

Agenda



Delegated Decisions - Cabinet Member for Infrastructure and Assets

Date: Friday, 23 February 2024

To: Councillor L Lacey

Item		Wards Affected
1	<u>Proposed Prohibition and Restrictions of Waiting and Loading, Various Roads, Newport</u> (Pages 3 - 32)	All Wards
2	<u>Devon Place one way system</u> (Pages 33 - 62)	All Wards

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Report

Cabinet Member for Infrastructure and Assets

Part 1

Date: 23 February 2024

Subject Proposed Prohibition and Restrictions of Waiting and Loading, Various Roads, Newport

Purpose The purpose of this report is to advise on the outcome of the formal advertisement and objections received regarding proposals to introduce prohibitions and restrictions of waiting on the highway.

The report asks the Cabinet Member for Infrastructure and Assets, within delegated powers, to note the formal objections received during consultation, and decide upon the most appropriate option of those available.

Author Head of Infrastructure

Ward(s) Caerleon

Summary The council has carried out a full statutory consultation process including advertisement of the proposals to implement a range of prohibitions and restrictions of waiting and loading at various locations, all of which relate to s278 development works, consisting of permanent alterations or improvements to the public highway, as part of a planning approval. Therefore, these changes have already been carried out on the ground and this consultation brings the restrictions into the Civil Parking Enforcement Traffic Order.

The “Notice of Intent” (NI) is shown in **Appendix A**.

The council received five valid objections in response to the consultation specifically regarding the “no waiting at any time” restrictions in College Crescent and College Road, Caerleon.

In line with delegated powers, the Cabinet Member is required to consider all valid comments/objections and decide upon a resolution which is likely to include instructing officers to proceed with “making” the Traffic Regulation Order (TRO) as per the original advertisement, modify, or abandon the Order.

Proposal That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed with “making” the Order in its original format having considered the objections and officer responses. Taking this decision will:

- Allow an order to be made that prevents vehicles from parking “at any time” along the lengths of road specified in Schedule 1 in College Crescent and College Road; and
- Revoke sections of the existing Resident Permit Parking “CC” and Limited Waiting 2 hour no return within 2 hours (Monday to Saturday 8am-8pm) along the lengths of road specified in Schedule 6 in College Crescent, i.e. resulting from the footway realignment works.

Action by Head of Infrastructure

Timetable Immediate

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

Council Officials & Departments

- Head of Infrastructure
- Road Safety Team, Infrastructure
- Highways & Engineering Services Manager
- Senior Strategy Manager
- Elected Members

Organisations

- Police Chief Officer
- GoSafe
- Ambulance Service
- Fire Service
- Haulage Companies
- Transportation / Bus Companies
- Accessibility Groups

Signed

Background

The Council has carried out a full consultation process including advertisement of a proposal to introduce amendments to the current Civil Parking Traffic Order.

The proposals are intended to improve safety, visibility and allow unhindered access in College Crescent and College Road, Caerleon, resulting from the junction and footway widening works associated with the Redrow development as constructed. The works in principle received approval at the Planning Stage with subsequent approval for the detailed design, by the Highway Authority.

The Traffic Order consultation formalises the parking and waiting restrictions as a separate exercise under the Road Traffic Regulation Act 1984. The parking layout changes have already been made as a result of completion of the footway and junction improvement works. However, we do acknowledge that the developer is yet to reinstate the double yellow lines to their previous extents within College Road.

It is notable that no objections were received to the other locations included in Schedules 1 to 6 and only five objections to the “No waiting at any time” restrictions and revocation of a section of the existing Resident Parking Permit and Limited Waiting Bays due to kerb alignment changes.

Consultation Requirement

The Council needs to establish a legal Order in accordance with the Road Traffic Regulation Act 1984.

The measures outlined are for avoiding danger to persons or other traffic using the road, by helping prevent obstruction of the public highway and reduce congestion, whilst also improving traffic flows and road safety for pedestrians and all other road users. They also facilitate the passage on the road or any other road of any class of traffic including pedestrians as detailed in the Council’s Statement of Reason for making the Order.

The proposals are shown in **Appendix C**

- Drawing No. 12818-4

Comments received from the Consultation process.

The formal consultation commenced on the 3rd August 2023 allowing consultees to submit their observations and / or objections by Thursday 31st August 2023.

Consultees were given the opportunity to send feedback via royal mail or directly via emailing conveyancing as per the Notice of Intent.

A copy of the Notice of Intent (see **Appendix A**) was advertised in the Local Newspaper, as a means of engaging with communities. Additionally, Officers liaised with local Members and organisations such as the emergency services and enforcement partners. The Council also erected Street Notices on roads directly affected by the consultation.

A total of five objections were received in relation to the proposals contained within the Newport City Council (Prohibition and Restriction of Waiting and Loading and On-Street Parking Places) (Civil Enforcement) (Amendment No.5) (Prohibition and Restrictions of Waiting and Loading and On-street Parking Places) Order 2023. These are listed in **Appendix B** and summarised in the table below:

Location	Comments
College Crescent	<ol style="list-style-type: none"> 1. No direct communication from the Council, aside from Street Notices and little consideration given to undertaking a consultation during the holiday season. 2. Alterations have been the cause of numerous accidents and damage to vehicles. 3. Provides critical parking availability for many individuals, it's already heavily restricted, further restrictions will exacerbate the parking issues. 4. Adjustments are required around the village. 5. Former bus route not considered a danger to persons/traffic previously. 6. Residential and visitor parking is needed nearby and not all residents benefit from off-road parking. 7. Challenges the Council's Statement of Reason 8. Lose the inability to load & unload. 9. Increase risk to personal safety and security
College Road	<ol style="list-style-type: none"> 1. Severely limits available parking space and makes unloading difficult. 2. Changes to the physical design restricts access. 3. No engagement with residents regarding the development

In response to the objections, Traffic Regulation Orders are legal documents that restrict or prohibit the use of the highway network, in line with the Road Traffic Regulation Act 1984. They help us to manage to the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.

The proposals are intended to improve safety, visibility and allow unhindered access as a direct result of junction and footway widening works associated with the Redrow development. The carriageway also benefits from a reduced carriageway width. These changes have already been carried out on the ground. However, we do acknowledge that the developer is yet to reinstate the double yellow lines to their previous extents within College Road.

With regards to the proposals being advertised during the summer, the Council extended the statutory 21-day consultation period by a further 7 days and met all of the legal obligations surrounding appropriate advertisement.

We are unaware of any recent "personal injury" collisions in College Crescent. It is believed that the incident in question involved a motorist under the influence as opposed to factors associated with the layout and/or any highway defect.

The shared-use bays can be utilised as previously in line with the signed restrictions, as the advertised parking bay has already been undertaken. We did not identify any over saturation of parking as part of the Transport Assessment and so ample parking opportunities remain available. However, a temporary influx is noted during school pick-up and drop-off times.

Loading and unloading activity is permitted on double yellow lines at any time and Blue badge holders can legitimately park on "no waiting at any time" restrictions (double yellow lines) with a valid blue badge in accordance with the terms and conditions of use.

The Council is not opposed to reviewing the parking situation in the wider area. We would accept a petition from local residents if they supported a change to the existing Resident Permit Holder Bays.

With regards to any earlier communication with residents, it is understood that the authority instructed the developer to notify residents of the physical works in advance. However, there is no requirement for the Council, as the Highway Authority, to seek permission to widen a footway within the adopted highway.

Driveway access concerns following changes to the road layout by the developer remain an unrelated issue. However, we understand that these concerns are currently being investigated in addition to reviewing the extents of the lowered kerb access provision.

Financial Summary

- The cost of making & implementing the Traffic Regulation Order (TRO) will be met in full by the developer(s) as part of the legal agreement. Therefore, there are no financial implications for the council as a result of this report or any decision taken.

	Year 1 (Current) £	Year 2 £	Year 3 £	Ongoing £	Notes including budgets heads affected
Income					Costs for TRO and implementation are fully met by the developer / Redrow
Net Costs (Savings)	0				
Net Impact on Budget	0				

Risk Table

It is not considered likely to give rise to policy considerations as these measures are for avoiding danger to persons or other traffic using the road, by helping prevent obstruction of the public highway whilst also improving traffic flows and road safety for pedestrians and all other road users.

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?
Challenge of the decision to make the orders	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 Infrastructure

Links to Council Policies and Priorities

Gwent Wellbeing Plan 2023-2028

The Well-being Plan for Gwent, sets out how the members, including Newport City Council, are working together to respond to some of the key issues identified in our most recent Well-being Assessment. This

five year plan sets out what we will be doing to improve well-being across the region, now and for future generations.

The plan has 2 cross cutting wellbeing objectives, with the second being 'We want a climate-ready Gwent, where our environment is valued and protected, benefitting our well-being now and for future generations'

The highlighted step in the plan that supports the achievement of this objective is 'Take action to reduce our carbon emissions, help Gwent adapt to climate change, and protect and restore our natural environment'.

The preferred option supports these objectives

Corporate Plan 2022-2027

The Corporate Plan runs to 2027. There are four well-being objectives that will prioritise our focus over the next five years and will support our longer-term vision for Newport over the next 20 years:

1. Economy, Education and Skills - Newport is a thriving and growing city that offers excellent education and aspires to provide opportunities for all.
2. Environment and Infrastructure – Newport is a city that seeks to protect and enhance our environment whilst reducing our carbon footprint and preparing for a sustainable and digital future.
3. Quality Social Care and Community Services - Newport is a supportive city where communities and care are at the heart of what we do.
4. An Inclusive, Fair and Sustainable Council - Newport City Council is an inclusive organisation that places social value, fairness and sustainability at its core

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 by helping prevent obstruction of the public highway and reduce congestion, whilst also improving traffic flows and road safety for pedestrians and all other road users

Options Available and considered.

Option 1 – To "Make" the Order as advertised.

That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed with "making" the Order in its original format having considered the objections and officer responses. Making this order as advertised will:

- a) Allow the order to be made that prevents vehicles from parking "at any time" along the lengths of road specified in Schedule 1 in College Crescent and College Road; and
- b) Revoke sections of the existing Resident Permit Parking "CC" and Limited Waiting 2 hour no return within 2 hours (Monday to Saturday 8am-8pm) along the lengths of road specified in Schedule 6 in College Crescent

Option 2 – Abandon the proposals for "No Waiting at Any Time" restrictions in College Crescent and College Road

It should be noted that this option would not be in line with the approved planning conditions.

Preferred Option and Why

Option 1 – To “Make” the Order as advertised.

That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed with “making” the Order in its original format, i.e. with the junction and footway widening works associated with the Redrow development as constructed and having considered the objections and officer responses.

Making this order will:

- a) Allow the order to be made that prevents vehicles from parking “at any time” along the lengths of road specified in Schedule 1 in College Crescent and College Road; and
- b) Revoke sections of the existing Resident Permit Parking “CC” and Limited Waiting 2 hour no return within 2 hours (Monday to Saturday 8am-8pm) along the lengths of road specified in Schedule 6 in College Crescent
- c) Adherence to the planning conditions

Comments of Chief Financial Officer

As outlined in the report, any costs of the proposal will be met by the developer. The Cabinet Member is not being asked to endorse any additional Council direct financial implications arising from this report.

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 Prohibition and Restriction of Waiting and Loading and On-Street Parking Places Order has been advertised and there have been five formal objections received during the public consultation period. The Cabinet Member is therefore now required to have regard to those objections and consider whether, in the light of the representations made, the TRO should be confirmed. The Order has been proposed improve safety, visibility and allow unhindered access as a direct result of junction and footway widening works associated with the Redrow development. 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. The objections received are summarised within the report and detailed responses can be found at Appendix B, which conclude that the Order is being made for valid road safety reasons, It is therefore 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

This report supports our Corporate Plan 2022-27, and its four well-being objectives, while also supporting the two objectives of the Gwent Well-being Plan 2023-28. The principles of the Well-being of Future Generations (Wales) Act 2015 and its five ways of working has been demonstrated through this proposal aiming to improve road safety in the long-term and prevent the likelihood of any danger to persons and traffic arising. A formal consultation on the proposal was also carried out, giving residents, local members, and organisations the opportunity to provide feedback.

