

Agenda



Delegated Decisions - Cabinet Member for Infrastructure and Assets

Date: Monday, 3 October 2022

To: Councillor L Lacey

Item		Wards Affected
1	<u>Proposed Prohibition of Waiting, Bilston Street/Handsworth Street</u> (Pages 3 - 12)	Lliswerry

Contact: Anne Jenkins, Governance Team Leader
Tel: 01633 656656
E-mail: democratic.services@newport.gov.uk
Date of Issue: 23 September 2022

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Report

Cabinet Member for Infrastructure and Assets

Part 1

Date: 3 October 2022

Subject **Proposed Prohibition of Waiting, Bilston Street/Handsworth Street**

Purpose The purpose of this report is to advise on the outcome of the formal advertisement regarding proposals to implement a “No Waiting At Any Time” parking restriction traffic order at the junction of Bilston Street /Handsworth Street.

The report asks the Cabinet Member for Infrastructure and Assets, within her Delegated Powers, to note the formal objection received during consultation, and decide whether or not to proceed with the proposed traffic order.

Author Head of City Services

Ward Lliswerry

Summary The council has carried out the full statutory consultation process including advertisement of the proposal to introduce a “No Waiting At Any Time” parking restriction traffic order at the junction of Bilston Street /Handsworth Street.

The ‘Notice Advertised’ is shown in **Appendix A**.

In response to the consultation, the council received one objection regarding the proposed ‘Prohibition of Waiting’ at Bilston Street.

In line with delegated powers, the Cabinet Member is required to consider all comments and/or objections and decide upon a resolution which is likely to include instructing officers to proceed with or to abandon the proposals.

Proposal That the Cabinet Member for Infrastructure and Assets notes the recommendations and authorises officers to proceed with Option 1, which will introduce a “No Waiting At Any Time” parking restriction traffic order at the junction of Bilston Street /Handsworth Street.

Action by Head of City Services

Timetable Immediate

This report was prepared after formal consultation and engagement with the following interested parties:

Council Officials & Departments

- Head of City Services
- Road Safety and Customer Services Team, City Services
- Highways & Engineering Services Manager

- Senior Strategy Manager
- Provincial Ward Member(s)

Organisations

- Police Chief Officer
- Ambulance Service
- Fire Service
- Haulage Companies
- Transportation / Bus Companies
- Disability Groups
- Residents directly affected by the proposal & those deemed eligible to apply for a resident parking permit

Signed

Background

Following complaints from residents within Bilston Street regarding obstructive/ unsafe parking, officers concluded the severity of the problem warranted the introduction of a “No Waiting At Any Time” parking restriction (double yellow lines) at the junction of Bilston Street/Handsworth Street.

The proposals are intended to provide mitigation of danger to persons or other traffic using the road, by helping prevent obstruction of the public highway at a junction with limited forward visibility.

Local Members were formally consulted on the proposals in order to establish the level of support, and to provide an opportunity to put forward any alternative suggestions or objections.

The proposals are shown in the attached documents - **Appendix C**;

- Drawing No.12680, Bilston Street & Handsworth Street

The formal consultation commenced on the 13th April 2022 allowing consultees to submit their observations and / or objections by Friday 13th May.

Individuals had the opportunity to send feedback via royal mail, emailing Newport City Council Traffic Mailbox or engagement via City Services.

A copy of the Notice of Proposal (see **Appendix A**) was advertised in the Local Newspaper, allowing the opportunity for individuals from the wider area to also consider the proposal. Additionally, officers engaged with local Members and organisations such as the emergency services.

In response to the statutory consultation, the council received a one valid objection from a resident in Bilston Street, on the basis that less parking space will be available for residents. The objector believes that if motorists’ drive slowly, then there shouldn’t be any need to provide the parking restriction.

Officers note the concerns regarding limited availability of on-street parking. However, the Highway Authority is not obliged to provide on street parking but does have a duty to promote highway safety.

Acknowledging the parking pressure in this residential area, the minimum length of restriction that will deliver the road safety improvements is proposed.

