedestrians and cyclists, which benefits those without access to private vehicles. Encourages active travel, reducing transport costs.	Minimal loss of on-street parking could inconvenience residents without off-street parking, particularly in lower-income areas.	Restrictions have been limited to critical safety points only. Alternative parking options remain available nearby. Disabled bays and loading facilities are retained to support accessibility.

Policy making and the Welsh language.




How does your proposal impact on the following aspects of the Council's Welsh Language Standards?	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
Policy Making Effects on the use of the Welsh language, Promoting Welsh language Treating the Welsh language, no less favourably	All new signs and markings will be bilingual (Welsh first).	None identified.	N/A
Operational Recruitment & Training of workforce	None identified.	None identified.	N/A
Service delivery Use of Welsh language in service delivery Promoting use of the language	Bilingual signage promotes Welsh language use.	None identified.	N/A



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

Well, Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Neutral impact.	N/A
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g., climate change)	Neutral impact.	N/A
A Healthier Wales People's physical and mental wellbeing is maximised, and health impacts are understood	Positive: Safer roads encourage active travel, reducing collision risk and improving health.	N/A
A Wales of cohesive communities Communities are attractive, viable, safe, and well connected	Positive: Safer, more pleasant streets encourage walking and community interaction.	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic, and environmental wellbeing	Positive: Active travel reduces emissions.	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: Bilingual signage supports language standards.	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: Safer, accessible routes for those without cars.	N/A

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 Long Term Balancing short term need with long term and planning for the future	Yes. The proposal addresses immediate road safety concerns while supporting long-term objectives of reducing collisions, encouraging active travel, and improving community health.	Continue monitoring collision data and community feedback post-implementation to ensure long-term benefits are achieved.
 Collaboration Working together with other partners to deliver objectives	Yes. Developed in collaboration with Gwent Police, local councillors, and community representatives during statutory consultation.	Maintain ongoing engagement with enforcement agencies and local stakeholders to review effectiveness and address emerging issues.
 Involvement Involving those with an interest and seeking their views	Yes. Public consultation undertaken, including correspondence with residents, elected members, and statutory consultees. Feedback informed final proposals.	Provide clear communication on implementation timelines and any adjustments based on feedback.

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>Putting resources into preventing problems occurring or getting worse</p>	<p>Yes. Proposals proactively address known collision hotspots and speeding concerns before further incidents occur.</p>	<p>Regularly review traffic patterns and safety data to identify new areas requiring intervention.</p>
 <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>Yes. The proposal supports multiple well-being goals: safer communities, healthier lifestyles, and environmental benefits through active travel.</p>	<p>Ensure future schemes continue to integrate equality, sustainability, and language standards in design and delivery.</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	Safer, more equitable highway environment for all.	None identified.	N/A
Safeguarding	Protects vulnerable people, especially children, from road danger.	None identified.	N/A
Corporate Parenting	Supports safer travel for all children, including those under council care.	None identified.	N/A

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

- Officer observations.
- Community and elected member correspondence.
- Collision data analysis.
- Traffic engineering assessments per national guidance.

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: Safer roads, improved accessibility, encouragement of active travel, legal consistency in traffic regulation.

Negative impacts: Minimal loss of on-street parking in targeted areas; potential displacement.

Mitigation: Restrictions limited to critical safety points; provision of disabled bays and loading facilities; alternative parking available.

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, Georgina Edwards)

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

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	ICMD	17 th December 2025	
2			
3			