The proposals were subject to a Fairness and Equality Impact Assessment, allowing consideration of any potential impacts. There are no direct HR implications associated with the report.

Local issues

Processes include advertisement in the local newspaper, council web pages and notices erected at each location and full consultation and engagement with Members and stakeholders has been undertaken through the statutory consultation process.

The low level of objection received suggests that the proposals have been largely positively reviewed by consultees.

NB: Do not circulate forward member comments until the report is drafted in accordance with the wishes of your Head of Service or Corporate Director and with the knowledge of the relevant cabinet member.

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.

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 proposals in this report and meeting the long-term objectives.

Looking to the long Term

This preferred option helps to improve road safety by better managing the highway network resulting from physical changes. The proposals avoid danger to persons and traffic and prevents the likelihood of any such danger arising. The proposals promote regeneration, whilst protecting the environment. Reducing vehicle movements in the area also helps to lower air quality, making the environment greener and safer.

Prevention

This preferred option will seek to maintain the current benefits of social and environmental wellbeing of residents and businesses both now and in the future.

Collaboration/involvement

Statutory consultation on the preferred option has ensured that full consultation and collaboration with communities, elected members and statutory bodies in considering this proposed Traffic Order

amendment. The measures also provide more of an opportunity for the mobility impaired to better access the outdoors allowing them to live more independently.

Involvement

The authority is legally obliged to consult, and engagement includes a variety of ways to reach out to as many individuals as possible, as a means of increasing customer responses.

Taking an integrated approach

The preferred option will address road safety issues for all users both now and in the future. Reduced carbon emissions, improved access to facilities, in addition to more cycling and walking within communities and a reduction in traffic congestion promotes ecosystems that support social, economic, and ecological resilience and the capacity to adapt to change.

Traffic Regulation Orders help the Council to manage the highway network. An Order can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly.

Crime and Disorder Act 1998

N/A

Background Papers

See Appendix A-C

Dated: 23 February 2024

APPENDIX A

NOTICE ADVERTISED

NEWPORT CITY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND ON STREET PARKING PLACES) (CIVIL ENFORCEMENT) (AMENDMENT No.5) (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND ON STREET PARKING PLACES) ORDER 2023

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 to introduce No Waiting at Any Time restrictions on the highway at the locations listed in Schedule 1 to this Notice, to introduce No Loading at Any Time restrictions at locations listed in Schedule 2, to introduce Disabled Persons Parking Bay restrictions at locations listed in Schedule 3, to introduce Prohibition of Stopping and Waiting (School Keep Clear Marking) restrictions at locations listed in Schedule 4, to introduce Residents Parking restrictions at locations listed in Schedule 5 and to revoke existing traffic restrictions at locations listed in Schedule 6.

Schedule 1 - To introduce "No Waiting at Any Time" on the following lengths of road:

Broadleaf Way	i)	Eastern side from its junction with Fields Park Avenue for a distance of 10 metres in a northerly direction
	ii)	Western side from its junction with Fields Park Avenue for a distance of 10 metres in a northerly direction
Fields Park Avenue	iii)	Northern side from a point 16 metres west of its junction with Broadleaf Way for a distance of 26 metres in an easterly direction
Clytha Park Road	i)	East and north-east side from the southern exit of the B4591 Northern side of Clytha Park Road from the existing double yellow lines outside No.26 Clytha Park Road for a distance of 51 metres in an easterly direction to the existing double yellow lines outside No.28 Clytha Park Road
College Crescent	i)	Extension of existing restrictions on the south-eastern side of College Crescent from a point 15 metres north-west of the projected south-western kerb line of College Road Station Road for a distance of 23 metres in a south-westerly direction
	ii)	Extension of the existing restrictions on the north-western side from its junction with College Road in a north-easterly direction to the existing double yellow lines 20 metres south-west of its junctions with Station Road
College Road	iii)	Both sides, from its junction with College Crescent for a distance of 25 metres in a north-westerly direction
Skinner Street	i)	North side from a point 7 metres east of the eastern kerb line of Upper Dock Street for a distance of 6 metres in an easterly direction
Upper Dock Street	ii)	Northeast side from a point 12 metres northwest of its junction with Corn Street for a distance of 24 metres in a north-westerly direction
Corn Street	iii)	Southeast side from the southwestern building line of the Potters Public House for a distance of 5 metres in a north-easterly direction

	iv)	Southeast side from a point 25 metres northeast of the southwestern building line of The Potters Public House for a distance of 2 metres in a north-easterly direction
Devon Place	i) ii) iii)	i) Southeast side from the point where the existing double yellow line marking terminates at the footway buildout outside No.11 Devon Place continuing for a distance of 91 metres in a south westerly direction to join the existing double yellow line markings which begins at a point on the approach to the bend at the westerly end of Devon Place ii) Southeast side from a point 18 metres southwest of its junction with Mill Street for a distance of 6 metres in a south westerly direction iii) Southeast side from a point 66 metres south west of its junction with Mill Street for a distance of 12 metres in a south westerly direction
Park Way Jubilee Way Castle Way	i) ii) iii) iv) v) vi) vii) viii) ix) x) xi)	i) North-eastern side from its junction with Jubilee Way for a distance of 12 metres in a north-westerly direction ii) South-western side from its junction with Jubilee Way for a distance of 12 metres in a north-westerly direction iii) South side from a point 12 metres south-west of the south-western kerb line of Park Way to a point 10 metres north-east of the north-eastern kerb line of Park Way iv) North side from a point 12 metres south-west opposite the south-western kerb line of Park Way to a point 10 metres north-east opposite said junction. v) North side from a point 35 metres north-west of the north-western kerb line of Obama Grove to a point 14 metres south-east of the south-eastern kerb line of Obama Grove vi) South side from a point 11 metres south-east of the south-eastern kerb line of Dehavilland Road to a point 11 metres north-west of the north-western kerb line of Dehavilland Road vii) North side, extension of the existing restrictions, west of the Tregwilym Road junction for a distance of 131 metres in a westerly direction viii) South side, extension of the existing restrictions south side, from a point 68 metres west of the B4591 roundabout south-western exit, for a distance of 74 metres to its junction with Castle Way ix) South side from a point 10 metres west opposite the unnamed road in a south easterly direction to its junction with Castle Way x) North-eastern kerb line of Castle Way from its junction with Jubilee Way Island for a distance of 10 metres in a south-easterly direction xi) South-western kerb line of Castle Way from its junction with Jubilee Island for a distance of 10 metres in a south-easterly direction
Lime Close Jed do Close Arthur Street	i) ii) iii) iv) v)	i) North-western side from its junction with Mendalgief Road for a distance of 8 metres in a north-easterly direction ii) South-eastern side from its junction with Mendalgief for a distance of 8 metres in a north-easterly direction iii) North-western side from its junction with Menalgief Road for a distance of 10 metres in a north-easterly direction iv) North-western side from its junction with Mendalgief Road for a distance of 8 metres in a north-easterly direction v) South-eastern side from its junction with Mendalgief Road for a distance of 8 metres in a north-easterly direction

Robert Close	vi)	North-western side from its junction with Mendalgief Road for a distance of 8 metres in a north-easterly direction
	vii)	South-eastern side from its junction with Mendalgief Road for a distance of 8 metres in a north-easterly
Marion Street	viii)	Extension of the existing restrictions on the north-western side from a point 4 metres north-east of its junction with Mendalgief Road for a distance of 12 metres in a north-easterly direction
	ix)	South-eastern side from its junction with Mendalgief Road for a distance of 16 metres in a north-easterly direction
Price Street	x)	North-western side from its junction with Mendalgief Road for a distance of 8 metres in a north-easterly direction
	xi)	South-eastern side from its junction with Mendalgief Road for a distance of 8 metres in a north-easterly direction
Mendalgief Road	xii)	Southern side of Mendalgief Road from outside the property boundary between No.21 Mendalgief Road and the Connect Centre school entrance for a distance of 31 metres in a south easterly direction
	xiii)	North-eastern side, from the south-western property boundary of No.138 Mendalgief Road for a distance of 13 metres in a south-easterly direction
	xiv)	North-eastern side from a point 7 metres north-west of the north-western kerb line of Arthur Street in a south-easterly direction to a point 7 metres south-east of the south-eastern kerb line of Arthur Street
	xv)	North-eastern side from a point 13 metres north-west of the north-western kerb line of Robert Close to a point 13 metres south-east of the south-eastern kerb line of Robert Close
	xvi)	North-eastern side from a point 8 metres north-west of the north-western kerb line of Price Close to a point 6 metres south east of said junction
	xvii)	North-eastern side from a point 12 metres north-west of the north-western kerb line of Lime Close to a point 13 metres south-east of said junction
	xviii)	North-east side form the south-eastern kerb line of Marion Street for a distance of 8 metres in a south-easterly direction.
	xix)	South-western side from the north-western building line of No.83 Mendalgief Road in a south-easterly direction to the common boundary of No.45 and No.47 Mendalgief Road
	xx)	North-eastern side from the north-western kerb line of Jeddo Close for a distance of 8 metres in a north-westerly direction
North Lake Drive	i)	Both sides, in its entirety, from the south-western arm of the South Lake Drive and Imperial Way roundabout to the north-western arm of the South Lake Drive and Celtic Way roundabout
Unnamed Road	i)	East side from its junction with Fields Road for a distance of 12m in a northerly direction
	ii)	West side from its junction with Fields Road for a distance of 12m in a northerly direction
Fields Road	iii)	North side from the common boundary of No.1-3 Fields Road for a distance of 58 metres in a easterly direction
	iv)	South-eastern side from its junction with Gold Tops to a point opposite the common boundary of No.1-3 Fields Road
Gold Tops	v)	West side from its junction with Pentonville for a distance of 30 metres in a south-westerly direction
Queens Hill	vi)	South-west side from a point 37 metres-west north of its junction with Locke Street for a distance of 6 metres in a north-westerly direction

Tregwilym Road	<ul style="list-style-type: none"> i) East and north-east side from the southern exit of the B4591 Chartist Drive Roundabout in a south-easterly direction to a point 15 metres north-west of the north-western kerb line of James Court ii) West and south-western side from the southern exit of the B4591 Chartist Drive Roundabout for a distance of 45 metres in a south easterly direction iii) South-western side from a point opposite the southwestern kerb line of the Co-op car park entrance to a point 15 metres north-east of the northern kerb line of James Court
Viaduct Way	<ul style="list-style-type: none"> i) West side from the southern kerb line set back from its junction with Caerphilly Road for a distance of 12 metres in a north-westerly direction. ii) West side from a point 48 metres north of the southern kerb line set back from its junction with Caerphilly Road for a distance of 14 metres in a north-westerly direction. iii) West side from a point 98 metres north of the southern kerb line set back from its junction with Caerphilly Road for a distance of 35 metres in a northerly direction
Western Avenue Bassaleg Road	<ul style="list-style-type: none"> i) Southwestern side from its junction with Bassaleg Road for a distance of 68 metres in a north-westerly direction ii) Northeastern side from its junction with Bassaleg Road for a distance of 68 metres in a north westerly direction iii) From a point 8 metres southwest of the south-western kerb line of Western Avenue to a point 8 metres north-east of the north-eastern kerb line of Western Avenue

Schedule 2 - To introduce "No Loading at Any Time" on the following lengths of road:

Skinner Street	<ul style="list-style-type: none"> i) South side between its junction with Upper Dock Street and Corn Street ii) North side from a point 7 metres east of the eastern kerb line of Upper Dock Street for a distance of 6 metres in an easterly direction iii) North side from a point 35 metres east of the eastern kerb line of Upper Dock Street for a distance of 25 metres to the entrance to the bus station
Upper Dock Street	<ul style="list-style-type: none"> iv) Southwest side from its junction with Corn Street for a distance of 12 metres in a north-westerly direction v) Northeast side between its junction with Corn Street and Skinner Street
Corn Street	<ul style="list-style-type: none"> vi) Northwest side between its junction with Upper Dock Street and Skinner Street vii) Southeast side from a point 5 metres northeast of the southwestern building line of The Potters Public House for a distance of 27 metres in a south westerly direction
Mendalgief Road	<ul style="list-style-type: none"> i) Both sides from a point 6 metres north-west from the north-western kerb line of Jeddo Close to a point 29 metres southeast of said junction
Fields Road	<ul style="list-style-type: none"> ii) Both sides from the common boundary of No.1-3 Field Road for a distance of 48 metres in a north-easterly direction

