



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment, Regeneration and Streetscene Services Cabinet Board

12th January 2024

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

Matter for Decision

Wards Affected: Port Talbot

LANE REAR OF 1 TO 17 CROWN STREET, PORT TALBOT (REVOCAION OF NO ENTRY) ORDER 2023

Purpose of the Report:

To consider the correspondence received following the advertisement of the Lane rear of 1 to 17 Crown Street, Port Talbot (Revocation of No Entry) Order 2023, as indicated in Appendix A.

Executive Summary:

The report outlines the proposed revocation of the existing traffic regulation order which was formally advertised resulting in an objection being received.

Background:

Representations have been received by the Council's Waste Management Team regarding indiscriminate parking which is causing

manoeuvrability and access issues for the waste/refuse collection vehicles at a number of junctions within the Bryn and Cwmavon, Cwmllynfell and Ystalyfera, Margam and Tai-bach and Port Talbot wards.

A request has been made by the Waste Management team to introduce and revoke traffic regulation orders at these junctions to improve manoeuvrability and access issues.

The revocation of the existing traffic regulation order is required to ensure sufficient manoeuvrability and access for waste/refuse collection vehicles.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The scheme is to be funded by the Additional Capital 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 revocation of the existing 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 in March 2023.

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 between Friday 10th March 2023 and Friday 31st March 2023.

There were 40 letters and plans delivered to the properties on Oakwood street and Crown street detailing the proposals. Following a three-week consultation exercise, 2 statements of support and 1 statement of objection were received.

A summary of the supports/objection received are given below: -

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

- a) A resident supports the removal of the No Entry Traffic Regulation Order, and states that "there should be double yellow lines along Crown Street side and all along the walled area the Oakwood Street side."

- b) A resident has no objection to the removal of the No Entry Traffic Regulation Order, as long as the situation is monitored.

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

- a) A resident objects to the proposal due to the fact that “waste vehicles turn left into a current No Entry which currently contravenes section 109 of the Highway Code (you MUST obey signs giving orders). SECTION 36(1) of the road traffic act (1998).” The resident also states that “due to Oakwood Street being a narrow road with vehicles parked in bays on the right side of the road and due to vehicle size, it has in the past hit parked vehicles.”

The objection has been considered and the Council note that ‘waste vehicles’ will no longer be in contravention of Section 109 of the Highway Code as the existing traffic regulation order is being revoked. The revocation of the existing traffic regulation order is required to ensure sufficient manoeuvrability and access for waste/refuse collection vehicles.

The Local Members have been consulted on the feedback received and support that the objection is overruled with the scheme being implemented as advertised in Appendix A.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that the objection is overruled to the Lane rear of 1 to 17 Crown Street, Port Talbot (Revocation of No Entry) Order 2023 (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised and monitored going forward.

The objector will be informed of the decision accordingly.

Reasons for Proposed Decision:

The revocation of the existing traffic regulation order is required to ensure sufficient manoeuvrability and access for waste/refuse collection vehicles 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 – Rear Lane of 1 – 17 Crown Street, Port Talbot – Removal of No Entry Traffic Regulation Order

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

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