

ENVIRONMENT AND HIGHWAYS CABINET BOARD

**REPORT OF THE HEAD OF ENGINEERING AND TRANSPORT –
D. W. GRIFFITHS**

12TH MARCH 2015

SECTION A – MATTER FOR DECISION

WARD(S) AFFECTED: NEATH NORTH

TRAFFIC ORDERS: NEATH PEDESTRIAN AREA 2015

Purpose of Report

To consider the responses received following the re-advertisement of the proposed amendments to the 2009 Neath Pedestrian Area Order as indicated in Appendix A.

Background

Members will be aware of the Neath Pedestrian Area report to the January board upholding the objections in part in order to support the night time economy.

The scheme is necessary to prevent unauthorised entry and indiscriminate parking in the interest of pedestrian and road safety.

In February 2015 the proposals were advertised and at the same time a consultation exercise was undertaken to all properties directly affected by the scheme Appendix B

Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing the assessment it has been determined that this function does not require an Equality Impact Assessment.

Financial Implications

The work will be funded by the Capital Programme.

Consultation Outcome

List of Consultees

Councillor M Protheroe
Councillor A Lockyer

Residents/ Shop Owners directly affected by the scheme:-

As part of the consultation exercise 220 letters were delivered by hand to residents/shop owners, resulting in 4 letters and 1 letter containing a petition being received in response to the proposal. (Appendix C)

Observations on Objections

Letter 1 – Appendix C

A permit scheme will be available to all traders within the pedestrian zone so their vehicles can be identified by Council Enforcement Officers whilst they are loading or unloading. There is no obligation for the trader to purchase a permit, they can still load or unload within the permitted times as long as they are seen to be doing so.

Letter 2 – Appendix C

Loading of heavy or bulky goods can take place from 8am to 10.30am as long as they are seen to be doing so. Valid Blue Badge Holders are able to access and park their vehicle within the pedestrian area from 8am until 10.30am.

There will be new signs on entry to the pedestrian area outlining the legal order this will be reinforced by internal signing.

Dropping off at the church prior to the closure of the pedestrian area at 10.30am can take place. The closest legal pick up point after this time will be Orchard Street or Old Market Street. Visitors to St. Thomas' Church will still have the option to park in near-by streets and off street car parks should they wish to do so.

Letter 3 – Appendix C

It is envisaged that the scheme will produce a safer environment making it a more pleasant experience for all visitors to shop within the pedestrian area.

The pedestrian area by its very nature should function as such and pedestrian safety is of paramount importance.

Letter 4 – Appendix C

The figures alleged for Milland Road Car Park have no bearing on the proposed order being consulted on for the Neath Pedestrian Area.

The reason for the implementation of the order is to improve pedestrian safety. Any accidents within the pedestrian area naturally will be at low speed, also between the hours of 10.30am and 5pm there are no vehicles permitted within the area. The accident data we receive are for collisions that are personal injury accidents attended by the police.

The pedestrian area by its very nature should function as such and pedestrian safety is of paramount importance.

Letter 5 – Appendix C

Having spoken with Cardiff City Council their Order is a Prohibition of Driving Order permit holders exempt, this is due to fact that the distance from on street parking to the Church is significant in the centre of Cardiff. Also the width of carriageway is sufficient to allow on street parking.

Re-siting the bollards near Church Place would not be possible as this would allow vehicles to access the pedestrian area during a time when vehicles are prohibited from doing so, this would create a pedestrian safety concern.

There are currently arrangements in place for the Church to contact the Authority when a wedding or funeral takes place and access is provided, and this arrangement will remain.

Sustainability Appraisal

It is envisaged that the proposal aims to prevent unauthorised entry and indiscriminate parking within the pedestrian area in the interests of road and pedestrian safety.

Recommendation

It is recommended, having due regard to the Equality Impact Assessment screening that:-

1. The objections be overruled and the objectors informed accordingly
2. The scheme is implemented as previously advertised in February 2015, this to align with the opening of the new multi-story car park in the Town.

Reasons for Proposed Decision

To prevent unauthorised entry and indiscriminate parking in the interest of improved pedestrian road safety.