Schedule 3 - To introduce new "Disabled Persons Parking Bay" on the following lengths of road:

Devon Place	<ul style="list-style-type: none"> i) Southeast side from a point 24 metres south west of its junction with Mill Street for a distance of 6 metres in a south westerly direction
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North Street	i)	Southwestern side from a point 8 metres south east of the south western kerb line of Baneswell Road for a distance of 25 metres in a south-easterly direction
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Schedule 4 - To introduce Prohibition of Stopping and Waiting (School Keep Clear Markings) in the following lengths of road:

		Operating between 8:00am to 4:30pm Monday to Friday, during the dates 1 st September to 31 st July each year
Mendalgief Road	i)	Southern side of Mendalgief Road from a point 31 metres southeast of the property boundary between No.21 Mendalgief Road and the Connect Centre for a distance of 25.6 metres in a south easterly direction

Schedule 5 - To introduce Residents Parking Bays in the following lengths of road:

Caerphilly Road	i)	North side from a point 10 metres west of its junction with the projected western kerb line of Station Approach for a distance of 46 metres in a westerly direction
Viaduct Way	ii)	West side from a point 12 metres north of the southern kerb line set back from its junction with Caerphilly Road for a distance of 36 metres in a north-westerly direction.
Viaduct Way	iii)	West side from a point 62 metres north of the southern kerb line set back from its junction with Caerphilly Road for a distance of 36 metres in a northerly direction.

Schedule 6 - To revoke the below items in the following lengths of road:

		<u>Part of existing "Limited Waiting Mon-Sat 8am-6pm 1 hour, no return within 1 hours</u>
Chepstow Road	i)	South side (opposite Maindee Car Park) for a distance of 7 metres either side of an existing island
		<u>Limited Waiting Mon-Sat 8am-6pm 1 hour, no return within 2 hours</u>
Devon Place	i)	Southeast side from a point 24 metres southwest of its junction with Mill Street for a distance of 6 metres in a south westerly direction
	ii)	Southeast side from a point 66 metres southwest of its junction with Mill Street for a distance of 12 metres in a south westerly direction
		<u>Resident Permit Parking Zone "CC" and Limited Waiting 2 Hour No Return within 2 Hours (Monday to Saturday 8am-8pm)</u>
College Crescent	i)	North-western side from a point 5 metres south-west of the south-western kerb line of College for a distance of 5 metres in a south-westerly direction
	ii)	South-western side from a point opposite the projected south-western kerb line of College Road for a distance of 8 metres in a south-westerly direction
		<u>Disabled Bay</u>

Commercial Street	i)	For a distance of 10 metres eastern side of Commercial Street (outside Central View Development and Apartments). The disabled parking bay will be reduced in length from 41 metres to 31 metres
Skinner Street	ii)	North side from a point 7 metres east of the eastern kerb line of Upper Dock Street for a distance of 6 metres in an easterly direction
Upper Dock Street	iii)	Northeast side from a point 12 metres northwest of its junction with Corn Street for a distance of 24 metres in a north-westerly direction
Devon Place	iv)	Southeast side from a point 18 metres south west of its junction with Mill Street for a distance of 6 metres in a south westerly direction
Skinner Street	<u>No Loading 11am-5pm</u>	
Upper Dock Street	i)	Southwestern side between its junction with Upper Dock Street and Corn Street
	ii)	Southwest side from its junction with Corn Street for a distance of 12 metres in a north-westerly direction
	iii)	Northeast side from its junction with Corn Street for a distance of 12 metres in a north-westerly direction
	iv)	Northeast side from its junction with Skinner Street for a distance of 14 metres in a south-easterly direction
Corn Street	v)	Northwest side between its junction with Upper Dock Street and Skinner Street
	vi)	Southeast side from the southwestern building line of The Potters Public House for a distance of 22 metres in a south westerly direction
Corn Street	<u>Loading Only</u>	
	i)	Southeast side from the southwestern building line of the Potters Public House for a distance of 5 metres in a north-easterly direction
	ii)	Southeast side from a point 25 metres northeast of the southwestern building line of The Potters Public House for a distance of 2 metres in a north-easterly direction
Mendalgief Road	<u>No Waiting at Any Time</u>	
	i)	North-east side from a point 8 metres south-east of the common boundary of No. 58 and No.60 Mendalgief Road for a distance of 14 metres in a south-easterly direction
	ii)	North-east side from a point opposite the north-western building line of No.83 Mendalgief Road for a distance of 75 metres in a south-easterly direction
Fields Road	<u>No Waiting 8am-6pm</u>	
Gold Tops	i)	South side, from the western kerb line of Gold Tops for a distance of 62 metres in a south-westerly direction
	ii)	West side from its junction with Pentonville for a distance of 30 metres in a south-westerly direction
North Street	<u>Taxi Bay</u>	
	i)	Southwestern side from a point 8 metres southeast of the southwestern kerb line of Baneswell Road for a distance of 25 metres in a south-easterly direction

Caerphilly Road	<p><u>Part of existing "Limited Waiting Mon-Sat 8am-6pm 2 hour, no return within 2 hours</u></p> <p>i) North side from a point 10 metres west of its junction with the projected western kerb line of Station Approach for a distance of 46 metres in a westerly direction</p>
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The proposed order shall amend the Newport City Council (Prohibition And Restriction Of Waiting And Loading And On Street Parking Places) (Civil Enforcement) Order 2019 in that the Map Schedules shall be amended and replacement map tiles inserted, and replacement article 62 will be inserted to restrict the period a Disabled Badge Holder may park within a restricted bay, to that stated in the Authorities Residents Parking Policy.

A copy of the draft order, plans and a statement of the Council's reasons for proposing to make the order, may be inspected by scanning the QR code below or via request to Conveyancing.Team@newport.gov.uk or telephone 01633 656656. If you wish to object to the proposals, you should send the grounds for your objection in writing to the undersigned by 31 August 2023

DATED: 3 August 2023

E Bryant

Head of Law and Regulation, Civic Centre, Newport, NP20 4UR

APPENDIX B

OBJECTIONS

NEWPORT CITY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND ON STREET PARKING PLACES) (CIVIL ENFORCEMENT) (AMENDMENT No.5) (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND ON STREET PARKING PLACES) ORDER 2023

Objection No.1:

From:

Sent: 22 August 2023 13:56

To: NCC-Conveyancing Team

Subject: Urgent attention of Mr E Bryant

We have only today been informed by our neighbours of the Councils intention to place double yellow lines along College Crescent, with the deadline for objection being this week.

To date we have received no direct communication from the Council, and understand the notice was only posted in one area of College Crescent - around 2 weeks ago - so it has been missed by many. The timing is also fascinating given most of our neighbours (including ourselves) have been away during the school holidays - some of which still are, so many objections will become out of time given the

deadline instigated by the Council notice. This is incredibly short notice in anyone's book. There has been no request for consultation with the residents and clearly very little consideration given to the very real impact and logistics.

Over past years College Crescent has taken nothing short of a beating from many decisions that have greatly impacted our communities wellbeing. Everything from expensive alterations to our valued University campus, and adjustments to meet impossible bus routes, to the more recent sale of the University for the private development of unaffordable properties, and bollard installation and road alterations with no approach notification. These decisions have been the cause of numerous accidents and damage to vehicles and to property.

It should also be noted that College Crescent is home to around 50 OAP residents, many living in assisted living property. We believe this in fact falls within the top 3 highly populated OAP roads in Caerleon. The daily access required by emergency services, removals, care givers, visiting relatives and shopping services demands a critical need for parking. College Crescent also aids many hundreds of parents with the safe collection of their children from the local Caerleon Comprehensive school, whilst also providing vital parking for other people in the community living on the one-way system with no access to facilities.

This leave very little opportunity for the actual residents on the opposite side of the road, who also need to be in a position where we too can accommodate service providers and visits from our own families, and so far throughout all of the above changes and challenges we have just managed to do this.

It is therefore unreasonable and not in the interest of the Caerleon community for the Council to suggest double yellow lines should be applied on this road - and it is with much curiosity why the Council thinks this is necessary. This could and should have been communicated through correspondence of which we believe we are legally entitled to receive.

Whilst we write we do appreciate adjustments need to be made around the village, and we encourage the efforts of our council representatives to make good, but it is not unreasonable to expect that the proposer of such plans has sought feedback from the neighbourhood affected, or at least has some real-life experience of the impact such a decision will make.

We therefore write to express our objection to the proposals and we look forward to receiving a receipt

Officer Response

From: NCC - Traffic

Sent: 18 October 2023 21:19

To:

Subject: RE: College Crescent & College Road, Proposed Restrictions - Feedback

Thank you for your recent correspondence regarding the proposals to introduce double yellow lines in College Crescent (below). The formal consultation period has now expired.

As promised, this email summarises details of our recent discussion:

1. The proposals are intended to improve visibility, safety and allow unhindered access resulting from the junction and footway widening works associated with the development. The works in

principle received approval at the Planning Stage with subsequent approval for the detailed design, by the Highway Authority.

2. The Traffic Order consultation formalises the parking and waiting restrictions, this is undertaken separately. Those restrictions under consultation relate to the double yellow lines in College Road, the reduced parking bay length in College Crescent and double yellow lines protecting the new pedestrian crossing points. The restrictions are deemed necessary due to the reduced carriageway width, to ensure improved visibility and road safety. Please note that these changes have already been carried out on the ground. However, we do acknowledge that the developer is yet to reinstate the Double Yellow Lines to their previous extents within College Road.
3. Although Redrow is a private development, the Highway Authority will take ownership of the land in accordance with the agreement.
4. The Access Protection Marking (APM) outside of West Hill is designed to help permit unhindered vehicular access to the garage, rather than being provided to secure an on-street parking space. You are welcome to apply for an APM outside of your property. Although they remain an advisory marking, they can be very effective. In line with Council Policy, a £286 fee would be required for any new marking which covers the application, site inspections, design drawing and installation. Further details can be found on the website.
5. The West Hill property owner can continue to park outside of their property, as they could previously in line with the signed restrictions, as the advertised parking bay reduction has already been undertaken.
6. Concerns relating to your property such as your driveway and boundary wall can be discussed with our Claims Department. It is understood that you would be required to seek an independent assessment initially. Should the report highlight any issues, it would be dealt with by colleagues in the relevant section. Alternatively, you are welcome to make contact with the Environmental Health Team by dialling 656656.
7. Concerns in relation to the condition of the footway can be discussed with the Highways Maintenance Team. To assist, we will forward your concerns onto the Inspector.
8. The Council is not opposed to reviewing the parking situation in the wider area. Although the Emergency Services can legally stop/park on the waiting restrictions, we would accept a petition from local residents if they supported a change to the existing Resident Permit Holder Bays. Individuals assisting with care, including residents themselves can continue to park in the residential bays provided. No alterations have been made to these restrictions or the road layout adjacent to the assisted living properties. It is also suggested that the bays are underutilised during the controlled hours.

For completeness, it is also worth noting that Traffic Regulation Orders are legal documents that restrict or prohibit the use of the highway network, in line with the Road Traffic Regulation Act 1984. They help us to manage to the highway network for all road users, including pedestrians where the aim is to improve road safety and access to facilities. In accordance with our legal obligations, the Council advertised a "Notice of Proposal" in both the local press newspaper and by erecting Street Notices on affected streets, as a means of reaching out to as many individuals in the locality as possible. We also publish these proposals on our website and liaise with a range of stakeholders including Gwent Police, the Emergency Services and Access Groups, to name a few.

