



<p>Name of the Officer Mark Hand</p> <p>Phone no: 07773 478579 E-mail: markhand@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>Re-opening Monmouthshire's High Streets: car parking proposals</p> <p>Measures are being implemented to re-open Monmouthshire's High Streets to make them safe for shoppers and visitors and traders. The objective is to create a safe environment with social distancing and to support local businesses. All of our towns and villages currently have free car parking, while Abergavenny, Chepstow and Monmouth have a mix of free and chargeable parking.</p> <p>High Street measures have included road closures in Abergavenny and Chepstow and a temporary road closure followed by a one way system in Monmouth. The resultant impact on access to free on-street parking and disabled person parking bays has been reviewed to ensure the Council's public sector equalities duty is upheld and any impacts are minimized and mitigated.</p> <p>This temporary car parking review makes adjustments to other car parks to ensure there is no net loss of free or disabled person parking for the duration of the High Street trial measures (which are not expected to last beyond 31st December 2020), In addition, the review provides a net gain of free parking in Abergavenny and Chepstow until 30th September 2020 as a short term measure to help support businesses restarting. Monmouth already has a much higher proportion of free parking (38% (224 spaces) compared to 25% (348 spaces) and 30% (250 spaces) for Abergavenny and Chepstow respectively).</p> <p>The High Street re-opening schemes have been developed through collaboration with County Councillors, representatives of Town and Community Councils and business representatives on the Business Resilience Forum. Stakeholder feedback, a town by town review with the Council's Equalities Officer, and discussion with Senior Leadership Team and Cabinet Members has shaped the parking proposals.</p>
<p>Name of Service area: Placemaking, Housing, Highways and Flooding</p>	<p>Date 6th July 2020</p>

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

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	<p>The proposal will allow communities to safely access local shops, which will benefit those who are without internet access/capability to shop, or who are lonely and would benefit from safely seeing other people. Although national and local policies seek to promote active travel, the rurality, topography and demography of Monmouthshire together with limited public transport services and post COVID-19 concern by some about public transport use mean that cars remain an important mode of transport.</p>	<p>There is a slightly increased walking distance from the reprovisioned free parking to the area of town that the onstreet parking has been lost. However, this distance has been minimised by identifying the closest car park available to realistically remodel, and regard has been had to distance and topography and safety, for example those with young children. Tiverton Place, Welsh Street and Cornwall House all have pedestrian routes directly to the high street without the need to cross busy roads. (Bank Street in Chepstow may be lightly trafficked by occasional deliveries and blue badge holders).</p>	<p>Live feedback is invited on the High Street re-opening measures so that schemes can be tweaked, changed or removed as appropriate.</p> <p>30 minute free onstreet parking bays affected by the High Street reopening measures will be reprovided as one hour free spaces in close proximity to the town centre amenities (Tiverton Place in Abergavenny and Cornwall House in Monmouth). Fifteen 30 minute free spaces in Welsh Street in Chepstow will be replaced by 30 one hour free spaces. The additional dwell time will benefit shoppers and visitors who either need more time to shop or to move around, for example parents of young children and older people.</p>

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 (cont)			<p>63 all day free spaces will be made available at Chepstow Leisure Centre while the leisure centre remains closed. While some 850m walk to the town centre, this parking may benefit shop workers and parents doing linked-trips with school drop off at The Dell school or Chepstow Comprehensive.</p> <p>Social distancing measures are in place in our car parks, and the payment machines are cleaned twice daily in accordance with BPA guidelines. Visitors are responsible for their own personal hygiene and should use sanitizer and wash hands frequently.</p>

