



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

CABINET

23rd October 2024

Report of the Head of Engineering & Transport – D.W.Griffiths

Matter for Decision

Wards Affected: Godre'r Graig

(Cilmaengwyn, Pontardawe) (Prohibition of Waiting, Loading and Unloading At Any Time) Order 2024

Purpose of the Report:

To consider the correspondence received following the advertisement of the (Cilmaengwyn, Pontardawe) (Prohibition of Waiting, Loading and Unloading At Any Time) Order 2024, as indicated in Appendix A and Appendix B.

Executive Summary:

The report outlines the traffic regulation orders which were formally advertised resulting in objections being received.

Background:

The scheme was prioritised by the local member following representations from residents that the local bus service is unable to drop off and pick up passengers at two of the designated 'Bus Stops' on Cilmaengwyn due to indiscriminate parking practices.

The traffic regulation orders are required to address the indiscriminate parking practices in the interest of road safety.

The proposed scheme is indicated in Appendix A and Appendix B.

Financial Impacts:

The scheme is to be funded by the Council's Capital Works Programme.

Integrated Impact Assessment:

A first stage impact assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment, attached at Appendix E, has indicated that a more in-depth assessment is not required. A summary is included below: -

A full impact assessment is not required as the traffic regulation orders will provide a safe environment for all highway users.

Valleys Communities Impacts:

There are 'No Implications' associated with this report.

Workforce Impacts:

There are 'No Implications' associated with this report.

Legal Impacts:

The proposal was advertised for a 21-day period between 7th June 2024 and 28th June 2024.

Risk Management Impacts:

There are no risk management impacts associated with this report.

Consultation:

This item has been subject to external consultation.

A consultation exercise was undertaken between 7th June 2024 and 28th June 2024.

There were 23 letters and plans delivered to the properties on Cilmaengwyn detailing the proposals.

Following a three-week consultation exercise, 1 statement of support, 1 general comment and 4 statements of objection were received on the proposals.

A summary of the objections received are given below: -

Objections: - *Any officer observations / comments are illustrated in italics in response to the points raised.*

- a) A business along Cilmaegwyn claims that the double yellow lines will encroach on the entrance and exits of their business.
- b) One resident is objecting to the double yellow lines north east of the bus cage as they feel it is unnecessary to have double yellow lines both sides of the bus cage and reducing the already limited parking.
- c) A resident states that the majority of double yellow lines are across the frontage of their land which is used as off road car-parking for residents.
- d) Another resident has proposed that the current format of double yellow lines both sides of the bus cage would

encourage indiscriminate parking on the western side of the road left without yellow lines.

Support:- - *Any officer observations / comments are illustrated in italics in response to the points raised.*

- a) One resident supports the proposals, however believes that the extent of the proposal will cause further parking issues in the future.

The objections have been considered and the local member agrees that the traffic regulation orders should not be implemented as advertised.

A revised scheme will consist of a 'Bus' cage and 'h' bar road markings as detailed in Appendix C and D.

The Local Member has been consulted on the feedback received and supports that the objections are upheld in full and that a revised scheme is implemented.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that the objections are upheld in full to the (Cilmaengwyn, Pontardawe) (Prohibition of Waiting, Loading and Unloading At Any Time) Order 2024 (as detailed in Appendix A and Appendix B to the circulated report) and that a revised scheme (as detailed in Appendix C and Appendix D to the circulated report) is implemented.

The objectors will be notified of the decision of the board accordingly.

Reasons for Proposed Decision:

The scheme is necessary to prevent indiscriminate parking practices in the interest of road safety.

Implementation of Decision:

The decision is proposed for implementation after the three-day call-in period.

Appendices:

Appendix A – Plan – Cilmaengwyn Road, Cilmaengwyn – Proposed Traffic Regulation Orders – Bus Shelter Outside Carter’s MOT & Auto Repair Centre

Appendix B – Plan – Cilmaengwyn Road, Cilmaengwyn – Proposed Traffic Regulation Orders – Bus Shelter Opposite 87 Cilmaengwyn

Appendix C – Plan – Cilmaengwyn Road, Cilmaengwyn – Proposed ‘Bus Stop’ cage and ‘H bar’ road markings – Bus Shelter Outside Carter’s MOT & Auto Repair Centre

Appendix D – Plan - Cilmaengwyn Road, Cilmaengwyn – Proposed ‘Bus Stop’ cage and ‘H bar’ road markings – Bus Shelter Opposite 87 Cilmaengwyn

Appendix E – Integrated Impact Assessment.

List of Background Papers:

None

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