List of Background Papers

As set out in Appendix C and held on Traffic Regulation File TR25

Officer Contact

Mr J C Davies – Senior Engineer – Traffic
Tel.No. 01639 686479 email: j.davies15@npt.gov.uk

COMPLIANCE STATEMENT

TRAFFIC ORDERS: NEATH PEDESTRIAN AREA 2015

(a) **Implementation of Decision**

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

(b) **Sustainability Appraisal**

Community Plan Impacts

Economic Prosperity	-	Positive
Education and Lifelong Learning	-	No Impact
Better Health and Well Being	-	No Impact
Environment and Transport	-	Positive
Crime and Disorder	-	No Impact

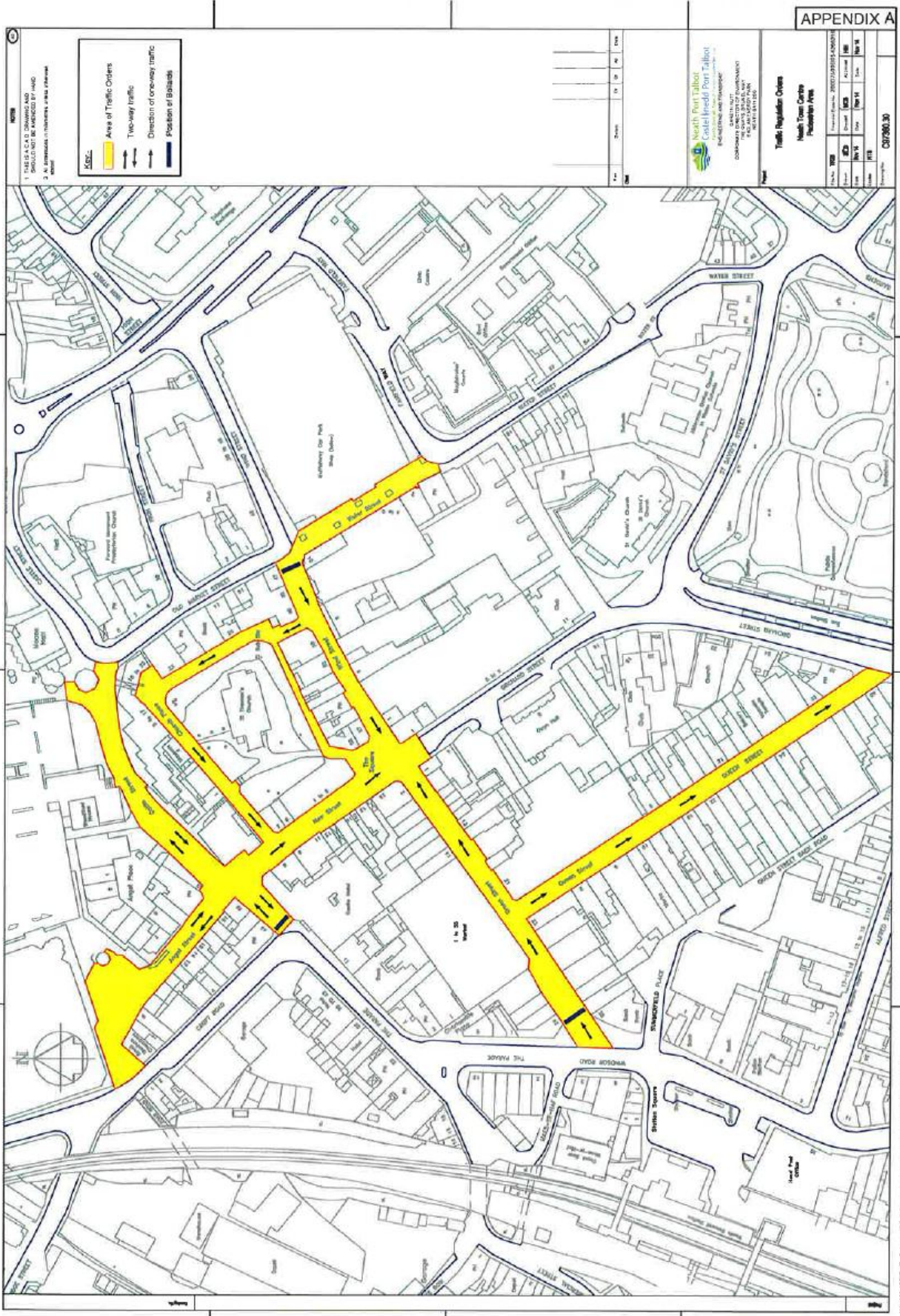
Other Impacts

Welsh Language	-	No Impact
Sustainable Development	-	Positive
Equalities	-	No Impact
Social Inclusion	-	Positive

(c) **Consultation**

This item has been subject to external consultation.

Appendix A



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Signs on Entry



It is a Pedestrian Zone
7 days a week 8am – 5pm
where vehicles must not enter
**THIS ORDER IS ENFORCED BY
THE POLICE**

The exception to the above is for vehicles displaying
a valid disabled blue badge and vehicles which are
loading/unloading between the hours of 8am–10.30am

**ALL VEHICLES ARE BANNED BETWEEN
10.30am – 5pm**

**THIS ORDER IS ENFORCED BY
THE POLICE**

Vehicles must not wait/park in the zone
unless they are loading/unloading or a
vehicle displaying a valid blue badge

**THIS ORDER IS ENFORCED BY
COUNCIL PARKING ENFORCEMENT OFFICERS
(7 DAYS A WEEK 8am – 5pm)**

Internal Signs



These signs will be placed
at various intervals throughout
the pedestrian zone

**THIS ORDER IS ENFORCED BY
COUNCIL PARKING ENFORCEMENT OFFICERS
(7 DAYS A WEEK 8am – 5pm)**