With regards to proposals being advertised during the summer, the Council extended the statutory 21 day consultation period by a further 7 days and our processes also take any late comments into account for the same reasons.

With regards to any earlier communication with residents and concerns regarding the real impact, it is understood that the authority instructed the developer to notify residents of the physical works in advance. However, there is no requirement for the Council, as the Highway Authority, to seek permission to widen a footway under our ownership. Please also note that we did not identify any over saturation of parking as part of the Transport Assessments and we can confirm that a Road Safety Audit was undertaken as part of these development works.

Whilst we note the comments surrounding alterations to the University in recent years, they do not form part of this consultation.

In line with reporting procedures, your objection will be included in the Cabinet Report for a decision to be made regarding how best to proceed. We will provide further updates on this process via our webpage at the following [Traffic Regulation Orders | Newport City Council](#) . Unfortunately, legal processes can be quite lengthy, which means that we cannot provide a timescale at this time.

We trust this explains the current situation.

Regards,

Traffic, Transport and Road Safety Team

Objection No.2:

From:

Sent: 22 August 2023 11:58

To: NCC-Conveyancing Team

Subject: Urgent: College Crescent, Caerleon

I would like to object to the newly proposed parking restrictions being placed on College Crescent, Caerleon.

College Crescent was previously a bus route however the road wasn't considered a danger to persons/traffic then so why now?

I am a home worker with an office on the front of my house and there is sometimes minimum congestion very early in the morning.

These enforced parking conditions will not make any difference to congestion nor will they improve the flow of traffic or improve road safety. They potentially could make matters worse where drivers slow up/do not pay attention when trying to ascertain where to park! We feel that these restrictions are a step too far.

When we built our house 11yrs ago, we had so many conditions set upon us by NCC which we had to adhere to and now we cannot even park outside our own home. So what happens when we have visitors? We have regular visitors every weekend and it is more of a danger that visitors have to park a fair distance away from our home, particularly for my elderly parents, they will have further to walk and will have to cross the roadway which is potentially more dangerous for their own health and safety, however it appears that this is not even a consideration.

We are not happy with the restrictions that this proposal is making and implore you to reconsider.

Look forward to hearing from you.

Officer Response

From: NCC - Traffic

Sent: 26 October 2023 14:04

To:

Subject: RE: College Crescent & College Road, Caerleon - Consultation Feedback

Thank you for your recent correspondence regarding the proposals to introduce double yellow lines in College Crescent (below). The formal consultation period has now expired.

As promised, this email summarises details of our recent telephone conversation:

1. The proposals are intended to improve visibility, safety and allow unhindered access resulting from the junction and footway widening works associated with the development. Please also note the reduced carriageway width. The works in principle received approval at the Planning Stage with subsequent approval for the detailed design, by the Highway Authority.
2. The Traffic Order consultation formalises the parking and waiting restrictions, this is undertaken separately. Those restrictions under consultation relate to the double yellow lines in College Road, the reduced parking bay length in College Crescent and double yellow lines protecting the new pedestrian crossing points. The restrictions are deemed necessary due to the reduced carriageway width, to ensure improved visibility and road safety. Please note that these changes have already been carried out on the ground. However, we do acknowledge that the developer is yet to reinstate the Double Yellow Lines to their previous extents within College Road.
3. The parking bay next to and opposite your property can be utilised as previously in line with the signed restrictions, as the advertised parking bay has already been undertaken. It is also worth noting that the bays are underutilised during the controlled hours.
4. The Council is not opposed to reviewing the parking situation in the wider area. We would accept a petition from local residents if they supported a change to the existing Resident Permit Holder Bays for example. In addition to any further requests for waiting restrictions in Ponthir Road and Station Road
5. With regards to visitors, blue badge holders can legitimately park on "no waiting at any time" restrictions (double yellow lines) with a valid blue badge at any time. It is worth noting that loading and unloading activity is permitted on double yellow lines at any time too. The existing limited waiting and resident permit parking bay also remains available.
6. An application can be made to the Council at any time to lower kerbs to facilitate an off-street parking provision, although we do appreciate the costs associated with changing the layout within your property curtilage.
7. Concerns regarding the level of street lighting for safety during our conversation do not form part of this conversation. However, we will raise these issues with the Street Lighting Team.

In line with reporting procedures, your objection will be included in the Cabinet Report for a decision to be made regarding how best to proceed. We will provide further updates on this process via our webpage at the following [Traffic Regulation Orders | Newport City Council](#) . Unfortunately, legal processes can be quite lengthy, which means that we cannot provide a timescale at this time.

We trust this explains the current situation.

Regards,

Traffic, Transport & Road Safety Team

Objection No.3:

From:

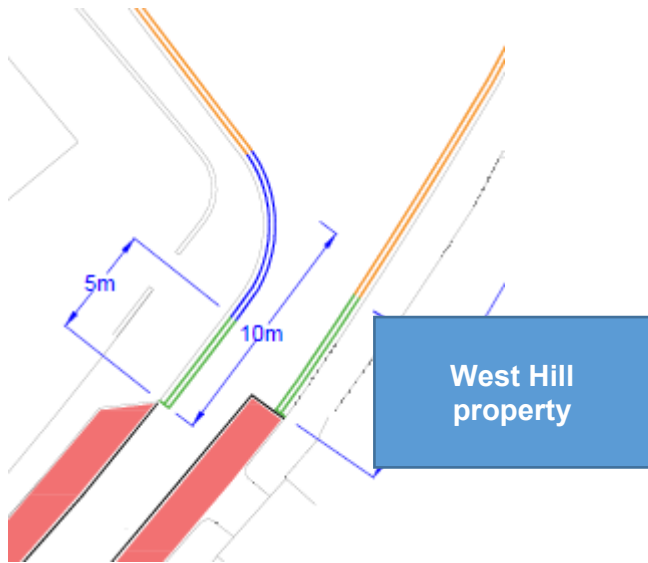
Sent: 22 August 2023 09:29

To: NCC-Conveyancing Team

Subject: Objection to Proposed Parking Order 2023 – College Crescent Caerleon

I am objecting to the proposal referenced above in relation to the adverse effect these changes will have on the property where I am a resident; West Hill, College Crescent, Caerleon NP18 3NS.

To clarify my property is adjacent and is accessed where the proposal is to: *"Extents of existing limited waiting and resident permit parking bay to be revoked and replaced with No Waiting at Any Time (Double Yellow Lines)"* as seen on the extract of the drawing below



I would ask that you consider the considerable negative impact the extension of double yellow lines right outside of our house would have as explained below. This area is where we are able to park our cars, as the property unfortunately does not have any 'off street' parking, a drive way or garage. The current waiting and residents permit parking bay that is directly in front of the property is where we park our cars, as we of course have Resident Permits.

The statement of reasons given for this change says that they are being introduced to:

- *help prevent obstruction of the public highway and reduce congestion, whilst also improving traffic flows and road safety for all road users including pedestrians.*
- *facilitate the passage on the road or any other road of any class of traffic, including pedestrians*
- *deter motorists' from parking on the school keep clear markings and maintain and improve road safety in the vicinity of the school as described.*

I would like to challenge this by including myself and my family that live in West Hill as pedestrians who are regularly present in College Crescent. By not allowing us to park a car outside our house, we will be forced to find an alternative parking space, perhaps holding up the flow of traffic whilst we manoeuvre. A big concern would be to lose the ability to load/unload from our vehicles when we need to, e.g. weekly shopping etc, and we would be forced to make many trips from another location in the street whilst carrying loads, probably crossing the road each time, which would in fact **increase the danger** to ourselves as pedestrians in the street.

The mention of the school in your list of reasons for this proposed change, I assume is not applicable here, as there is no school in the vicinity. It seems ironic that no parking restrictions were introduced when the university was still open, if this was a safety concern why has this not reviewed when the street was busy with students and associated traffic of an educational establishment? Why is now the situation different to the past?

With your proposal for double yellow line extensions in combination with parking restrictions due to access to neighbouring properties' driveways, there will be nowhere in close vicinity where we will be able to legally park our cars This also concerns me from a **security and safety** aspect, our cars have in the past have been broken into, but as they were parked directly outside of our property we were able to investigate immediately and intervene. Not being parked close to the property may also have a negative impact our car insurance premiums. As well as posing a risk to the safety of our vehicles, I also see an increased risk to that my own, and my daughters' **safety**. When arriving back at the property in

unsociable hours, which I regularly do due to travel I undertake as part of my job etc, there is an increased risk to ourselves if we are forced to park some distance from our house, and walk back to it in the dark alone. This is especially concerning now that there is no street lighting after midnight in Caerleon, a recent measure that has been introduced by Newport Council.

As well as objecting to your proposals for safety and security reasons, I would also like to highlight a very practical need I have to enable parking outside of our house. We recently invested in the installation of an **electric charging point** and in a new plug-in hybrid vehicle, and the charging point is accessed outside of the house. *This is only possible if the vehicle is parked close to the electric charging point.* This was a significant financial investment of over £1000 to ourselves, and is in line with improved Air Quality (Road Traffic Regulation Act 1984) and Newport City Council's Climate Change Plan to reach net zero carbon by 2023. The parking proposal changes would mean I am unable to utilise the charging hub. How would you suggest I manage this with your proposal?

I have looked at your Statement of Reasons, on why exactly you are proposing the current parking restrictions are to be changed now, but I can't find anything that directly points to why you have decided to make this specific change, at this time, and/or tangible evidence based on collision or accident rate data – on what is this decision being based on?

I would like to ask for a response on why College Crescent has been identified to be an area that poses more of a risk to danger than other areas in Caerleon. Similar junctions on College Glade and Anthony Drive have not been subject to these types of parking restriction orders, and they are far busier with traffic, also being bus routes. Indeed, the junction of Roman Way and Lodge Hill seems to meet many more of the criteria on your Statement of Reasons where there is a school, but I can't see any proposals relating to those particular streets. Is there more focus on College Crescent road safety because of the new Red Row development? If so I would like to point out that is unfair bias and discriminatory in relation to how the impact of your proposed changes impact our property and lives. The junction concerned in your proposal is not busy in comparison to many others in close proximity, and also exits to a 1-way street where traffic flow only approaches from the right, and it is only possible to turn out of the junction to the left. There are no issues with current visibly that impact on either pedestrians or other motorists when making this manoeuvre, and the fact the street is already 1- way reduces the risk in comparison to many other junctions that exit on to 2-way streets.

When we moved into the property of West Hill in College Crescent in 2010, there were no parking restrictions in place at all. I appreciate that situations change, and we of course have no rights to the pavement or road outside of our house, but I would ask you to consider how the full extent of these new proposals do have a very negative impact on our lives. This situation is causing us considerable stress and worry, with the potential impact this could have upon ourselves. My husband suffers with progressive arthritis and spinal condition, which means being able to park outside his home is particularly important to him. I am sure you can understand my concerns, as listed above, not to mention the detrimental impact your decision could have on the value of our property and the negative effect in desirability when we come to sell it in the future, which gives us further financial burden.

I would appreciate it if you could take the time to consider the points raised and review the proposal as described in Drawing No. 12818-4. Is it possible for you to consider to shorten the extension of the double yellow lines outside of our house based on the reasons presented? I would welcome a conversation with someone, preferably in the location of College Crescent, but even over the phone, at a time that is mutually convenient. An open discussion would be helpful, and I am also aware that my close neighbours in College Crescent share similar concerns.

Officer Response

From: NCC - Traffic
Sent: 26 October 2023 18:19
To:

Subject: RE: College Crescent & College Road, Caerleon - Consultation Feedback

Thank you for your recent correspondence regarding the proposals to introduce double yellow lines in College Crescent (below). The formal consultation period has now expired.

