



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: Port Talbot**

**(Oakwood Street, Port Talbot)  
(Revocation) (Prohibition of Waiting At Any Time)  
(Prohibition of Waiting, Loading or Unloading At Any Time)  
(Prohibition of Waiting Mon to Sat 8am - 6pm) And  
(Resident Permit Holders) Order 2021**

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

To consider the comments and objections received following the advertisement of the Oakwood Street, Port Talbot - (Revocation) (Prohibition of Waiting At Any Time) (Prohibition of Waiting, Loading or Unloading At Any Time) (Prohibition of Waiting Mon to Sat 8am - 6pm) And (Resident Permit Holders) 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 scheme was prioritised by the local members following representations from residents regarding parking issues on Oakwood Street. The nearby town centre has an impact on the adjacent residential streets reducing the available parking for residents. The existing orders at the site include resident permit holder parking and consideration was given as to whether the extent of the permit holder parking could be increased. A survey was undertaken to determine the extent of the existing resident permit parking orders.

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 order will provide a benefit for the local community.

### **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 13th October 2021 and 3rd 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 for a period of 21 days between 13<sup>th</sup> October 2021 and 3<sup>rd</sup> November 2021.

There were 72 letters and plans delivered to the adjacent properties detailing the proposals. Following a three-week consultation exercise, 2 objections and 4 statements of support were received.

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

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

- a) Residents feel that the scheme will provide no benefit as parking spaces gained by the proposal are lost with the introduction of the proposed double yellow lines at the junction of Crown Street and Oakwood Street.

*Additional resident parking spaces are being provided as part of the scheme.*

- b) Residents have previously requested that the single yellow line at the top end of Oakwood Street near numbers 55 to 59 be removed to provide additional parking. There are houses on both sides of the road at this location with demand for parking being high.

*There are no proposals to increase parking on the other side of the street in order to maintain traffic flow.*

- c) Residents object to scheme as advertised and requests that the extent of resident permit parking is increased to cover additional properties.

*The proposals increase the current resident only parking provision while maintaining a balance for visitors, doctors and carers etc.*

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

- a) Residents support the proposals and feel some unrestricted parking is required for short periods of time.

*The proposals allow for some areas of unrestricted parking are to remain.*

- b) Residents fully support the parking for permit holders as workers of the nearby town often park on Oakwood Street.

- c) Residents support the residents parking as they are not currently able to park outside their homes.

- d) The proposals will reduce the need to cross the road when loading children into vehicles.

The local members have been consulted and support that the objections are overruled and that the scheme is implemented as advertised.

The proposed scheme is indicated in Appendix A.

**Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that the objections are overruled to the Oakwood Street, Port Talbot - (Revocation) (Prohibition of Waiting At Any Time) (Prohibition of Waiting, Loading or Unloading At Any Time) (Prohibition of Waiting Mon to Sat 8am - 6pm) and (Resident Permit Holders) Order 2021, (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.

The objectors are to be informed of the decision accordingly.

**Reasons for Proposed Decision:**

To improve the provision of resident permit holder parking and 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 – Plan – Oakwood Street, Port Talbot –Traffic Regulation Orders

Appendix B – Integrated Impact Assessment.

**List of Background Papers:**

None.

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