



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: Coedffranc North**

**Graham Terrace, Skewen – (Prohibition of Waiting At Any Time)  
Traffic Regulation Order 2021.**

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

To consider the comments and objections received following the advertisement of the Graham Terrace, Skewen - (Prohibition of Waiting At Any Time) Traffic Regulation Order 2021, 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 member highlighted concerns raised by residents that indiscriminate parking on Graham Terrace at its junction with the residential access lane servicing properties of Newall Road and Brookville Drive were restricting visibility and manoeuvrability causing road safety concerns.

The traffic regulation order was proposed to 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 C, 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 advertised for a 21-day period between 22<sup>nd</sup> October 2021 and 12<sup>th</sup> November 2021.

### **Risk Management Impacts:**

There are no risk management impacts associated with this report.

### **Consultation:**

This item has been subject to external consultation.

A consultation exercise was undertaken in October/November 2021 with approximately 78 letters and plans delivered to the adjacent properties detailing the proposals.

Following a three-week consultation exercise, 5 statements of support and 4 objections were received.

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

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

- a) Residents have difficulty entering and exiting the lane servicing Newall Road and Brookville Drive onto Graham Terrace due to parked vehicles either side of the lane causing a hazard. The introduction of yellow lines will address this issue.

Whilst the introduction of the yellow lines will benefit residents with access/egress difficulties into the lane, the Council must also balance the need for access/egress to the lane with the need to maintain adequate unrestricted on-street parking. Therefore, the length of the yellow lining is being reduced to accommodate this.

- b) Residents have difficulty entering and exiting the lane servicing Newall Road and Brookville Drive onto Graham Terrace due to parked vehicles opposite the lane causing a hazard and the yellow lines will address this issue.

The introduction of yellow lines will address this issue by providing better manoeuvrability for vehicles in and out of the lane.

- c) Residents have reported difficulty or failure to receive deliveries to their properties via the lane servicing Newall Road and Brookville Drive and the yellow lines will address this issue.

The introduction of yellow lines will address this issue by providing better manoeuvrability vehicles in and out of the lane.

- d) Residents have reported a number of near misses at this junction of Graham Terrace/lane servicing Newall Road/Brookville Drive due to indiscriminate parking and the introduction of the yellow lines would address the issue.

The introduction of yellow lines will address this issue by providing better visibility at the junction.

- e) Residents felt that access to the lane and their off-street parking facilities is paramount as the demand for parking on Graham Terrace is high and space is limited.

As the demand for unrestricted on-street parking on Graham Terrace is high, the Council intends to reduce the length of the proposed yellow lines to accommodate this.

- f) The introduction of the advertised proposal is supported but please could the council introduce further yellow lines on Graham Terrace at the alley/access road between 7A/7B.

As the demand for unrestricted on-street parking is high on Graham Terrace, the Council intends to reduce the length of the proposed yellow lines at this location to maintain a level of unrestricted on-street parking.

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

- a) Residents feel that the introduction of yellow lines will make an already existing parking situation worse on Graham Terrace.

The Authority acknowledges the objections received from the residents' of Graham Terrace and recognises the need to maintain adequate unrestricted on-street parking whilst maintaining visibility and manoeuvrability at the junction. Therefore, the Council will reduce the length of the proposed double yellow lines to accommodate this.

- b) The length of proposed yellow lining outside resident properties on Graham Terrace is too extensive and should be reduced.

The parking restrictions will be reduced.

- c) The length of proposed yellow lining is not long enough outside the Bungalow Garage and should be extended.

As the demand for unrestricted on-street parking is high on Graham Terrace, the Council propose to reduce the length of the yellow lines at this location to maintain a level of unrestricted on-street parking.

- d) Parking spaces are currently managed by residents with each having their own areas to park. If the proposal is introduced then this will displace that and cause friction between residents.

The parking restrictions only apply to a short length adjacent to the junction with the rear lane and as such should have minimal impact on the remaining street.

- e) Residents of Newall Road, Foundry Row and Brookville Drive already have off-street parking facilities. The proposal is favouring residents who already have off-street parking facilities over residents who do not have off street parking facilities.

The comments regarding disability access to homes are noted, however, disabled badge holders are permitted to park on double yellow lines for a period of 3 hours and it should be noted that the amended proposals will not significantly affect the existing on-street parking regime.

- f) The proposal, if implemented, will mean that residents have to park further away from their homes.

The Council has strived to achieve a balance of local needs within the constraints of the site.

- g) Many residents of Graham Terrace do not have the luxury of providing off-street parking facilities on their own land.

The proposed length of yellow lines are being amended to accommodate for this.

- h) Cars and Vans have no problem driving into the lane.
- i) Large vehicles should not be using the lane.

The rear lane is not suitable for very large vehicles and as such a common sense approach should be applied by the residents using this lane.

The local member has been consulted and supports that the objections are upheld in part with the scheme revised and implemented as indicated in Appendix B.

**Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that the objections are upheld in part to the Graham Terrace, Skewen (Prohibition of Waiting At Any Time) Traffic Regulation Order 2021 (as detailed in Appendix A to the circulated report) and that the revised scheme (as detailed in Appendix B to the circulated report) be implemented on site.

The objectors are to be informed of the decision accordingly.

**Reasons for Proposed Decision:**

To prevent indiscriminate parking 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 – Original Plan – Graham Terrace, Skewen – Proposed Traffic Regulation Order

Appendix B – Revised Plan – Graham Terrace, Skewen – Revised  
Traffic Regulation Order

Appendix C – Integrated Impact Assessment.

**List of Background Papers:**

None.

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