As promised, this email summarises details of our recent telephone conversation:

1. Traffic Regulation Orders are legal documents that restrict or prohibit the use of the highway network, in line with the Road Traffic Regulation Act 1984. They help us to manage to the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.
2. The proposals are intended to improve visibility, safety and allow unhindered access resulting from the junction and footway widening works associated with the development. Please also note the reduced carriageway width. The works in principle received approval at the Planning Stage with subsequent approval for the detailed design, by the Highway Authority.
3. This Traffic Order consultation formalises the parking and waiting restrictions, this is undertaken separately. Those restrictions under consultation relate to the double yellow lines in College Road, the reduced parking bay length in College Crescent and double yellow lines protecting the new pedestrian crossing points. The restrictions are deemed necessary due to the reduced carriageway width, to ensure improved visibility and road safety. Please note that these changes have already been carried out on the ground. However, we do acknowledge that the developer is yet to reinstate the Double Yellow Lines to their previous extents within College Road.
4. The parking bay near your property can be utilised as previously in line with the signed restrictions, as the advertised parking bay has already been undertaken. No further reductions to the parking bays are being considered. Please also note that the parking bays remain underutilised, which means that ample parking opportunities remain available.
5. As suggested, the Council's Statement of Reasons include an exhaustive list which may not be relevant and/or apply to every location due to batch processing.
6. Please be advised that if you do require any "additional" temporary parking to load and unload, this activity is permitted on the double yellow lines at any time.
7. It is worth noting that the Council is not opposed to reviewing the parking situation in the wider area. We would accept a petition from local residents if they supported a change to the existing Resident Permit Holder Bays for example. In addition to any further requests for waiting restrictions in roads nearby.
8. Concerns regarding the level of street lighting for safety during our conversation do not form part of this conversation. However, we will raise these issues with the Street Lighting Team.

In line with reporting procedures, your objection will be included in the Cabinet Report for a decision to be made regarding how best to proceed. We will provide further updates on this process via our webpage at the following [Traffic Regulation Orders | Newport City Council](#) . Unfortunately, legal processes can be quite lengthy, which means that we cannot provide a timescale at this time.

We trust this explains the current situation.

Regards,

Traffic, Transport and Road Safety Team

Objection No.4:

From:

Sent: 13 August 2023 15:31

To: NCC-Conveyancing Team

Subject: Proposed parking restrictions in College Road, Caerleon

I hope this letter finds you well. I am writing to formally appeal against the proposed parking restrictions outside my house on College Road. I have carefully reviewed the details of the proposed restrictions, and I believe that implementing these measures would have a significant negative impact on both myself and my neighbours.

While I understand the need for effective traffic management and the importance of ensuring safety in our community, I believe there are alternative solutions that can achieve the same goals without the necessity of imposing further restrictive measures. I kindly request that you reconsider the proposed parking restrictions and consider the following points:

1. **Resident Needs:** The proposed restrictions would severely limit the available parking spaces for residents like myself. This could lead to increased inconvenience, as well as difficulty in finding parking spaces for ourselves and our visitors.
2. **Accessibility:** Residents, including the elderly and disabled, rely on the availability of nearby parking spaces for accessibility reasons. The proposed restrictions could make it challenging for these individuals to access their homes comfortably. We find it increasingly difficult to unload the car after a weekly shop, especially when existing spaces have been taken.
3. **Reduction in the value of my property:** We live on the corner of College Road and College crescent. We have lived year for 21 years. In the past year, as a result of the Redrow development, there have been changes to the road network around our property with the parking space outside our gate removed and replaced by an ugly island. I would also add that the pavement built opposite our drive on College Road has significantly restricted our ability to access our drive.
4. At no time has the council entered into discussions with us about these developments or to discuss options such as a dropped kerb. These changes have undoubtedly reduced the value of our property. We seem to be under attack as a result of the Redrow development.

I kindly request that a comprehensive review of the situation is conducted, taking into account the unique circumstances of the residents on College Crescent. It would be beneficial to hold a community meeting to discuss these proposed changes, allowing residents to provide input and suggest viable alternatives.

I am more than willing to actively participate in this dialogue and provide any additional information or feedback that could contribute to finding a balanced solution that respects the needs of both the community and the necessity for traffic management.

Thank you for considering my appeal. I hope we can work together to find a solution that benefits everyone involved. Please feel free to contact me at 07419 908 250 or mrop79@icloud.com to discuss this matter further.

Officer Response

From: NCC - Traffic

Sent: 27 October 2023 13:30

To:

Subject: RE: College Crescent & College Road, Caerleon - Consultation Feedback

Thank you for your recent correspondence regarding the proposals to introduce double yellow lines in College Crescent (below). The formal consultation period has now expired.

As promised, this email summarises details of our telephone conversations:

1. The Traffic Regulation Orders are legal documents that restrict or prohibit the use of the highway network, in line with the Road Traffic Regulation Act 1984. They help us to manage to the highway network for all road users, including pedestrians where the aim is to improve road safety and access to facilities
2. The proposals are intended to improve visibility, safety and allow unhindered access resulting from the junction and footway widening works associated with the development. The works in principle received approval at the Planning Stage with subsequent approval for the detailed design, by the Highway Authority.
3. The Traffic Order consultation formalises the parking and waiting restrictions, this is undertaken separately. Those restrictions under consultation relate to the double yellow lines in College Road, the reduced parking bay length in College Crescent and double yellow lines protecting the new pedestrian crossing points. The restrictions are deemed necessary due to the reduced carriageway width. Please note that these changes have already been carried out on the ground. However, we do acknowledge that the developer is yet to reinstate the Double Yellow Lines to their previous extents within College Road.
4. Although Redrow is a private development, the Highway Authority will take ownership of the land in accordance with the agreement.
5. Individuals can continue to park in the shared-use parking bays in College Crescent, as they could previously in line with the signed restrictions, as the advertised parking bay reduction has already been undertaken.
6. The Council is not opposed to reviewing the parking situation in the wider area. We would accept a petition from local residents if they supported a change to the existing Resident Permit Holder Bays. Furthermore, individuals assisting with care, including elderly and disabled residents themselves can continue to park in the residential bays provided. It is also worth noting that, no alterations have been made to the restrictions or the road layout adjacent to the assisted living properties.
7. Please note that we did not identify any over saturation of parking as part of the Transport Assessments and we can confirm that a Road Safety Audit was undertaken as part of these development works.
8. Loading and unloading activity is permitted on double yellow lines at any time.
9. Blue badge holders can also legitimately park on "no waiting at any time" restrictions (double yellow lines) with a valid blue badge in accordance with the terms and conditions of use.
10. With regards to any earlier communication with residents, it is understood that the authority instructed the developer to notify residents of the physical works in advance. However, there is no requirement for the Council, as the Highway Authority, to seek permission to widen a footway under our ownership.
11. Driveway access concerns following changes to the road layout by the developer remain an unrelated issue. However, we understand that these concerns are currently being investigated. Your request for the developer to extend the existing lowered kerb in front of your driveway is also being forwarded onto the developer by the Council. It is understood that it is your intention to alter your property boundary wall to facilitate two off-street parking provisions to minimise the impact of the loss of on-street parking nearby. Please expect to receive a further update in due course.

In line with reporting procedures, your objection will be included in the Cabinet Report for a decision to be made regarding how best to proceed. We will provide further updates on this process via our webpage at the following [Traffic Regulation Orders | Newport City Council](#) . Unfortunately, legal processes can be quite lengthy, which means that we cannot provide a timescale at this time.

We trust this explains the current situation.

Regards,

Traffic, Transport and Road Safety Team

Objection No.5:

From:
Sent: 21 August 2023 16:06
To: NCC-Conveyancing Team
Subject: Extension of double yellow lines in College Crescent

With regard to the proposed extension of the double yellow lines in College Crescent. I live in Lichfield House at the end of the road, I already have double yellow lines out side my property on both sides of the road, which means we have no parking for visitors. I am not entitled to a visitor's parking permit as the resident parking did not extend as far as my property.

There is a huge issue with parking in the whole of Caerleon. Many residents from the actual village park in College Crescent as there is a lack of parking at their properties. Also College Crescent is where many parents park to drop off and collect their children from school.

Extending the current restrictions will further exacerbate the parking issues in Caerleon as a whole, one of neighbours has an electric vehicle and no off road parking any extensions to the current restrictions would prevent her from charging her vehicle.

Officer Response

From: NCC - Traffic
Sent: 27 October 2023 16:50
To:
Subject: RE: College Crescent & College Road, Caerleon - Consultation Feedback

Thank you for your recent correspondence regarding the proposals to introduce double yellow lines in College Crescent (below). The formal consultation period has now expired.

As promised, this email summarises details of our recent telephone conversation and helps to clarify the situation:

1. The Traffic Regulation Orders are legal documents that restrict or prohibit the use of the highway network, in line with the Road Traffic Regulation Act 1984. They help us to manage to the highway network for all road users, including pedestrians where the aim is to improve road safety and access to facilities.
2. The proposals are intended to improve visibility, safety and allow unhindered access resulting from the junction and footway widening works associated with the development. The works in principle received approval at the Planning Stage with subsequent approval for the detailed design, by the Highway Authority.
3. The Traffic Order consultation formalises the parking and waiting restrictions, this is undertaken separately. Those restrictions under consultation relate to the double yellow lines in College Road, the reduced parking bay length in College Crescent and double yellow lines protecting the new pedestrian crossing points opposite your property. The restrictions are deemed necessary due to the reduced carriageway width. Please note that these changes have already been carried out on the ground. However, we do acknowledge that the developer is yet to reinstate the double yellow lines to their previous extents within College Road.
4. We acknowledge your property benefits from off-street parking in the form of a driveway and garage and so your direct impact is minimal, aside from the extension referred to above opposite your property to protect the pedestrian crossing point.
5. Individuals can continue to park in the shared-use parking bays in College Crescent, as they could previously in line with the signed restrictions, as the advertised parking bay reduction has already been undertaken.

6. With regards to multi-vehicle ownership in surrounding properties and the need for them to park up to four vehicles on-street, it is worth noting that the Council is not obliged to provide parking on the public highway. However, we do accommodate vehicles in locations where it is considered safe to do so.
7. The Council is not opposed to reviewing the parking situation in College Crescent if the restrictions are no longer deemed fit for purpose. We would accept a petition from local residents if they supported a change to the existing Resident Permit Holder Bays for example. You may find this particularly helpful due to concerns surrounding the number of permits issued to residents in accordance with Council Policy. However, it is understood that your property does not form part of the zone.
8. Please note that we did not identify any over saturation of parking as part of the Transport Assessments. However, we do acknowledge an influx in vehicles parking at certain times (school pick-up and drop-off) for short periods.
9. We can confirm that a Road Safety Audit was undertaken as part of these development works.
10. It is worth noting that loading and unloading activity is permitted on double yellow lines at any time, and blue badge holders can also legitimately park on “no waiting at any time” restrictions (double yellow lines) with a valid blue badge in accordance with the terms and conditions of use.

In line with reporting procedures, your objection will be included in the Cabinet Report for a decision to be made regarding how best to proceed. We will provide further updates on this process via our webpage at the following [Traffic Regulation Orders | Newport City Council](#) . Unfortunately, legal processes can be quite lengthy, which means that we cannot provide a timescale at this time.

We trust this explains the current situation.

