



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNCIL

Streetscene & Engineering Cabinet Board
28th February 2020

Report of the Head of Engineering & Transport
David W. Griffiths

Matter for Decision

Wards Affected: Briton Ferry East

**Proposed Prohibition of Waiting, Loading and Unloading at Any Time:
Old Road, Briton Ferry, Neath**

Purpose of the Report:

To consider the objections received following the advertisement of the above scheme, as indicated in Appendix A.

Executive Summary:

Seven letters/e-mails objecting to the scheme were received.

The report outlines the objections and the recommendations for the scheme.

Background:

A dropped crossing facility is required outside Ysgol Carreg Hir, Old Road, Briton Ferry to allow school children and pedestrians to cross the road safely. After discussion with the local Councillor, it was decided to propose a No Waiting, No Loading or Unloading at Any Time Traffic Order on Old Road, Briton Ferry to prevent vehicles from obstructing the proposed dropped crossing.

Financial Impacts:

The work is to be funded from the Revenue 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 dropped crossing facility will provide a safe location for pedestrians to access Ysgol Carreg Hir.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme was advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise was undertaken in January 2020.

Seven letters/e-mails objecting to the scheme were received. The objections are summarised as follows:-

1. The resident believes that the proposed traffic order will impact upon them being able to park outside their property and inconvenience them exiting their driveway safely.
2. The resident states that the proposed traffic order is a waste of money as no children cross at the proposed location and if implemented motorists will not adhere to the restrictions. They also state that parking is already difficult in the area especially on weekends when there are football matches being played.
3. The resident objects to the scheme as the proposed traffic order and dropped crossing will prevent them parking outside their property. They have a disabled family member residing in the household that has activities arranged several times a week who requires transport to collect them outside their property.
4. The resident believes that the proposed traffic order will be ignored by motorists who already ignore the existing traffic orders in the area. The proposed parking restrictions will impact further upon the residents of Old Road that already have difficulty parking in the area.
5. The resident objects to the proposals as they have no access to off-street parking. They are concerned that they will not be able to park safely close to their property.
6. The resident objects to the proposals stating that when exiting their driveway they would cross the proposed crossing area. They also have concerns that the already limited availability of parking in the area will become worse. The recently implemented traffic calming has reduced vehicular speeds on Old Road therefore is the crossing facility required.
7. The resident is concerned that they will not be able to park outside their property. There are already parking problems on Old Road and the proposed traffic regulation order will only cause further parking issues.

At a meeting with the local Member, it was decided to overrule the objections as they believe the crossing facility is required for school children and parents to cross the road safely. There is no other feasible location for the crossing.

The Traffic Regulation Order is required to prevent vehicles from obstructing the proposed dropped crossing.

Recommendations:

That the objections are overruled and the prohibition of waiting, loading and unloading at any time traffic regulation order at Old Road, Briton Ferry, Neath be implemented on site as advertised (as detailed in Appendix A to the circulated report). The objectors to be informed of the decision accordingly.

Reasons for Proposed Decision:

To maintain a safe crossing facility in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A – Plan – Road Safety Grant 20mph Zone & Speed Cushions – Briton Ferry/Melin/Neath – Proposed Crossing & Traffic Orders