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?
Disability	<p>The aim of the proposals is to ensure our High Streets are safe for shoppers to return and support local businesses. Measures have been put in place to ensure there is a net increase in disabled person parking bays in each of the three towns.</p> <p>The proposal will allow communities to safely access local shops, which will benefit those who are without internet access/capability to shop, or who are lonely and would benefit from safely seeing other people.</p>	<p>Access to the disabled parking bays on Cross Street will be restricted by the road closure. Although access is prevented from 10am to 4pm Monday to Saturday, blue badge holders arriving before 10am can park for an unlimited period, egressing freely via Market Street. However it is accepted that this is a restriction in the unlimited use previously enjoyed. Consequently a net increase in spaces is provided.</p>	<p>Live feedback will be invited so that schemes can be tweaked, changed or removed as appropriate.</p> <p>A net increase in disabled person parking bays is provided, with existing bays retained in Monmouth and Chepstow in response to stakeholder feedback. Audits have been undertaken taking into consideration potential increased distances and, in Chepstow, the difficult topography.</p> <p>In Abergavenny, access to 8 disabled parking bays at Cross Street will be restricted by the barrier between 10am and 4pm Monday to Saturday. If accessed before 10am, blue badge holders can park all day and exit via Market Street. An additional 17 disabled parking bays are proposed at Tiverton Place. The disabled bays at the end of Frogmore Street will remain available for use.</p>

			<p>In Chepstow, 10 additional disabled person bays will be provided in Welsh Street car park. The 5 disabled bays on Bank Street will remain available for use by allowing blue badge holders access into the road closure area.</p> <p>In Monmouth, 12 additional disabled person spaces will be provided at Cornwall House car park. The disabled bays on Monnow Street and Blestium Street remain available for use, including the 4 bays just within the road closure.</p> <p>Retained access to existing bays in Chepstow and Monmouth will be publicised and signposted.</p>
Gender reassignment	No impact		
Marriage or civil partnership	No impact		

Pregnancy or maternity		There is a slightly increased walking distance from the reprovisioned free parking to the area of town that the onstreet parking has been lost.	However, this distance has been minimised by identifying the closest car park available to realistically remodel, and regard has been had to distance and topography and safety, for example those with young children. Tiverton Place, Welsh Street and Cornwall House all have pedestrian routes directly to the high street without the need to cross busy roads. (Bank Street in Chepstow may be lightly trafficked by occasional deliveries and blue badge holders).
Race	No impact		
Religion or Belief	No impact		
Sex	No impact		
Sexual Orientation	No impact		
Welsh Language	Signage will be proportionate to avoid physical and visual clutter. Highway signs and marketing banners will be DfT approved and bilingual.		




<p>Poverty</p>	<p>People on low incomes or in poverty may not have internet access or be able to make non-cash payments. Safely reopening our High Streets will enable them to safely access a range of shops and services as lockdown is eased. Available car parking will assist.</p> <p>In Abergavenny, 48 additional one hour free spaces are being provided at Tiverton Place car park) offsetting the loss of 9 thirty minute free spaces and the restricted access to 8 disabled person spaces on Cross Street and 6 thirty minute free spaces on Frogmore Street.</p> <p>In Chepstow, 63 free long stay spaces have been made available at Chepstow Leisure Centre while the Centre remains closed for business. At Welsh Street, 15 additional one hour free spaces will be provided and the 15 thirty minute free spaces upgraded to 15 one hour free spaces.</p> <p>In Monmouth, 35 additional one hour free spaces will be provided at Cornwall House car park offsetting the loss of 35 thirty minute free spaces on Monnow Street.</p>	<p>Public transport services are limited and may be perceived as less safe than the private car. This is not within MCC's control but we will work with service providers to ensure key routes are operating.</p>	<p>The town centre improvements seek to encourage active travel, which an alternative to driving into town and parking.</p>
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2. Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

