



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25th October 2019

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: Neath South

Traffic Regulation Order 2019

**Proposed Prohibition of Waiting at Any Time Traffic Regulation Order:
Kingdon Owen Road, Neath at its Junction with the Residential Access
Lane**

Purpose of the Report:

To consider the objections received following public consultation for the implementation of a proposed Prohibition of Waiting at Any Time Traffic Regulation Order on Kingdon Owen Road at its junction with the residential access lane.

Executive Summary:

The report outlines the proposed Traffic Regulation Order that was publicly advertised which has resulted in objections being received.

Background:

Following the implementation of a One Way Traffic Regulation Order on Kingdon Owen Road in early 2019, residents raised concerns that they were having difficulty entering and exiting the access lane. Vehicles parking on the junction of Kingdon Owen Road and the residential access lane were restricting visibility and manoeuvrability.

The local Ward Members highlighted concerns raised by residents that indiscriminate parking at the junction of Kingdon Owen Road and the access lane were causing road safety concerns.

The Traffic Regulation Order is required to prohibit vehicles parking within 10 metres of the access lane. This will allow improved visibility for vehicles negotiating the junction and thus improve road safety. The proposed scheme is indicated in Appendix A.

Financial Impacts:

The work will be funded by the 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 B, 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 proposed Traffic Regulation Orders provides an improved road safety benefit with negligible detriment to neighbouring properties.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The proposals were advertised for a 21-day period between 16th August and 6th September 2019.

Risk Management Impacts:

No implications.

Consultation:

Following a three-week consultation exercise, six objections were received. A summary of the objections received are given below:-

- The junction restrictions would reduce parking provision at the location which is already oversubscribed.
- Disabled residents would be unable to walk the extra distance to get to their vehicles. The objectors requested that the length of the proposed traffic regulation order be shortened to 1m to 2m.
- The Objectors stated they have never had any issues with entering or exiting the access lane. The objectors feel the lane is quite wide and have never witnessed any cars obstructing the access lane.
- It is requested that additional parking is provided for the street within the central island.
- There is congestion with parking in the street at present without the introduction of the proposed traffic regulation order. The proposed traffic regulation order would cause animosity among residents.
- The junction parking restrictions would remove parking from the fronts of properties affecting not only residents but also carers.

Five out of seven properties that utilise the access lane have objected to the scheme stating that the proposed traffic regulation order will have a negative effect by reducing parking provision.

The local Members have been consulted and they support withdrawing the scheme from the capital works programme due to number of objections received.

Recommendations:

That objections are upheld and the proposed Prohibition of Waiting at Any Time Traffic Regulation Order on Kingdon Owen Road, Neath at its junction with the residential access lane, is withdrawn from the Capital Works Programme and the objectors informed accordingly.

Reasons for Proposed Decision:

The majority of residents that would have benefited from the implementation of the proposed prohibition of waiting at any time traffic regulation order have objected.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Kingdon Owen Road, Neath – No Waiting at Any Time Traffic Order

Appendix B – First Stage IIA

List of Background Papers:

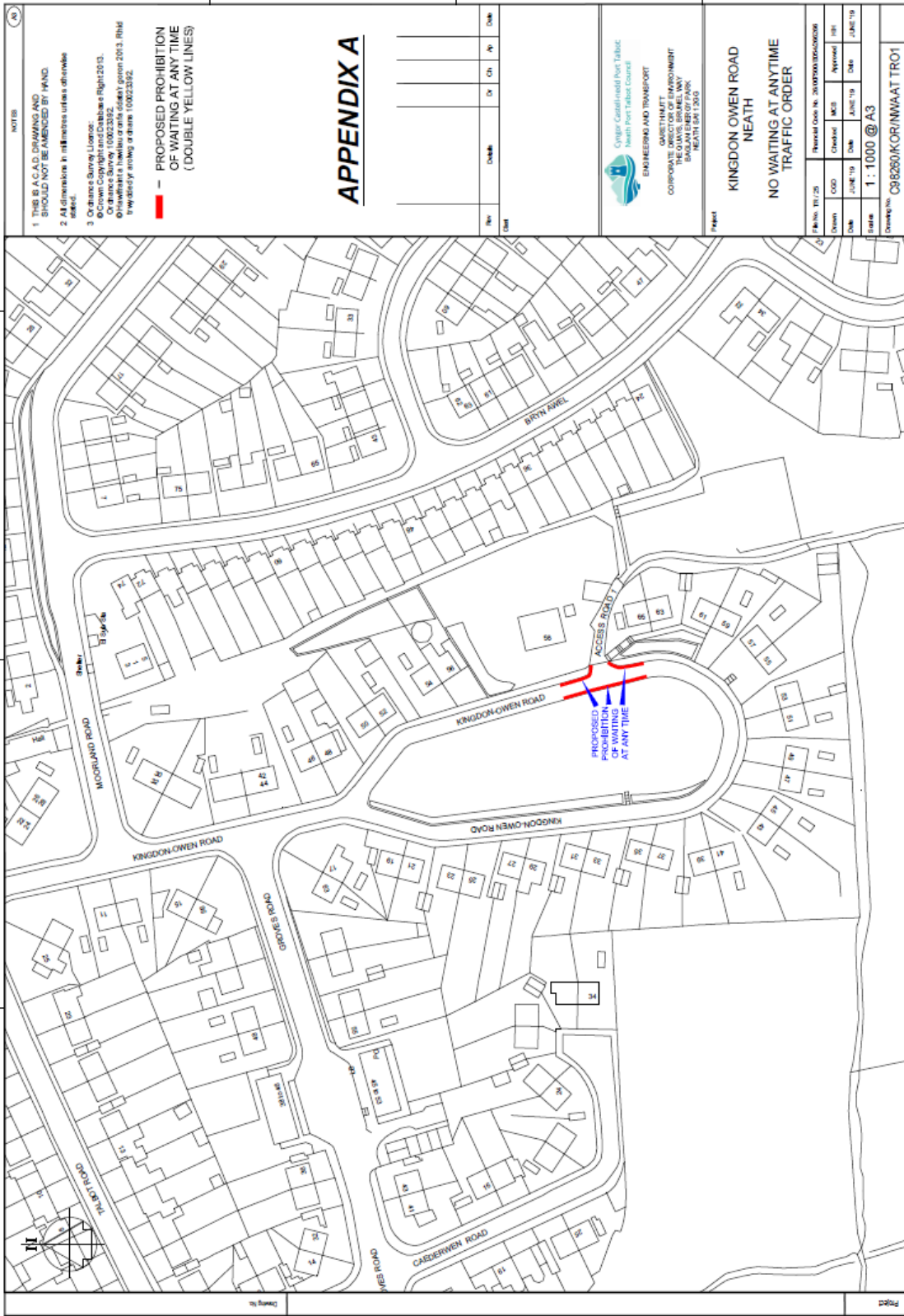
None

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Appendix A



NOTES

1. THIS IS A CAD DRAWING AND SHOULD NOT BE AMENDED BY HAND.
2. All dimensions in millimetres unless otherwise stated.
3. Ordnance Survey Licence: © Crown Copyright and Database Right 2013. Ordnance Survey 100023292. All rights reserved. Ordnance Survey Licence No. 100023292.

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

APPENDIX A

No.	Details	Dr.	Ch.	Pr.	Date

Engineering and Transport
 City of Cardiff Council
 Neath Port Talbot Council

WELSH OFFICE OF TRANSPORT
 CORPORATE DIRECTOR OF ENVIRONMENT
 THE QUAYS, BRISTOL WAY
 BRISTOL BUSINESS PARK
 NEATH SA61 12AQ

Project
 KINGDON OWEN ROAD
 NEATH
 NO WAITING AT ANY TIME
 TRAFFIC ORDER

Plan No. T1/25	Revised Code No. 2019/001/004/0000
Drawn	Checked
Date	Date
Scale	Scale
Drawing No.	

Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Proposed prohibition of Waiting At Any Time Traffic Regulation Order on Kingdon Owen Road, Cimla, Neath at its junction with the residential access lane	
Service Area:	Cimla (Neath South Ward)
Directorate:	Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability	✓				L	As the proposed traffic regulation order does not exceed 10m in length it will have a minimal impact on a disabled person.
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				

Sex										
Sexual orientation										

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will improve visibility for vehicle users negotiating the junction from all angles.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will provide a safer environment regarding road safety.
Involvement - how people have been involved in developing the initiative	✓		Members of the public had approached the local member with their concerns regarding parking around this junction and it was thus included in the capital programme for implementation. A combined effort between Highways Engineering and Legal Services took the scheme forward. The neighbouring residents surrounding the junction of Kingdon Owen Road, Cimla, Neath at its junction with the residential access lane have been consulted, with six objections received.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highway Engineering team and the legal section team have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will provide improved visibility and a safer road safety element to all using the junction.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposals will provide a benefit for the local community.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	3.10.2019
Signed off by	David W. Griffiths	Head of Engineering and Transport	3.10.2019