Signs on Entry



It is a Pedestrian Zone 7 days a week 8am – 5pm where vehicles must not enter
THIS ORDER IS ENFORCED BY THE POLICE

The exception to the above is for vehicles displaying a valid disabled blue badge and vehicles which are loading/unloading between the hours of 8am–10.30am

ALL VEHICLES ARE BANNED BETWEEN 10.30am – 5pm
THIS ORDER IS ENFORCED BY THE POLICE

Vehicles must not wait/park in the zone unless they are loading/unloading or a vehicle displaying a valid blue badge
THIS ORDER IS ENFORCED BY COUNCIL PARKING ENFORCEMENT OFFICERS (7 DAYS A WEEK 8am – 5pm)

Internal Signs



These signs will be placed at various intervals throughout the pedestrian zone

THIS ORDER IS ENFORCEABLE BY COUNCIL PARKING ENFORCEMENT OFFICERS (7 DAYS A WEEK 8am – 5pm)

Appendix C

APPENDIX C - LETTER 1

HH
MB.

Our Ref: SLJ/GBL/4121.856

Your Ref: TR25/MCB/JW

10th February, 2015

Dear Sir,

Re: Proposed Traffic Orders – Neath Pedestrian Order

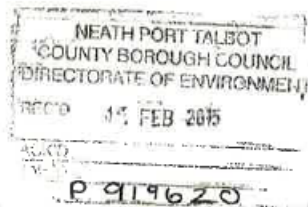
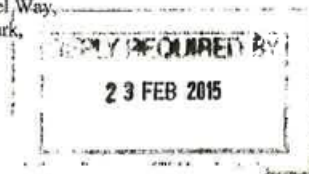
Thank you for the circular letter regarding the proposed traffic and pedestrian order.

This Firm has been a ratepayer of Neath for upwards of 50 years. It has to be said that even with the existing traffic order it is really inconvenient not being able to access our offices for short periods in the morning, and particularly so when we need to drop off and collect files and maybe spend 5 or 10 minutes in the Office before going to Court. The town of Neath is already dead as a result of such parking restrictions. Businesses cannot thrive with such restrictive parking arrangements and result in empty shops and an increase in non rate paying charity shops.

