



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

### **Streetscene & Engineering Cabinet Board**

**18 March 2022**

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

#### **Matter for Decision**

**Wards Affected: Taibach**

**(GOYTRE ROAD, GOYTRE CRESCENT, EMROCH STREET, LANE  
REAR OF EMROCH STREET AND EAST STREET, GOYTRE)  
(PROHIBITION OF WAITING, LOADING AND  
UNLOADING AT ANY TIME)  
ORDER 2022**

#### **Purpose of the Report:**

To consider the comments and objections received following the advertisement of the (Goytre Road, Goytre Crescent, Emroch Street, Lane rear of Emroch Street and East Street, Goytre)(Prohibition of Waiting, Loading and Unloading at Any Time) Order 2022 as indicated in Appendix A.

## **Executive Summary:**

The report outlines the proposed traffic regulation order which was formally advertised resulting in objections being received.

## **Background:**

The local ward members have highlighted concerns raised by the residents that indiscriminate parking is taking place on the junctions connecting to Dyffryn Road and Goytre Road, Goytre causing road safety concerns.

The proposed scheme is indicated in Appendix A.

## **Financial Impacts:**

The work will be funded by the Learner Travel Fund.

## **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 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 safe environment for motorists, pedestrians, cyclists, school children and residents.

### **Valleys Communities Impacts:**

There are 'No implications' associated with this report.

### **Workforce Impacts:**

There are 'No Implications' associated with this report.

### **Legal Impacts:**

The proposals were formally advertised for a 21-day period in January / February 2022.

### **Risk Management Impacts:**

There are no risk management impacts associated with this report.

### **Consultation:**

This item has been subject to external consultation.

Following a three-week consultation exercise in January / February 2022, 185 properties received hand delivered letters with a plan. Ten objections were received and no statements of support.

A summary of the objection received is given below:-

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

- a) Placing parking restrictions on the junctions will make parking more difficult for residents, visitors, carers etc.

*Parking restrictions are proposed on the junctions of the side roads and at the raised uncontrolled crossing point to allow*

*visibility when exiting the junction and to protect pedestrians when crossing these junctions.*

- b) There is no evidence of collisions at the junctions in over thirty years.

*The personal injury collision data base shows that there have been no personal injury collisions in a five year period ( 2015 - 2020 ), however as the junctions connect to Goytre Road which is the main walking route in and out of the village, these crossing points need to be protected in the interest of road safety.*

- c) A suggestion to reduce the length of parking restrictions from 10.0 metres to 5.0 metres will allow more parking on the corners.

*The Highway Code states that vehicles should not park on or within 10.0 metres of a junction. Goytre Road is the main road through the village and as such is the main walking route, therefore 5.0 metres is considered an insufficient length of restriction.*

- d) A request for resident only parking has been suggested.

*Resident only parking is unlikely to improve the situation for the residents as the dedicated bays would be limited in extent. The space within the dedicated bays is most likely be over subscribed because all the residents would be entitled to apply for up to two permits per property. Furthermore formal parking bays are not normally consider on narrow streets because they would reduce the space for vehicles to pass the bay.*

The local members have been consulted and they support up holding the objections in part. A revised scheme has been discussed with the members who support a reduction in the extent of the proposed traffic regulation orders following the public consultation.

However, they would like the traffic regulation orders further reduced on the corner of No 1 East Street and Goytre Road.

Officers consider that this would not protect the corner from indiscriminate parking and would reduce the visibility for pedestrians crossing the road at this point.

Therefore, Officers recommend that the revised scheme as indicated in Appendix B is implemented on site in the interest of road safety.

### **Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that the objections are up held in part to (Goytre Road, Goytre Crescent, Emroch Street, Lane rear of Emroch Street and East Street, Goytre) (Prohibition of Waiting, Loading and Unloading at Any Time) Order 2022 (as detailed in Appendix A to the circulated report) and a revised scheme implemented on site (as detailed in Appendix B to the circulated report).

The objectors are to be informed of the decision accordingly.

### **Reasons for Proposed Decision:**

To prevent indiscriminate parking 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 – Learner Travel Wales. Road Safety Improvement. Goytre, Port Talbot. Proposed Traffic Order.

Appendix B – Plan – Learner Travel Wales. Road Safety Improvement. Goytre, Port Talbot. Revised Traffic Order.

**List of Background Papers:**

None.

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