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?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The project seeks to create a safe and attractive environment for shoppers to return to our High Streets to support local businesses. Creating such an environment is widely used to support retail, services, hospitality outlets which in turn attracts businesses and subsequent employment whilst adding to the general appearance of prosperity and vitality in a town centre. The small element of additional free parking until 30th September 2020 is intended to help support businesses by encouraging the return of customers.</p>	<p>A marketing campaign is running alongside the physical works. Live feedback will be sought on the trial changes, allowing for tweak, changes, additions and removal as appropriate.</p>
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>The proposals seek to create a safer environment for pedestrians and cyclists and will hopefully encourage active travel instead of car use. Electric vehicle charging bays are unaffected by these proposals.</p>	<p>A funding bid has been submitted to WG to enable active travel improvements. A decision is awaited.</p>
<p>A healthier Wales People's physical and mental wellbeing is maximised and health impacts are understood</p>	<p>The proposals seek to prioritise pedestrians and cyclists as well as support businesses. Active travel is being promoted and supported by government as a way to engender a healthier lifestyle. Access to existing disabled parking bays and provision of additional bays will allow disabled people with limited mobility to continue to live independent lives, to the benefit of their physical and mental health.</p>	<p>The proposals are trials and live feedback is welcomed to enable schemes to be tweaked, added to, changed or removed as appropriate. If measures are successful consideration can be given to making them permanent, following further consultation.</p>

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?
<p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	<p>To be successful our High Streets need to be safe and attractive for residents and visitors. To achieve this there must be space to facilitate social distancing and the potential for licenced outdoor seating to cafés, bars and restaurants to appeal to a wide section of society with all generations being comfortable in the environment.</p>	
<p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>The project is about the economic health of our High Streets but the physical health of our communities is paramount. Measures to retain and supplement parking provision seek to support communities and businesses without undermining the national and local policy promotion of active travel.</p>	
<p>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</p>	<p>Monmouthshire is a county of historic market towns blessed with high quality independent traders and tourism attractions. As such, it is important that our towns and villages are safe and attractive to visitors and tourism, being places where people are safe and confident visiting and spend some time. Parking provision affects the attractiveness of towns to shoppers and visitors.</p>	
<p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p>	<p>The parking proposals seek to ensure that everyone is able to return to our towens and support local businesses and live an independent life. The topography, rurality and demography of Monmouthshire measn that active travel is not an accessible solution for everyone.</p>	

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

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Balancing short term need with long term and planning for the future</p> <p>Long Term</p>	<p>The proposals are trial measures to enable visitors and shoppers to safely socially distance. Live feedback will be sought to enable measures to be tweaked, added to, changed or scrapped as applicable. The offer of a small amount of additional free parking seeks to support local business however it is not financially sustainable as a long term solution for the Council.</p>	
 <p>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>The proposals have been drafted in collaboration with County Councillors, Town and Community Councils and business representatives sitting on the Business Resilience Forum. A community survey received nearly 1500 responses which have helped shape the measures proposed. The parking proposals have been further shaped by stakeholder feedback and support from the Council's Equalities Officer.</p>	
 <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>The proposals have been drafted in collaboration with County Councillors, Town and Community Councils and business representatives sitting on the Business Resilience Forum. A community survey received nearly 1500 responses which have helped shape the measures proposed. The parking proposals have been further shaped by stakeholder feedback. The observations of the elderly and disabled have been listened to and have formed part of this proposal. Support from the Council's Equalities Officer.</p>	<p>Further feedback on successes and problems can be submitted via live feedback on the measures.</p>

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>The purpose of the proposals is to put physical measures in place to avoid health and/or economic problems occurring, i.e. communities are kept safe while businesses are supported. Suitably sited disabled parking bays can support independent living and physical and mental wellbeing.</p>	
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The proposals seek to balance the competing needs of shoppers, businesses, pedestrians (old, young, able bodied and disabled), cyclists and drivers (given the rurality, topography and demographic of the county it is appreciated that car use will remain essential for some people).</p>	

4. Council has agreed the need to consider the impact its decisions has 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	People experiencing poverty may not have access to internet shopping or non-cash payment, so ensuring high streets are safe to return to will assist their opportunities to access goods and services, as lockdown easing allows businesses to trade. Data suggests that there is a link between poverty and vulnerability to coronavirus, so a safe environment that enables social distancing is particularly important. Increased provision of one hour free parking for a short period will assist people in poverty.		
Safeguarding	Not applicable		
Corporate Parenting	Not applicable-		

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

The proposals have been drafted in collaboration with County Councillors, Town and Community Councils and business representatives sitting on the Business Resillience Forum. A community survey received nearly 1500 responses which have helped shape the measures proposed. The parking proposals have been further shaped by stakeholder feedback. The observations of the elderly and disabled have been listened to and have formed part of this proposal. Support from the Council's Equalities Officer.