The objective of this proposal is to manage and improve the safe and free flow of traffic through the junction by removing obstructive parking and improving visibility for drivers and pedestrians

Financial Summary

- The cost of making & implementing the Traffic Regulation Order (TRO), including associated signs and posts will be met in full via existing council funding

	Year 1 (Current) £	Year 2 £	Year 3 £	Ongoing £	Notes including budgets heads affected
Net Costs (Savings) Net Impact on Budget	1,000	420	320	300	Contribution towards the Legal TRO with implementation costs for signs and lines with ongoing maintenance year on year.

Risk

Risk	Impact of Risk if it occurs* (H/M/L)	Probability of risk occurring (H/M/L)	What is the Council doing or what has it done to avoid the risk or reduce its effect	Who is responsible for dealing with the risk?
Non-compliancance of legislation	Medium	Low	Adhere to Guidance and Regulations such as The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 and The Road Traffic Regulation Act 1984. As per the above adequate consultation in the local press and engagement with stakeholders, including the emergency services.	Head of City Services

* Taking account of proposed mitigation measures

Links to Council Policies and Priorities

One Newport Public Services Board Local Well-being Plan 2018-23

The Local Well-being Plan has five cross cutting interventions that support the priorities and well-being objectives of the Public Services Board (PSB). Sustainable Travel is one of the five cross-cutting interventions. The PSBs' sustainable travel vision is:

“Efficient, safe, and healthy travel, accessible to all, with overall low impact on the environment, prioritising walking, cycling and integrated public transport and also considering car sharing and ultra-low emission vehicles”.

The intervention sets out 3 steps that the PSB will be working on for the life of the plan.

1. PSB to become champions of sustainable travel, leading by example and reducing the public sector's contribution to air pollution.
2. Create an environment where public transport, walking and cycling is prioritised.
3. Encourage the use of ultra-low emission vehicles.

The preferred option supports these objectives

Corporate Plan 2017-22 & the Strategic Recovery Aims

The Corporate Plan runs to 2022 and has a primary vision to 'Improving People's Lives'. It has four well-being objectives:

- 1) *To improve skills, educational outcomes & employment opportunities*
- 2) *To promote economic growth and regeneration whilst protecting the environment*
- 3) *To enable people to be healthy, independent and resilient*
- 4) *To build cohesive and sustainable communities.*

The preferred option supports these aims

Sustainable Travel Strategy (Air, Noise & Sustainability Action Plan)

The Council's Sustainable Travel Strategy (Air, Noise & Sustainability Action Plan) was designed to outline the various actions the Council will progress to reduce the level of pollution from road traffic and provide a framework to develop local plans to target known areas of poor air pollution.

The preferred option will support this strategy.

Options Available and considered

Option 1 – Proceed to implementation as per the original Advertisement

That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed to implementation, which will introduce a "No Waiting At Any Time" parking restriction traffic order at the junction of Bilston Street /Handsworth Street

Option 2 - Abandon the proposal for 'No Waiting at any Time' Bilston Street and Handsworth Street

Preferred Option and Why

Option 1 – Proceed to implementation as per the original Advertisement

That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed to implementation, which will introduce a "No Waiting At Any Time" parking restriction traffic order at the junction of Bilston Street /Handsworth Street.

This option is recommended as it addresses the original concerns expressed by residents regarding obstructive parking and road safety at a junction with poor visibility for both pedestrians and drivers.

Comments of Chief Financial Officer

There will be no adverse financial impact if the proposed Traffic Regulation Order is implemented. It is within the Council's statutory powers to take this action and all costs of implementation and subsequent monitoring will be met from existing budgets within the service area.