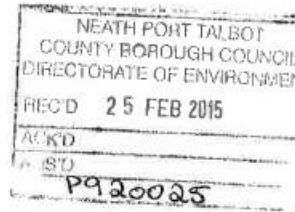
I hope you will listen to the voice of the people who pay the rates and retain the existing times of 10.30am to 5pm. Furthermore, we often have clients who have disabilities who wish to attend our offices and it would be very helpful if 5p.m. could be brought forward to 4p.m. so enabling clients to attend the Office.

Yours faithfully,

Head of Engineering and Transport,
Neath Port Talbot County Borough Council,
The Quays, Brunel Way,
Baglan Energy Park,
NEATH
SA11 2GG



Mr MC Bumbby
 Neath Port Talbot CBC
 Dept of Engineering, Transport
 The Quays, Burrell Way
 Baylan Energy Park
 Neath SA11 2GG



23 February 2015

Dear Sir

Ref TR 25/JCD/AMH

I refer to your letter of 14 February 2015, with enclosures, & wish to object to the revised proposals

- 1) Implementation of the 8am start to the traffic ban will affect people who are not entitled to Blue Badges but are still unable to carry heavy/bulky shopping from the town centre to the car parks etc
- 2) It will also affect traders - especially those in Neath Market such as greengrocers selling heavy goods - as most shops do not open until 9am so even Blue Badge holders cannot access them until then.
- 3) It is not clear whether permitted "loading or unloading" will apply to people wishing to load heavy shopping or only to traders.

4) Even if people attending ^{at} St. Thomas' Church are given permits, if the "No Entry" bollards are put up, how will they be able to access the church, especially for the monthly Welsh language Service which does not begin until 11am. As mentioned in my previous letter we have church members who are able to attend only if they can park near to the church. People start arriving for the weekly 9.30am Service from about 9am + often do not leave until after 10.30am.

5) Sometimes there are special services which start later eg Christmas Day 10am, New Year's Day Council of Churches Service 10.30am + occasional Sundays at 3pm.

Yours faithfully

APPENDIX C - LETTER 3



NEATH &
DISTRICT
CHAMBER
OF TRADE

SIAMBR
FASNACH
CASTELL NEDD
A'R CYLCH

David W Griffiths
Head of Engineering & Transport
The Quays, Brunel Way, Baglan Energy Park
Neath SA11 2GG

20/02/2015

Dear Mr Griffiths

Neath and District Chamber of Trade would firstly like to welcome the support shown to the night time economy within the amended traffic orders.

It comes as a great disappointment that the daytime economy wasn't taken into account when making these amendments.

We'd like to strongly oppose the proposed traffic orders, as it's understood it will hit business in the town, the orders are not justified under the evidence NPTCBC is able to provide.

Studies have been undertaken and these orders will have substantial effects on many of the daytime traders that currently rely on the town being accessible via the pedestrian zone.

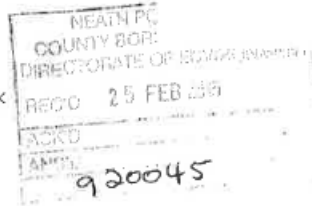
It is believed that many traders, already being squeezed with current small margins, will struggle and they could be put out of business when this order is imposed.

We urge you to reconsider your proposals and look for alternative ways of managing this area.

Attached is a petition with the minimum amount of signatories in line with government guidelines.

Yours faithfully

REPLY REQUIRED BY
10 MAR 2015





NEATH &
DISTRICT
CHAMBER
OF TRADE

SIAMBR
FASNACH
CASTELL NEDD
A'R CYLCH

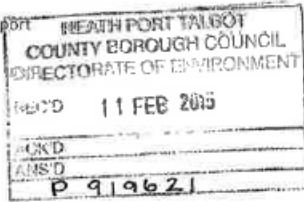
This petition is with regards to re-introducing previously relaxed traffic orders and new orders on a Sunday. These orders will effect trade, there is no evidence to back the justification NPTCBC have provided behind the reasons for these orders.