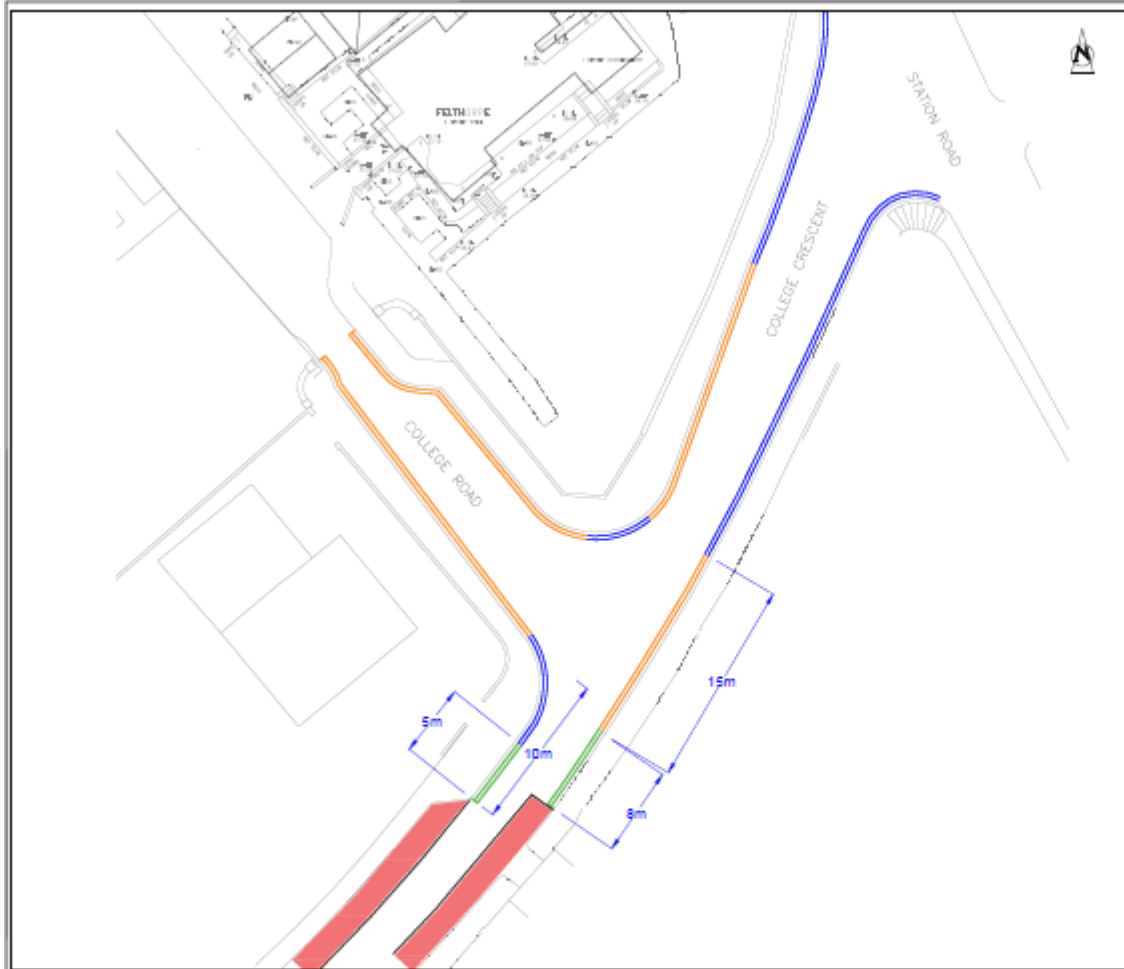
Regards,

Traffic, Transport & Road Safety Team

APPENDIX C

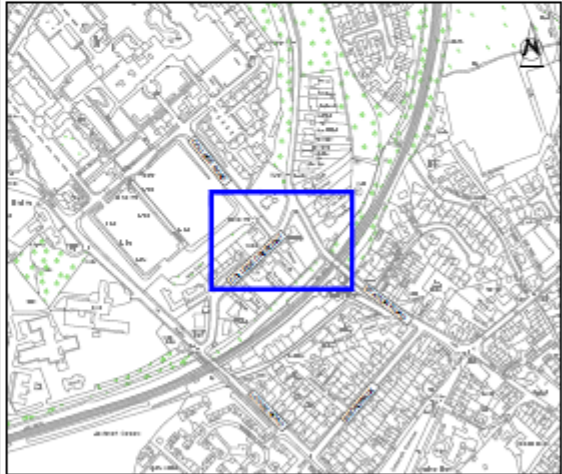
DRAWINGS

**NEWPORT CITY COUNCIL
(PROHIBITION AND RESTRICTION OF WAITING AND LOADING
AND ON STREET PARKING PLACES) (CIVIL ENFORCEMENT) (AMENDMENT No.5) (PROHIBITION AND RESTRICTION OF WAITING AND
LOADING AND ON STREET PARKING PLACES) ORDER 2023**



Key:

- Proposed No Waiting At Any Time (Double Yellow Lines)
- Extents of existing limited waiting and resident permit parking bay to be revoked and replaced with No Waiting At Any Time (Double Yellow Lines)
- Existing No Waiting At Any Time (Double Yellow Lines)
- Existing limited waiting and resident permit parking bay to remain



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Rev	Details	Dr	Ch	Apr	Date

City Services
 Newport City Council
 Civic Centre, Newport
 South Wales, NP20 4UR
 Telephone: 01633 656656
 Email: city.services@newport.gov.uk

Project
CPE AMENDMENT ORDER NO. 5
COLLEGE CRESCENT
PROPOSED WAITING RESTRICTIONS

File No.	Status			
Drawn	Chk	Checked	LND	Approved
Date: 09/23	Date: 09/23	Date:		
Scale:	NTS			
Drawing No.	12816-4			

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Report

Cabinet Member for Infrastructure and Assets

Part 1

Date: 23 February 2024

Subject **Proposed One-Way Traffic (Except Pedal Cycles) and Contraflow Cycle Lane, Devon Place and Stanley Road**

Purpose The purpose of this report is to advise on the outcome of the formal advertisement regarding proposals to;

- i) permanently prohibit all vehicles except pedal cycles from proceeding along Devon Place other than in an eastbound direction.
- ii) permanently prohibit all vehicles except pedal cycles from proceeding along Stanley Road other than in a southbound direction, and
- iii) permanently establish a contraflow cycle lane on Devon Place

The report asks the Cabinet Member for Infrastructure and Assets, within delegated powers, to note the formal objection received during consultation, and decide upon the most appropriate option of those available.

Author Head of Infrastructure

Ward Allt-yr-Yn & Stow Hill Wards

Summary The Council has carried out the full statutory consultation process including advertisement of the proposal to make permanent the existing temporary Active Travel Plan measures introduced during the Covid-19 Pandemic, which includes a One-Way system in an easterly direction, except for pedal cycles in Devon Place.

The “Notice of Intent” (NI) is shown in **Appendix A**.

The council received a total of two representations, consisting of one valid objection and a request for further information. The objection specifically relates to the contraflow cycle lane, as opposed to the One-Way System for vehicles.

In line with delegated powers, the Cabinet Member is required to consider all valid comments/objections and decide upon a resolution which is likely to include instructing Officers to proceed with “making” the Traffic Regulation Order (TRO) as per the original advertisement, modify or abandon the Order.

Proposal That the Cabinet Member for Infrastructure and Assets notes the proposals and recommendations and authorises officers to proceed with “making” the Order in its original format having considered the objection and Officer response. Making this decision will allow an Order to be made in full and introduce a permanent One-Way System (Except Pedal Cycles) and Contraflow Cycle Lane the effects of which:

- i) prohibit all vehicles except pedal cycles from proceeding along Devon Place other than in an eastbound direction,

- ii) prohibit all vehicles except pedal cycles from proceeding along Stanley Road other than in a southbound direction, and
- iii) establish a contraflow cycle lane in Devon Place

Action by Head of Infrastructure

Timetable Immediate

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

Council Officials & Departments

- Head of Infrastructure
- Road Safety Team, Infrastructure
- Service Manager (Highways) Infrastructure
- Senior Strategy Manager
- Elected Ward Members

Organisations

- Police Chief Officer
- GoSafe
- Ambulance Service
- Fire Service
- Haulage Companies
- Transportation / Bus Companies
- Accessibility Groups

Signed

Background

Following a successful trial under a Temporary Traffic Regulation Order (TTRO) which introduced One-Way traffic to provide adequate room for social distancing during the Covid-19 Pandemic, it is now proposed to implement the restriction on a permanent basis in order to continue to provide the benefits for pedestrians and cyclists in the area.

The Council needs to establish a legal Order in accordance with the Road Traffic Regulation Act 1984.

The proposals are intended to:

- avoid danger to persons or other traffic using the road or any other road.
- for preventing the likelihood of any such danger arising and for the purposes of preserving and improving the amenities of the local area; and
- facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

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

- Drawing No.12787-01, Devon Place and Stanley Road, Newport

Comments received from the Consultation process

The formal consultation commenced on the 21st October 2022 allowing consultees to submit their observations and / or objections by the 28th November 2022.

Consultees were given the opportunity to send feedback via royal mail or directly via emailing Newport City Council conveyancing as per the Notice of Intent.

A copy of the Notice of Intent (see **Appendix A**) was advertised in a 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 and enforcement partners. The Council also erected Street Notices on roads directly affected by the consultation.

The Council received one objection in relation to the proposals. See **Appendix B** for further details.

In summary, the objection is made based on the following:

- Objects only to the Contraflow Cycle Lane aspect.
- Pointless as it does not lead to anywhere and is hardly used.
- It has taken away much needed street parking.
- The Active Travel proposal does not meet the needs of residents.

In response to the above objection, the Council is mindful of the Sustainable Transport Hierarchy as set out within the Wales Transport Strategy (2021) for determining transportation priorities for the City. Where we are creating or amending transportation infrastructure, we will give priority to interventions that support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles. We will also future proof our infrastructure to adapt to climate change and facilitate more sustainable transport choices.

The Devon Place traffic order is part of a much wider series of active travel improvements, including the new active travel bridge that connects users to Queensway and the city centre. As part of the Devon Place footbridge project, the council has made a commitment to create opportunities for further active travel infrastructure across the city where appropriate, and this is supported by the retention of segregated cycle ways on Devon Place.

Therefore, this demonstrates that the contraflow cycle lane is not proposed in isolation, and is intended to maintain the current benefits being delivered and secure links to further active travel initiatives moving forward.

The contraflow cycle lane does not extend the full length of Devon Place due to limited carriageway space.

However, the proposals maximise the available road space as much as feasibly possible. It is worth noting that an element of on-street parking remains in the form of “resident only” and limited waiting parking provision.

Financial Summary

- The cost of making & implementing the Traffic Regulation Order (TRO) will be met in full via existing council funding.

	Year 1 (Current) £	Year 2 £	Year 3 £	Ongoing £	Notes including budgets heads affected
Income					Costs for TRO only as implementation of current signs and lines was met under a Covid provision
Net Costs (Savings)					
Net Impact on Budget	£2,500	0	0	0	

Risk Table (if applicable)

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-compliance 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 and policing/enforcement partners.	Head of Infrastructure

Links to Council Policies and Priorities

Gwent Wellbeing Plan 2023-2028

The Well-being Plan for Gwent, sets out how the members, including Newport City Council, are working together to respond to some of the key issues identified in our most recent Well-being Assessment. This five year plan sets out what we will be doing to improve well-being across the region, now and for future generations.

The plan has 2 cross cutting wellbeing objectives, with the second being 'We want a climate-ready Gwent, where our environment is valued and protected, benefitting our well-being now and for future generations'

The highlighted step in the plan that supports the achievement of this objective is 'Take action to reduce our carbon emissions, help Gwent adapt to climate change, and protect and restore our natural environment'.

The preferred option supports these objectives.

Corporate Plan 2022-2027

The Corporate Plan runs to 2027. There are four well-being objectives that will prioritise our focus over the remaining term of the plan and will support our longer-term vision for Newport over the next 20 years:

1. Economy, Education and Skills - Newport is a thriving and growing city that offers excellent education and aspires to provide opportunities for all.
2. Environment and Infrastructure – Newport is a city that seeks to protect and enhance our environment whilst reducing our carbon footprint and preparing for a sustainable and digital future.
3. Quality Social Care and Community Services - Newport is a supportive city where communities and care are at the heart of what we do.
4. An Inclusive, Fair and Sustainable Council - Newport City Council is an inclusive organisation that places social value, fairness and sustainability at its core

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 – To "Make" the Order as advertised.

Option 2 - Abandon the One-Way Traffic (Except Pedal Cycles) and Contraflow Cycle Lane, Place and Stanley Road Traffic Order

Preferred Option and Why

Option 1 – To "Make" the Order as advertised

That the Cabinet Member for Infrastructure and Assets notes the proposal and recommendations and authorises officers to proceed with "making" the Order in its original format having considered the

objections and officer responses. Making this Order as advertised will introduce the following on a permanent basis:

- i) prohibit all vehicles except pedal cycles from proceeding along Devon Place other than in an eastbound direction,
- ii) prohibit all vehicles except pedal cycles from proceeding along Stanley Road other than in a southbound direction, and
- iii) establish a contraflow cycle lane in Devon Place

This option is recommended to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. It will also preserve and improve the amenities of the local area and facilitate the passage on the road or any other road of any class of traffic (including pedestrians).

