



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNCIL

CABINET
25 June 2020

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

Matter for Decision

Wards Affected: Briton Ferry East.

**(Ormond street, Ynysmaerdy Road and Old Road, Briton Ferry, Neath)
(Prohibition of waiting, loading or unloading at any time) (Limited
waiting) and (Resident permit holders)
Order 2020.**

Purpose of the Report:

To consider the objections received following the advertisement of the above traffic regulation order as indicated in Appendix A.

Executive Summary:

There were 64 letters and plans delivered to the adjacent properties detailing the proposals. Following a three-week consultation exercise, six statements of support and four objections were received.

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

Background:

The scheme was prioritised by the local member following representations from residents regarding parking issues on Ormond Street. The success of the nearby recreational facilities of Briton Ferry Llansawel AFC, Briton Ferry Rugby / Cricket Social Club and Ynysmaerdy Bowling Green have

impacted the adjacent residential streets reducing the available parking for the residents. A parking survey was carried out in 2018 which confirmed that Ormond Street satisfied the Council's current policy for a residents parking scheme to be considered.

Financial Impacts:

The work is to be funded from 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 order will provide a benefit for the local community.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

There are no workforce impacts associated with this report.

Legal Impacts:

The scheme was advertised for a 21-day period as part of the statutory process between 20th March and 10th April 2020.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise was undertaken in March / April 2020.

There were 64 letters and plans delivered to the adjacent properties detailing the proposals. Following a three-week consultation exercise, six statements of support and four objections were received.

A summary of the support and objections received are given below:-

Support:-

- a) Residents with one vehicle per household will benefit as they currently struggle to park.
- b) Residents with two vehicles are happy to have residents parking and more than happy to pay for the required permits.
- c) Some residents expressed complete support for the proposed scheme as parking is a constant issue with them currently parking three streets away due to there being nowhere available on Ormond Street especially on sporting days.

Objection:-

- a) Residents are managing to park perfectly well at the moment perhaps not outside their respective properties but the scheme does not cater for this anyway.
- b) The proposed scheme unfairly prejudices families with more than 2 cars i.e. sons / daughters who also require a car for work.
- c) The scheme does not ensure parking for residents in that the limited waiting areas allow any vehicle to park albeit for 2 hours. A resident queries whether the council has the resources to enforce the restrictions adequately to ensure compliance with the scheme.
- d) The proposed scheme is an opportunity to raise revenue for the Council in a clearly cash strapped time and thus does not offer any benefit to residents.
- e) The notion of having to pay £20 per vehicle and gain no clear benefit flies in the face of common sense.

- f) The main issues occur when there are games at Briton Ferry football club so an answer to this would be to open up the new school car park to cater for attendees of the football club.
- g) The proposed scheme will not solve any parking problems other than making it worse and also that means charging people to park outside their own homes.
- h) The biggest parking problems are on the weekends when the football and cricket are on. The council should be looking into their licence and negotiating with them about having parking on their own grounds. During the week there is no issue.

The objections have been discussed with the local member who fully supports the scheme as advertised.

Recommendations:

It is recommended that the objections to the (Ormond street, Ynysymaerdy Road and Old Road, Briton Ferry, Neath) (Prohibition of waiting, loading or unloading at any time) (Limited waiting) and (Resident permit holders) Order 2020 (as detailed in Appendix A to the circulated report) be over ruled and that the traffic regulation order is implemented as advertised.

That the objectors be informed accordingly.

Reasons for Proposed Decision:

To prevent indiscriminate parking in the interest of highway safety and to provide a residents only parking scheme as per the Council's current residents parking policy.

Implementation of Decision:

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

Appendices:

Appendix A – Plan – (Ormond street, Ynysymaerdy Road and Old Road, Briton Ferry, Neath) (Prohibition of waiting, loading or unloading at any time) (Limited waiting) and (Resident permit holders) Order 2020.

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

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