Comments of Monitoring Officer

The proposed Traffic Regulation Order is in accordance with the Council's statutory powers to restrict parking under the Road Traffic Regulation Act 1984. In accordance with the relevant Regulations, the intention to make the "no waiting at any time" parking restriction has been advertised and there has been one formal objection received during the public consultation period. The Cabinet Member is therefore now required to have regard to that objection and consider whether, in the light of the representations made, the TRO should be confirmed. The Order has been proposed following complaints received from local residents relating to parking obstructions, preventing the free flow of traffic and causing poor visibility at a junction. Officers have conducted feasibility studies to assess the severity of the problem and develop the most suitable method for resolving the issues. A full consultation process has been undertaken with local businesses, emergency services and local residents and a Fairness and Equality Impact Assessment has been undertaken which concludes that the scheme provides more positive than negative impacts for all road users, including those with protected characteristics, in the form of increased road safety and fewer obstructions, particularly for those who experience difficulty negotiating poorly parked vehicles. The one objection received concerns loss of parking for residents, however, the Order is being made for valid road safety reasons, therefore, it is reasonable for the Cabinet Member to conclude that there are reasonable grounds for confirming the TRO for the reasons set out above.

Comments of Head of People, Policy and Transformation

There are no staffing implications associated with this report. This is a decision that will help Newport to deliver on its Well-being objectives and has been carried out following positive engagement with local residents.

Local issues

N/A

Scrutiny Committees

N/A

Fairness and Equality Impact Assessment:

- **Wellbeing of Future Generation (Wales) Act**
- **Equality Act 2010**
- **Socio-economic Duty**
- **Welsh Language (Wales) Measure 2011**

The council has a number of legislative responsibilities to assess the impact of any strategic decision, proposal or policy on people that may experience disadvantage or inequality.

The proposals have been subject to a Fairness and Equality Impact Assessment (FEIA) which allow us to consider all relevant impacts.

The Fairness and Equality Impact Assessment is attached to this report.

Children and Families (Wales) Measure

N/A

Wellbeing of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act is about improving the social, economic, environmental and cultural well-being of Wales.

The below is an overview of how the Council has considered the five ways of working in developing the parking proposals in this report and meeting our long term objectives.

Looking to the long Term

This preferred option addresses the short and long term concerns regarding road safety and expeditious movement of traffic. It also seeks to support the strategic aims around promotion of active travel and reduced carbon emissions through reduction of congestion in residential areas

Prevention

This preferred option will seek to address current and future road safety/ congestion concerns within a residential area which will have the capacity to improve the social and environmental wellbeing of residents now and in the future

Collaboration/ involvement

Statutory consultation on the preferred option has ensured full consultation and collaboration with communities, elected members and statutory bodies in considering this proposed traffic order amendment

Taking an integrated approach

The preferred option will address road safety concerns within the community for all users now and in the future. Reduced carbon emissions, promotion modal shift to more cycling and walking within communities and reduction in traffic congestion, promotes ecosystems that support social, economic and ecological resilience and the capacity to adapt to change

Crime and Disorder Act 1998

N/A

Consultation

The statutory consultation commenced on the 13th April 2022 allowing consultees to submit their observations and / or objections by Friday 13th May.

Individuals had the opportunity to send feedback via royal mail, emailing Newport City Council Traffic Mailbox or engagement via City Services.

A copy of the Notice of Proposal (NoP) **Appendix A** was advertised in the Local Press Newspaper, allowing an opportunity for individuals from the wider area to also issue comments, in addition to engaging with local Members and organisations such as the emergency services

Background Papers

See Appendix A-C

Dated: 3 October 2022

APPENDIX A

NOTICE ADVERTISED

**NEWPORT CITY COUNCIL
(PROHIBITION AND RESTRICTION OF WAITING AND LOADING
AND ON STREET PARKING PLACES) (CIVIL ENFORCEMENT) (AMENDMENT No.3)
(PROHIBITION AND RESTRICTION OF WAITING AND LOADING) ORDER 2022**

NOTICE is hereby given that Newport City Council intends to make the above order in exercise of its powers under Sections 1(1), 2 (1) to (3), 4(1), 4(2), 32(1), 35(1), 45, 46, 49, 53 and Parts III and IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the 1984 Act"), Part 6 of the Traffic Management Act 2004 (hereinafter referred to as "the 2004 Act") and all other enabling powers.