The Council has given thorough consideration of its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians).

The proposals are also in-keeping with the Sustainable Transport Hierarchy as set out within the Wales Transport Strategy (2021) for determining transportation priorities for the City and Active Travel improvements.

Comments of Chief Financial Officer

As outlined in the report, the proposal is to be met from within existing budgets and is therefore affordable. Any ongoing costs will also be met from within the service's revenue budget.

Comments of Monitoring Officer

The making of the Traffic Regulation Order creating a one-way system and contraflow cycle lane along the length of Devon Place and Stanley Road is regulated by the Road Traffic Regulation Act. In accordance with the legislation, proposed traffic management measures have been advertised and subjected to public consultation. Because there is one unresolved objection to the proposed traffic regulation measures in relation to the contraflow cycle lane only, the final decision now rests with the Cabinet Member. The Cabinet Member is required to have regard to the objection received and decide whether, in the light of these representations, the Council should proceed with the advertised traffic order or introduce any amendments to the proposed measures. From a highway safety and traffic management perspective, the purpose of the TRO is to avoid danger to persons or other traffic using the road or any other road; to prevent the likelihood of any such danger arising and for the purposes of preserving and improving the amenities of the local area. The proposed cycle contraflow system takes into account the Sustainable Transport Hierarchy as set out within the Wales Transport Strategy (2021) for determining transportation priorities for the City. The Devon Place traffic order is part of a much wider series of active travel improvements, including the new active travel bridge that connects users to Queensway and the city centre.

Therefore, the proposed scheme set out as part of Option 1 within the report would appear to be the best traffic management option for Devon Place.

Comments of Head of People, Policy and Transformation

This report supports our Corporate Plan 2022-27, and its four well-being objectives, while also supporting the two objectives of the Gwent Well-being Plan 2023-28. The principles of the Well-being of Future Generations (Wales) Act 2015 and its five ways of working has been demonstrated through this proposal aiming to prevent both current and long-term road safety concerns, improving the social and environmental well-being of residents. A formal consultation on the proposal was also carried out, giving residents, local members and organisations the opportunity to provide feedback.

A Fairness and Equality Impact Assessment has been carried out that considered the potential impact of this proposal. There are no direct HR implications associated with the report.

Ward Member Comments

Councillor Fouweather, Allt-yr-yn Ward:

As referred to in the objection in Appendix B.

Local issues

Processes include consultation and engagement with Members.

The low level of objection received suggests that the proposals have been largely positively reviewed by consultees.

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 - **Appendix D**.

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 One-Way Traffic (Except Pedal Cycles) and Contraflow Cycle Lane, Devon Place and Stanley Road proposals in this report and meeting our long-term objectives.

Looking to the long Term

This preferred option secures the expeditious, convenient, and safe movement of vehicular and other traffic, including cyclists and pedestrians. It also seeks to support the strategic aim around promotion of active travel and reduced carbon emissions and harmful pollutants.

Where we are creating or amending transportation infrastructure, we will give priority to interventions that support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicle in line with the Wales Transport Strategy (2021) and future-proof our infrastructure to adapt to climate change and facilitate more sustainable transport choices.

Prevention

This preferred option will seek to address current and future road safety concerns on a busy key route 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 for all users both 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 formal consultation commenced on the 21st October 2022 allowing consultees to submit their observations and / or objections by the 28th November.

Consultees were given the opportunity to send feedback via royal mail or directly via emailing conveyancing as per the Notice of Intent.

A copy of the Notice of Intent (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 and enforcement partners.

Background Papers

See Appendix A-D

APPENDIX A

NOTICE ADVERTISED

**NEWPORT CITY COUNCIL
(DEVON PLACE AND STANLEY ROAD, NEWPORT)
(ONE WAY TRAFFIC (EXCEPT PEDAL CYCLES) AND CONTRAFLOW CYCLE
LANE) ORDER 2022**

NOTICE is hereby given that Newport City Council (“the Council”) in exercise of its powers under the Road Traffic Regulation Act 1984 (as amended) and of all other enabling powers, intends to make the above order, the effects of which are as follows:

- i) to permanently prohibit all vehicles except pedal cycles from proceeding along Devon Place other than in an eastbound direction,
- ii) to permanently prohibit all vehicles except pedal cycles from proceeding along Stanley Road other than in a southbound direction, and
- iii) to permanently establish a contraflow cycle lane in Devon Place.

Full details of these proposals are in the draft order, which together with the plan and a statement of the Council's reasons for proposing to make the order, may be inspected via request to Conveyancing.Team@newport.gov.uk or telephone 01633 656656. If you wish to object to the proposals you should send the grounds for your objection in writing to the undersigned by 28 November 2022.

DATED: 21 October 2022

G D Price, Head of Law and Standards, Civic Centre, Newport, NP20 4UR.

APPENDIX B

PROPOSED ONE-WAY TRAFFIC (EXCEPT PEDAL CYCLES) AND CONTRAFLOW CYCLE LANE, DEVON PLACE AND STANLEY ROAD - OBJECTIONS

Objection No.1

From:

Sent: 21 October 2022 11:51

To: NCC-Conveyancing Team

Subject: NEWPORT CITY COUNCIL (DEVON PLACE AND STANLEY ROAD, NEWPORT) ONE WAY TRAFFIC (EXCEPT PEDAL CYCLES) AND CONTRAFLOW CYCLE LANE) ORDER 2022

With regards to the one way system I do not have any objections. However I do object to the cycle lanes as they are pointless at this location as they do not lead to anywhere and have taken away much needed street parking.

Therefore I would like the cycle ways removed and the street parking reinstated.

Response to Objection

From:

Sent: 05 December 2022 12:55

To:

Subject: NEWPORT CITY COUNCIL (DEVON PLACE AND STANLEY ROAD, NEWPORT) ONE WAY TRAFFIC (EXCEPT PEDAL CYCLES) AND CONTRAFLOW CYCLE LANE) ORDER 2022

Thank you for your feedback in relation to the Devon Place and Stanley Road One-Way Traffic and Contraflow Cycle Lane proposals.

Firstly, thank you for confirming that you do not have any objection to the Council proceeding with the One-Way system. However, an objection to the cycle lane aspect is noted based on the location and what appears to be an isolated cycle provision. As a result, we do understand your frustration surrounding the removal of parking to facilitate the cycle lane.

In response to this; we are obliged to accept your communication as an objection to the scheme, as the contraflow cycle lane forms part of the proposed One-Way system in the Draft Traffic Order. For this reason, it is considered appropriate to better explain the current situation in greater depth.

The Council is mindful of the Sustainable Transport Hierarchy as set out within the Wales Transport Strategy (2021) for determining transportation priorities for the City. Where we are creating or amending transportation infrastructure we will give priority to interventions that support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles. We will also future-proof our infrastructure to adapt to climate change and facilitate more sustainable transport choices. The Devon Place traffic order is part of a much wider series of active travel improvements, including the new active travel bridge that connects users to Queensway and the city centre. As part of the Devon Place footbridge project we have made a commitment to create opportunities for further active travel infrastructure across the city and this is supported by the retention of segregated cycle ways on Devon Place.

We hope this helps demonstrate that the contraflow cycle lane is not proposed in isolation and it is intended to provide many benefits moving forwards. If our response offers you confidence in our latest proposal, please advise on receipt if you would be prepared to withdraw your earlier objection? Once again, any objection in part would unfortunately relate to the entire scheme on this occasion.

We remain happy to engage with you should you require any further information to assist. We look forward to hearing from you.

Objection No.1 (secondary email)

From:

Sent: 05 December 2022 15:05

To:

Subject: NEWPORT CITY COUNCIL (DEVON PLACE AND STANLEY ROAD, NEWPORT) ONE WAY TRAFFIC (EXCEPT PEDAL CYCLES) AND CONTRAFLOW CYCLE LANE) ORDER 2022

Thank you for your explanation. However I am not minded to withdraw my objection to the cycle lane. The cycle lane has removed much needed parking provision and from my observations it is hardly used as it does not lead to anywhere.

I understand the cycle lane will provide access to the bridge for cyclists but to be quite frank they could probably cycle around more quickly therefore not needing to use the bridge.

The one way system in Devon Place I am content with although something needs to be done with that dangerous junction at Pentonville and Mill Street.

The active travel proposal does not really meet the needs of residents. Instead of wasting money on cycle lanes and twenty mile an hour speed limits it would have been better to have built the relief road.

With regards the twenty mile an hour speed limits all this has done is to force motorists to drive in a lower gear thus creating more pollution. The speed limits should have only been in place outside schools and recreation facilities.

Therefore my objection stands to the cycle lanes.

Thank you in advance for your co-operation.

Response to Objection (secondary)

From:

Sent: 14 December 2022 15:17

To:

Subject: NEWPORT CITY COUNCIL (DEVON PLACE AND STANLEY ROAD, NEWPORT) ONE WAY TRAFFIC (EXCEPT PEDAL CYCLES) AND CONTRAFLOW CYCLE LANE) ORDER 2022

Thank you for your further response.

We do appreciate your positive comments in relation to the One-Way System, but I'm afraid we are legally obliged to accept the contraflow cycle lane concerns as an overall objection. This is due to both aspects forming part of the same draft Traffic Regulation Order.

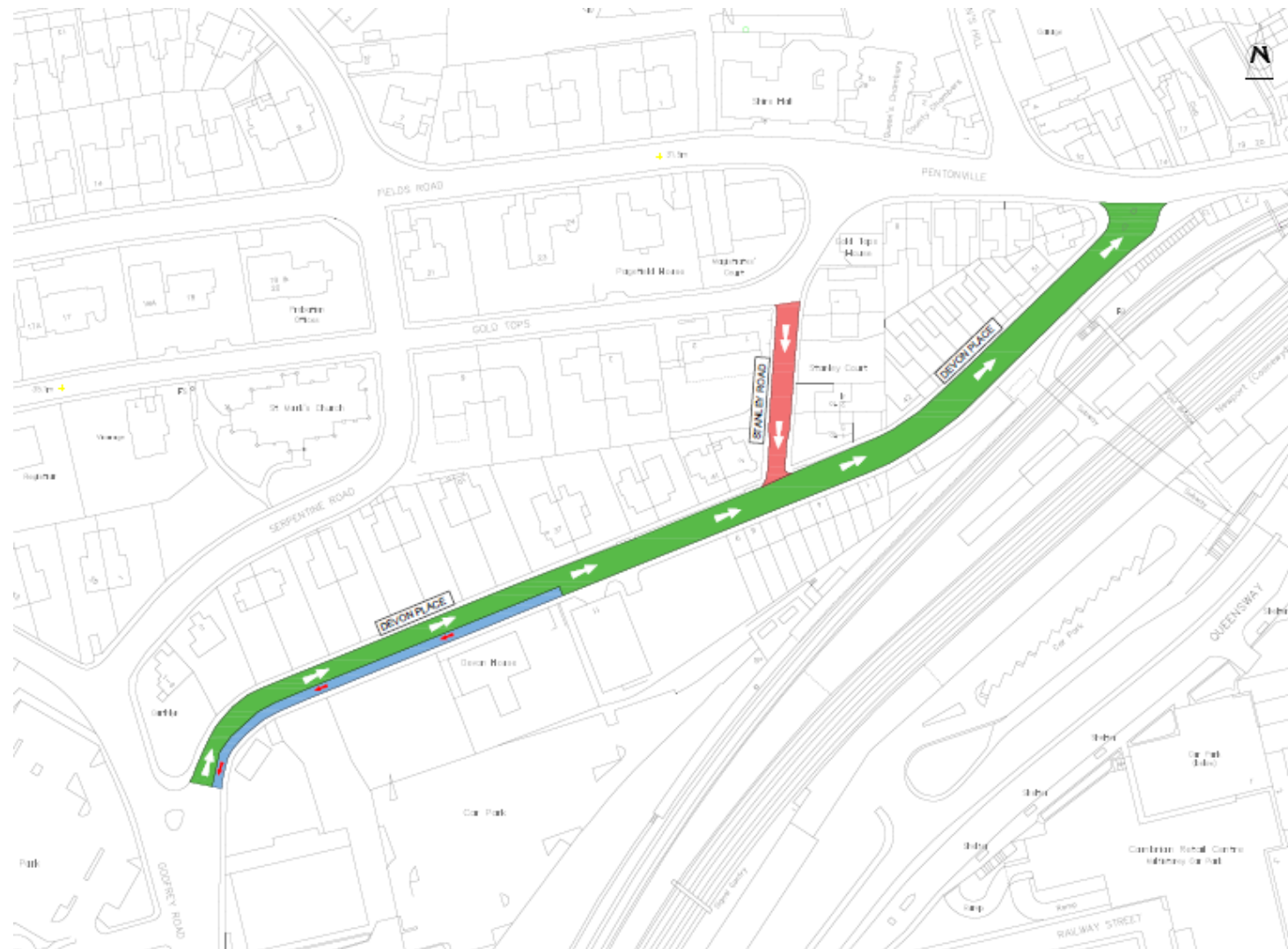
All of your comments will be summarised in a Cabinet Report, along with Officer responses for a decision to be made on how best to proceed. The outcome is likely to include one of the following;

1. To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order




As a means of managing your expectations; the report is likely to be presented to the Cabinet in the New Year.