Appendix B – First Stage IIA

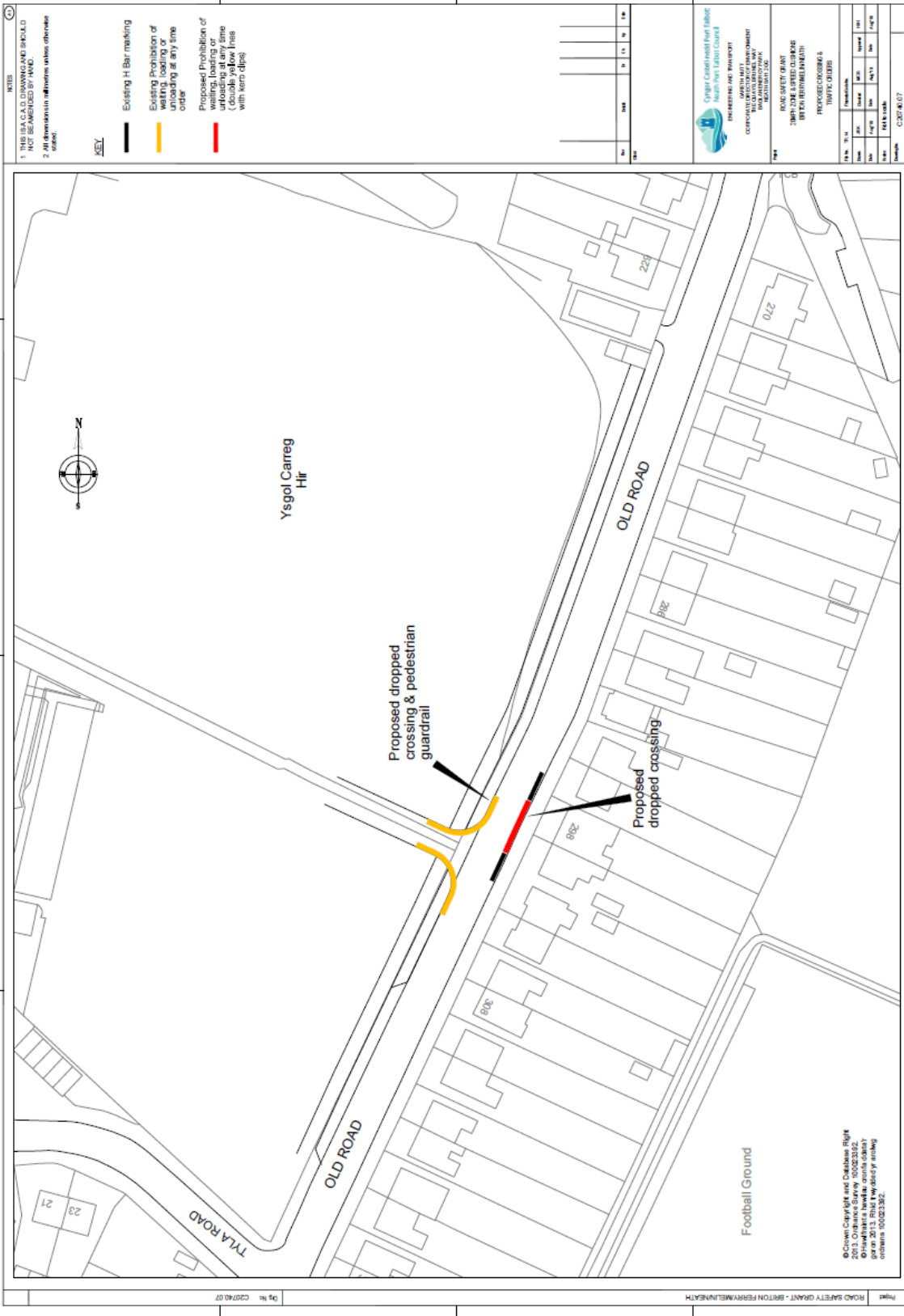
List of Background Papers:

None.

Officer Contact:

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Appendix A



Appendix B

Impact Assessment - First Stage

1. Details of the initiative

<p>Initiative description and summary: Proposed Prohibition of Waiting, Loading and Unloading at any time Order – Old Road, Briton Ferry, Neath</p>
<p>Service Area: Briton Ferry East</p>
<p>Directorate: Environment & Regeneration</p>

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		✓				
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.					
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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 provide a safe location for pedestrians to access Ysgol Carreg Hir.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will provide a safe location for pedestrians to access Ysgol Carreg Hir.
Involvement - how people have been involved in developing the initiative	✓		The Highways section along with the local member for Briton Ferry East and the legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways section along with the local member for Briton Ferry East and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will provide a safe location for pedestrians to access Ysgol Carreg Hir. The traffic regulation order will prevent indiscriminate parking.

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 proposed scheme will provide a safe location for pedestrians to access Ysgol Carreg Hir. The Traffic Regulation Order will prevent indiscriminate parking.	

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

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	6.2.20
Signed off by	David W. Griffiths	Head of Engineering & Transport	7.2.20