Census data and population projections tell us that in 2018, we had 14,449 under 15s and 23,536 over 65s. Following the proposed LDP growth strategy, this will increase to 15,682 under 15s and 33,252 over 65s by 2033. As our existing population ages, access to services and mobility will become increasingly challenging. Although Government policy seeks to promote active travel (walking and cycling) and public transport, the topography, rurality and deomography of our County together with the low level of public transport means that car use, and therefore car parking, will remain important.

Blue badge applications are based on a points system that indicates mobility and distances badge holders can walk. We know since February 2019, 2357 blue badges were issued to residents of Monmouthshire or very close towns/villages e.g. Caerleon and Coleford who might access services or work within this County. This included:

Abergavenny area: 724 blue badges

Caldicot area: 508 blue badges

Chepstow area: 397 blue badges

Magor with Undy: 33 blue badges

Monmouth: 371 blue badges

Raglan: 10 blue badges

Usk: 191 blue badges

Stakeholders have raised concerns about proximity of parking to their destinations for essential services such as their bank and preferred pharmacy. Although internet and delivery services are available, our citizens have the right to remain independent and are encouraged to do so if that is their choice. While the data is held on individuals and mobility points, this is partly personal data and not fully available for analysis, nor would such detail be proportionate for this project. Moreover, it might show where disabled people live and give an idea of their nearest main town where they are likely to shop, but it would not specify specific banks or shops that they wish to access.

Despite being reknowned as a relatively affluent County, Monmouthshire has pockets of deprivation with communities in the most deprived LSOA In Monmouth, Abergavenny and Chepstow.

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

The proposal results in a net increase in disabled parking provision as well as retaining access to as many existing disabled bays as possible: the bays on Cross Street are restricted to access before 10am (blue badge holders can remain as long as needed provided they arrive before the barrier closes). Allowing unrestricted access is not possible without compromising the wider pedestrianisation. Alternative bays are to be provided at Tiverton Place, which is the most convenient location possible. Access to existing bays in Chepstow and Monmouth is provided for and will need publicizing and signposting. There will be a modest increase in free parking for an hour in Chepstow and Abergavenny: Monmouth will have lost on-street spaces reprovided but already has a significant proportion of free parking (38%): this proposal moves towards a more equal proportion of free parking between the three towns.

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
Review of measures via live feedback and arranged review meetings with Councillors, Town and Community Councils and business representatives.	Immediately, with first review meeting in late July 2020	MCC to arrange (Mark Hand)
Implement the relevant orders to change the existing car parks as needed, mark out bays in amended car parks, provide signage and publicity.	Within a fortnight.	Neil Rosser

Publicise this decision	Immediately	Mark Hand
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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
1.1	Officer sign off of proposals, with agreement from Cabinet Member for Highways and Infrastructure and Cabinet Member for Enterprise and Land Use Planning	18 th June 2020	Amendments to proposals made during previous ten days from meetings with businesses and Town/Community representatives.
1.2	Officer sign off of proposals, with agreement from Cabinet Member for Highways and Infrastructure and Cabinet Member for Enterprise and Land Use Planning	7 th July 2020	The Re-Opening Town Centres WFGA was used as the starting point for this decision, because so many aspects overlap and align. WFGA Amendments to proposals made during previous fortnight in response to stakeholder feedback, site meetings between colleagues and the Equalities Officer.