



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

**NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**  
**ENVIRONMENT, REGENERATION AND STREETSCENE**  
**SERVICES CABINET BOARD**

**6<sup>th</sup> October 2022**

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

**Matter for Decision**

**Wards Affected: Neath East and Neath South**

**(LEWIS ROAD, GEORGE STREET, EDWARD STREET, LEWIS ROAD LANE, WESTERNMOOR ROAD AND UPLAND ROAD, NEATH) (7.5 TONNE WEIGHT RESTRICTION EXCEPT FOR ACCESS) Order 2022**

**Purpose of the Report:**

To consider the comments and objections received following for the advertisement of the Lewis Road, George Street, Edward Street, Lewis Road Lane, Westernmoor Road and Upland Road (7.5 Tonne Weight Restriction Except for Access) Order 2022, as indicated in Appendix A.

**Executive Summary:**

The report outlines the proposed Traffic Regulation Order which was formally advertised resulting in an objection being received.

## **Background:**

The scheme was prioritised by local members following representations from residents regarding large goods and heavy goods vehicles utilising Lewis Road and adjacent roads as a through route or 'rat run'. These practices were highlighted by residents as a road safety concern. The proposal has been advertised to restrict large goods and heavy goods vehicles using Lewis Road and adjacent streets, however, the order will allow vehicles over 7.5 tonnes to use the route for access only for delivering goods and services.

The proposed scheme is indicated in Appendix A.

## **Financial Impacts:**

The scheme is to 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 safe environment for all highway users.

## **Valleys Communities Impacts:**

There are 'No Implications' associated with this report.

**Workforce Impacts:**

There are 'No Implications' associated with this report.

**Legal Impacts:**

The proposal was advertised for a 21-day period between 1<sup>st</sup> July 2022 and 22<sup>nd</sup> July 2022.

**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 1<sup>st</sup> July 2022 and 22<sup>nd</sup> July 2022

There were 195 letters and plans hand delivered to the properties on Lewis Road, George Street, Edward Street and Westernmoor Road detailing the proposal. Following a three-week consultation exercise, 9 statements of support, 1 statement of objection and 1 general enquiry were received.

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

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

- a) Residents support this proposal as lorries produce ground tremor felt from the vibration. Lewis Road is narrow at certain points and this is causing a traffic build up when cars and lorries become stuck.

*The introduction of the proposed traffic regulation order will address this issue by providing better manoeuvrability along Lewis Road, therefore facilitating the overall passage of traffic more effectively.*

- b) Residents support this proposal and would ask that the prohibition goes further to extend to buses and cars. Cars often speed down the road despite the speed bumps and it can be quite dangerous on times.

*Whilst the introduction of this proposed traffic regulation order will address the issue of large and heavy goods vehicles, the Council must also balance the need for residents to have access to local public services such as bus services. Therefore, the prohibition will not be extended to buses and the authority has no proposal to introduce this at this moment in time.*

- c) A resident is fully supportive of the proposal having noted that a number of large HGV's are using some of these road as short cuts to reach more major road systems and would ask that the prohibition should also include coaches.

- d) A resident is supportive of the scheme however has requested that Lewis Road and surrounding street be made 'One-Way' due to concerns with regards to safety around Gnoll Primary School.

*The comment regarding the 'One Way' system is noted; however, the Authority currently has no proposal to introduce a 'One Way' system at this time.*

- e) Residents support this proposal as they have had previous damage to their vehicle and property due to the volume of heavy vehicles.
- f) Residents support this proposal as they have witnessed emergency service vehicles being unable to attend an emergency due to a lorry travelling in the opposite direction.
- g) Residents support this proposal and as many HGVs block Lewis Road and cannot easily or safely reverse causing a road safety issue.
- h) Residents support this proposal and feel that the number of large goods vehicles and coaches that access Lewis road is not acceptable. The proposal will prevent 'rat-running'.

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

- a) The South Wales Police have objected to the proposal due to resourcing issues and the difficulty in enforcing this type of traffic regulation order.

*Whilst the Council acknowledges the restrictions placed on Police concerning resources and enforcement of the order, the Council has a duty under highway and traffic legislation to implement measures where roads are narrow and unsuitable for large vehicles which are causing road safety issues.*

The local members have been consulted on the feedback received and are fully supportive of the scheme being implemented as advertised.

**Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that the objection is overruled to the Lewis Road, George Street, Edward Street, Lewis Road Lane, Westernmoor Road and Upland Road (7.5 Tonne Weight Restriction Except for Access) Order 2022, (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.

The objector is to be informed of the decision accordingly.

**Reasons for Proposed Decision:**

The proposed traffic regulation order will facilitate the safe passage of traffic 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 – Lewis Road, Neath – Proposed 7.5 Tonne Maximum Gross Weight Except for Access Traffic Regulation Order

Appendix B – Integrated Impact Assessment.

**List of Background Papers:**

None.

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