Joan E. PEET	STALL 56:57:58	J. Peet	Neath Market
Lynne Wainan	STALL 51 NEATH MARKET	Wainan	
Bernard Prossgrave	STALL 50 Neath Market	B. Prossgrave	
J. TAMPIN	STALL 16 NEATH MARKET	J. Tampi	
S.H. Singleton	Stalls 48 & 49 NEATH MARKET	S.H. Singleton	
R. Whitehouse	Stall 47 Neath Market	R. Whitehouse	
M. RESTARER	STALL 48 NEATH MARKET	M. Restarer	
R. J. Jones	STALL 46 Neath Market	R. J. Jones	
M. GOSPEL	Stall 19A Neath Market	M. Gospel	
J. G. Jones	37, Neath Market	J. G. Jones	
Jonathan Rees	24 NEATH MARKET	J. Rees	
G. V. REES	32 NEATH MARKET	G. V. Rees	
S. M. REES	25 NEATH MARKET	S. M. Rees	
J. M. REES	27 Neath Market	Jessica Rees	
M. Mellor	STALL 4 NEATH MARKET	M. Mellor	
L. Jenkins	STALL 3 Neath Market	L. Jenkins	
S. J. Jones	STALL 2 NEATH MARKET	S. J. Jones	
Ben Gye	STALL 1 Neath Market	Ben Gye	
M. J. Jones	STALL 21 MARKET	M. J. Jones	
K. HAWK	STALL 21 MARKET	K. Hawk	
Amy Sutherland	Cimla Customer	Amy Sutherland	
Garth Cole	Stall 20 Neath	Garth Cole	
P. Cole	Coles Butchers	P. Cole	
M. Michael	" "	M. Michael	
S. D.	CIMLA	S. D.	

J. DERRICK	NEATH MARKET STALL 45	<i>J. Derrick</i>
Claire Walsh	NEATH Picture Frames	<i>C. Walsh</i>
L. Neave	Bella from Forest	<i>L. Neave</i>
P. Racho	Strongly 5 to 5	<i>P. Racho</i>
M. Bowen	CORNER CABIN	<i>M. Bowen</i>
M. Reynolds	STALL 41 VEG	<i>M. Reynolds</i>
M. Jones	SIZZLES STALL 7	<i>M. Jones</i>
C. SWEENEY	SIZZLES, STALL 7	<i>C. Sweeney</i>
C. BECK	FORGET ME NOT 12	<i>C. Beck</i>
S Langford	Katie's Kitchen	<i>S Langford</i>
M. Wolfe	Katie's Kitchen	<i>M. Wolfe</i>
J. Rowe	Katie's Kitchen	<i>J. Rowe</i>
M. Peet	Stall 19A NEATH	<i>M. Peet</i>
S. Hughes	Stalls 15, 16, 17	<i>S. Hughes</i>
M. NIVINGTON	MIKE CARROLL KING VAPE	<i>M. Nivington</i>
C. Davies	GREEN STREET LETTICE LIKES NEW STREET	<i>C. Davies</i>
Am. Partridge	BAROC NEW STREET	<i>Am. Partridge</i>
ANDREA CHAPMAN		<i>Andrea Chapman</i>
JASON KING	RECCAE REPTILES	<i>Jason King</i>
Tom Jones	The Angel Inn	<i>Tom Jones</i>
Kevin Thomas	Valley Mill	<i>Kevin Thomas</i>
ANDREW BROWN	Amaly Browns	<i>Brown of Neath</i>
Senna Suttler	SCOPE	<i>Senna Suttler</i>
SUSIE HAWKES	The Bubbly Shop	<i>Susie Hawkes</i>
AG Williams	Bellorma	<i>AG Williams</i>
Op. Phire	Country kitchen	<i>Op. Phire</i>

APPENDIX C - LETTER 4

Mr M C Brumby
Head of Engineering & Transport
The Quays
Brunel Way
Baglan Energy Park
Neath
SA11 2GG
10th February 2015



Dear Sir

Re PROPOSED TRAFFIC ORDERS – NEATH PEDESTRIAN ORDER

Many thanks for your letter dated 4th February.

This letter is purely cosmetic as the council have already stated to the Chamber of Trade that these proposals will go through , so what is the point of objecting?