The effect of the Order will be:

1 To introduce "No waiting at any time" on the following lengths of road:

Duckpool Road (at junction with Church Road and Christchurch Road)	<ul style="list-style-type: none"> i) Extension of existing restrictions on the western kerbline of Duckpool Road from a point 16.0m South of the Southern kerbline of Church Road for 8.4m in a south easterly direction to within 6.6m of existing disabled bay at no. 37a. ii) Extension of existing restrictions on the southern kerbline of Church Road from a point 14.5m west of the western kerbline of Duckpool Road for a distance of 3.8 metres in a westerly direction, to the boundary of no 39. iii) Extension of existing restrictions on the northern kerbline of Church Road from a point 15m west of the western kerbline of Duckpool Road for a distance of 4.8 metres in a westerly direction, to the boundary of no. 35. iv) Extension of existing restrictions on the southern kerbline of Christchurch Road from a point 18m east of the eastern kerbline of Duckpool Road for a distance of 4.0 metres in an easterly direction. v) Extension of existing restrictions on the northern kerbline of Christchurch Road from a point 18m east of the eastern kerbline of Duckpool Road for a distance of 4.0 metres in an easterly direction.
Albert Avenue (junction with Fair oak Avenue and Summerhill Avenue)	<ul style="list-style-type: none"> i) Extension of existing restrictions on the western kerbline of Albert Avenue from a point 4.5m south of the southern kerbline of Fair oak Avenue for 11.5 metres in a southerly direction, to the boundary of nos. 1 to 4. ii) Eastern kerbline of Albert Avenue 4.8 metres south of the boundary of no. 63 for 6.6m in a southerly direction. iii) Western kerbline of Albert Avenue from its junction with Summerhill Avenue for 10m in a southerly direction. iv) Eastern kerbline of Albert Avenue from its junction with Summerhill Avenue for 10m in a southerly direction. v) Southern kerbline of Summerhill Avenue from a point 2m west of the western kerbline of Albert Avenue to a point 6.5m east of the eastern kerbline of Albert Avenue.
Handsworth Street (junction with Bilston Street)	<ul style="list-style-type: none"> i) Northern kerbline of Handsworth Street from its junction with Bilston Street to a point 10m in an Easterly direction. ii) Southern kerbline of Handsworth Street from its junction with Bilston Street to a point 10m in an Easterly direction. iii) Eastern kerbline of Bilston Street from a point 2m North of the Northern kerbline of Handsworth Street to a point 2m South of the Southern kerbline of Handsworth Street.
Buckingham Crescent (junction with	<ul style="list-style-type: none"> i) Northern kerbline of Buckingham Crescent from a point 5m West of the Western kerbline of Buckingham Place to a point 5m East of the Eastern kerbline of Buckingham Place.

APPENDIX B

OBJECTION RECEIVED FOR BILSTON STREET/HANDSWORTH STREET

Objection from a resident in Bilston Street Subject:

SRT 13595445 Comments and Complaints - Traffic Measures query

Sent: 25 April 2022 15:04

Hi I am still awaiting a reply to my query regarding potential double yellow line on the corner of Bilston and Handsworth Streets. I have written several times to you, as well as to Roger Jeavons who advises that it hasn't been agreed that this will go ahead and at this point it is still a request by the Neighbourhood Watch Team within Loftus village. Although one of the team, Jason Dymock has posted on the Loftus Facebook page that it has indeed been agreed and the work is imminent within the next week or so. I, and the residents of Bilston and Handsworth Streets object to the lines and we await your response with anticipation. Regards Bilston Street Newport

Response to Objection

From: NCC - Traffic

Sent: 28 April 2022 10:47

To: >

Subject: FW: 13595445 Comments and Complaints - Traffic Measures query Bilston Street/Handsworth Street.

Hello *****

Thank you for your enquiry in relation to the traffic restrictions on Bilston and Handsworth Street.

To confirm your objection has been forwarded onto the Legal department to be logged against the introduction of the traffic measures.

All objections are logged and reviewed following the end of the consultation period in accordance with the Council's policy.

If you require any further assistance in the meantime please do not hesitate to contact us

Kind Regards

Traffic and Transportation Section

APPENDIX C

BILSTON STREET/HANDSWORTH ROAD SITE PLAN

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