I would however like to raise the following points:-

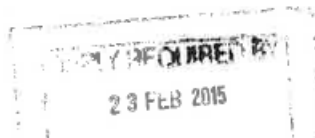
- Per your figures, the number of cars using Milland Road car park has decreased by 39% since the increase of parking fees to £3.00 per car.

NO of cars per annum	@ £1.00	£181,000
" " "	@ £3.00	£110,400

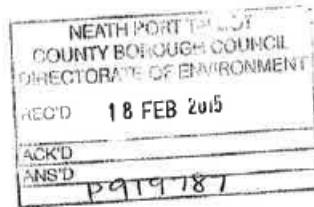
1.e £276,000 income – 10 months
Grossed up for 12 months £331200-3 = 110,400

Footfall in Neath has decreased which effects all businesses

- The reason given by yourselves and councillor's to bring this in order is because it is dangerous. Could you please let me know how many accidents have occurred since the restriction has not been implemented, and were they caused (if any) by non disabled drivers or disabled drivers?
- I have been informed by a councillor that if the turnover in Marks & Spencer's doesn't improve in the next two years they will be closing. Therefore, your proposal will make it easier for Marks & Spencer's to make their decision.
- Therefore,, based on the above point I cannot see how the new development will help the town especially if there is no Marks & Spencer!!



APPENDIX C - LETTER 5



Mr David W Griffiths
Head of Head of Engineering & Transport
The Quays
Brunel Way
Baglan Energy Park
Neath
SA11 2GG

Dear Sir

Proposed Traffic Orders – Neath Pedestrian Order

Thank you for your letter of February 4 2015.

It is disappointing that the Environment and Highways Scrutiny Committee has upheld the objections, in part.

Firstly, on behalf of St Thomas' Church, may I enquire which part the Cabinet Board objected to and whether a solution can be overcome.

Regarding the new proposal which the Authority will be consulting, I have read the 2015 Proposed Order and the definitions in Article 2 (1). A minority of the congregation have a "Disable Person's Badge" and therefore are automatically permitted to park for a period not exceeding 3 hours, as set out in Article 14.

However, due to the absence of Public Transport on a Sunday morning, there are a fewer number of the congregation obliged to use private transport, and reading Article 2(1) on

"Parking Disc", which means a parking disc issued by a Local Authority etc, would indicate that this falls within the same category as the "Disable Person's Badge" referred to in Article 14.

Your letter of February 10 2015,(second paragraph), the proposed scheme also extends the Orders (enforcement) to a Sunday and to allow businesses fronting the pedestrian area to be eligible for a "Traders Permit"

I have been given to understand that "Parking Discs" will not be issued to the Church, even though St Thomas' is surrounded by businesses i.e. New Street; Cattles Street; Church Place; Angel Street; Wind Street; Green Street; and all within the "Bollard Scheme.

Personally, I feel that this is an unfair situation.

Regarding my observation in my letter of December 12 2014 appertaining to the Welsh Service, which is conducted on the first Sunday of the each month and the only Church in the Benefice of Neath to hold a Welsh Service, the failure to allow, again due to the lack of public transport, the Service to continue, which has been in existence since the 13th/14th century will be a disastrous move if the lack of attendance causes the Welsh Service to cease.

→ The Authority may wish to consult with Cardiff City Council, where a similar situation has been resolved to accommodate St John's Church, The Hayes, Cardiff, which is also in a pedestrianised area and entry controlled by bollards and discs/permits issued to congregation members and dignitaries.

→ Finally, may I propose the resiting of the Bollards placed at the entrance to Wind Street. The reason for this proposal is due to the employment of staff to drop the bollards to allow wedding and funeral vehicles to enter the Pedestrianised area and then either to return or remain on site to raise the bollards.

The proposal, would alleviate the need for a staff member to be present if the bollards were resited on the western side of the junction of Wind Street and Church Place.

This suggestion, if the Cabinet Board agree, it would also allow Welsh members to enter Church Place and receive discs.

Vehicles not covered by Article 2(1) would automatically be prosecuted.

On the basis of what has been set out above, would the Cabinet Board consider a six(6) months trial for the Sunday morning Services in Church Place and view the result before a final decision is made.

I trust that the above matters will receive favourable attention.

Yours Faithfully,