APPENDIX C

PROPOSED ONE-WAY TRAFFIC (EXCEPT PEDAL CYCLES) AND CONTRAFLOW CYCLE LANE, DEVON PLACE AND STANLEY ROAD



Key

-  **Stanley Road**
Proposed One-Way traffic
(as indicated by direction of arrows)
-  **Devon Place**
Proposed One-Way traffic -
except Pedal Cycles
(as indicated by direction of white arrows)
-  **Devon Place**
Proposed Contraflow Cycle Lane
(as indicated by direction of red arrows)

APPENDIX D

PROPOSED ONE-WAY TRAFFIC (EXCEPT PEDAL CYCLES) AND CONTRAFLOW CYCLE LANE, DEVON PLACE AND STANLEY ROAD

Fairness and Equalities Impact Assessment (FEIA)

This is an integrated Impact Assessment which aims to ensure Newport City Council makes decisions which are fair, take account of relevant evidence, and seek to secure the best outcomes for our communities. **An FEIA should be used to inform the first steps of decision-making, at concept stage, not when a decision is already made, or at the point when it cannot be influenced.** This impact assessment considers our legislative responsibilities under:

- The Equality Act (2010), including the Socio-economic Duty
- The Wellbeing of Future Generations (Wales) Act (2015)
- The Welsh Language (Wales) Measure (2011)

The FEIA process is not intended to prevent decisions being made, but to ensure we have considered their potential impact. An FEIA also helps us to focus on how we can reduce any negative impacts, and provides us with evidence that we have met our legal duties.

For support to complete your FEIA, please contact the [Connected Communities Team](#)

What do we mean by Fairness?

The Newport Fairness Commission is an independent body which advises the council on the best use of resources and powers to achieve the fairest outcomes for local people. The Fairness Commission has established four **Principles of Fairness** which should be considered as part of any decisions that the council make – the questions below are useful to reflect on before you start your FEIA.

Equity	Are people being treated in a consistent way, whilst acknowledging their differences (for example, need, barriers to accessing services)?
	Will the gap between those with more, and those with less be reduced?
	Have the interests of different groups affected (including minority or disadvantaged communities) been taken into account?
Priority	Have the needs of the most disadvantaged and vulnerable across the city been given priority?
	Have you considered possible indirect consequences for minority/disadvantaged communities when other priorities are directing decisions?

Inclusion	Will the voices of all those affected by your decision be heard?
	Are people able to participate in and shape a service, as well as receiving it?
	Have you considered the impact of your decision on the relationship between communities, and the spaces they share?
Communication	Are decisions being made transparently and consistently?
	How will decisions be communicated to people who are affected in a clear way, with the opportunity for feedback?

Part 1: Identification

Name of person completing the FEIA	Fiona Powell
Role of person completing the FEIA	Team Manager, Parking and Road Safety
Date of completion	12 January 2023
Head of Service who has approved this FEIA	Stephen Jarrett

Page 46

1. What is being assessed? *(Please double click on the relevant box(es) (X) and select 'checked' as appropriate)*

- New or revised policies, practices or procedures (which modify service delivery or employment practices)
- Service review or re-organisation proposals which affect the community and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- Decisions affecting service users, employees or the wider community including (de)commissioning or revising services
- New project proposals affecting staff, communities or access to the built environment
- Public events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Service Boards
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions

- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services
- Other *please explain in the box below:*

Assessment is required in relation to a One-Way Traffic (Except Pedal Cycles) and Contraflow Cycle Lane in Devon Place and Stanley Road to permanently;

- i) prohibit all vehicles except pedal cycles from proceeding along Devon Place other than in an eastbound direction,
- ii) prohibit all vehicles except pedal cycles from proceeding along Stanley Road other than in a southbound direction, and
- iii) establish a contraflow cycle lane in Devon Place

2. Please describe the overall aims, objectives and intended outcomes of your decision

Traffic Regulation Orders (TROs) are legal documents that restrict or prohibit the use of the highway network, in line with The Road Traffic Regulation Act 1984. They help manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.

A TRO can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly. Examples of schemes that require a TRO typically include;

1. On-street Parking Restrictions
2. One-Way Streets and Banned Turns
3. Prohibition of Driving
4. Speed Limits
5. Weight Limits/Restrictions

Following a successful trial undertaken under a Temporary Traffic Regulation Order, which introduced one way traffic to provide adequate room for social distancing, it is now proposed to implement this restriction on a permanent basis to continue to provide the benefits for pedestrians and cyclists in this area.

The reasons for this Order are detailed below:

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising,
- Preserving and improving the amenities of the local area,
- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

It was therefore considered appropriate to formally consult on the proposals in order to establish the level of support, and of course to provide an opportunity to put forward any alternative suggestions or objections.

3. Who are the main stakeholders who may be impacted by your decision and what data do you hold on them? Consider communities of place (people who live in the same geographic area) and communities of interest (people who share particular characteristics but may live in different geographic areas). Stakeholders may include residents, local businesses, community groups, staff or partners.

The proposals impact on all stakeholders and road users, including pedestrians. By undertaking the initial trial under a temporary Traffic Regulation Order to provide adequate room for social distancing, we have been able to establish the long term benefits of implementing a One-Way System. The benefits include;

- Reducing danger to persons and traffic using the road and to reduce the likelihood of danger arising
- Preserving and improving amenities of the local areas for residents, business owners and visitors alike
- For facilitating safe passage on the road
- Reducing driver frustrations and conflict, making it a more pleasant and safer environment
- Improving air quality by reducing congestion
- Encouraging and promoting sustainable travel including cycling and walking

As such, it was considered appropriate to implement the changes permanently in order to maintain the positive benefits associated with the proposal, which would also result in improved road safety.

The proposals are also in-keeping with the transportation priorities for the City, the hierarchy of which is set out in the Wales Transport Strategy (2021). Priority is given to interventions that support and walking, cycling and public transport and where possible. It is felt that these proposals successfully achieve this with limited negative impact.

The formal consultation commenced on the 21st October 2022 allowing consultees to submit their observations and / or objections by Wednesday 28th November.

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 Intent (NI) was advertised in the Local Newspaper, allowing the opportunity for individuals from the wider area to also consider the proposal, in addition to engaging with local Members and organisations such as the emergency services.

Part 2: Engagement

When completing this section, you need to consider whether you have sufficient information about the views and experiences of people who your decision will impact upon. If you don't, you may need to undertake a period of engagement/consultation before continuing. An FEIA is a live document, so can be updated with consultation findings, and amended as needed during the decision-making process.

The council has a duty to consult and engage with people who may experience inequalities as a result of your decision. This includes people **who share Protected Characteristics** (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and people who **have lived experience of socio-economic disadvantage**. The council's Youth Promise also requires us to ensure **all young people in Newport are listened to and included in decisions affecting them**.

The council also has a duty to ensure that any consultation is available bilingually (in Welsh as well as English), and you may like to consider any other community languages that are spoken by people who may be impacted by your decision. Below are some questions that should be included in any public consultation relating to a decision which may impact on the use of Welsh language in Newport:

1. Do you believe that the proposed decision/policy will have a positive or negative effect on opportunities to use the Welsh language?
2. If you think it will have a negative effect, what steps could we take to lessen or remove this and improve positive effects?
3. Do you believe that the proposed decision/policy will treat the Welsh language less favourably than the English language?

1. How have you engaged with people who may be affected by your decision (the stakeholders you have identified)?

Officers engaged with as many individuals and groups as possible and where known, who may be affected or impacted by this decision through various methods including; email, publicising a Notice of Intent (NI) in the local press newspaper, erecting street Notices along the stretch of road in question.

Please note, details of the consultation including dates appear in the previous text field.

The City Council distributed material to known stakeholders and interested partners to try and encourage as much feedback as possible. Specific stakeholders who received written notification regarding the consultation include;

1. National Private Hire Association
2. The Manager, Newport Transport Ltd
3. Newport Hackney Driver Association
4. Disability Wales
5. Freight Transport Association
6. Director of Services Delivery, Welsh Ambulance Service NHS Trust

7. ICT Mapping Team, South Wales Fire and Rescue Services
8. Gwent Police
9. Newport Transport

2. What do you know about the views or experiences of people who may be affected by your decision?

The Council relies on feedback from individuals in order to consider the likely future success of schemes. Based on experience, in instances where traffic proposals are likely to cause concerns, we would usually expect to hear from individuals and/or organisations either objecting or requesting modifications. Low level or zero response would usually indicate that stakeholders are happy and/or have no comments to make.

The consultation generated representations from two individuals total including; one objection and one neutral enquiry requesting further details.

In summary, objections are made based on the following;

- Objects only to the Contraflow Cycle Lane aspect
- Pointless as it does not lead to anywhere and is hardly used
- It has taken away much needed street parking
- The Active Travel proposal does not meet the needs of residents

With regards to the what is deemed to be a neutral enquiry, a summary is provided below;

- What is the need for a small stretch of cycle lane rather than a complete one

In response to the above objection, the Council is mindful of the Sustainable Transport Hierarchy as set out within the Wales Transport Strategy (2021) for determining transportation priorities for the City. Where we are creating or amending transportation infrastructure we will give priority to interventions that support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles. We will also future-proof our infrastructure to adapt to climate change and facilitate more sustainable transport choices.

The Devon Place traffic order is part of a much wider series of active travel improvements, including the new active travel bridge that connects users to Queensway and the city centre. As part of the Devon Place footbridge project we have made a commitment to create opportunities for further active travel infrastructure across the city and this is supported by the retention of segregated cycle ways on Devon Place.

Therefore, it is felt that this demonstrates that the contraflow cycle lane is not proposed in isolation and it is intended to provide many benefits moving forwards.

The contraflow cycle lane does not extend the length of Devon Place due to limited carriageway space. However, the proposals maximise the available road space as much as feasibly possible. It is worth noting that an element of formalised on-street parking remains. The contraflow cycle lane does however removes a small section of “unrestricted” parking, and in response to this, a more formalised approach is recommended due to the Council being able to better manage the highway network in line with its legal obligations.

Part 3: Assessment

This section requires you to assess the potential impact of your decision on a range of groups who may experience specific disadvantages. Your assessment should be supported by evidence – either from your own engagement/consultation, similar or previous engagement, what you already know about the people who access your service, or from local and national sources of information.

Useful documents which set out information about how communities are impacted by inequalities include [EHRC – Is Wales Fairer?](#) and the council’s [COVID-19 Community Impact Assessment](#). Your decision may have both positive and negative impacts – if this is the case, please place a cross in both boxes.

1. Impact on people that share Protected Characteristics

[Protected Characteristics](#) are defined under the Equality Act 2010, and describe groups of people who are protected from discrimination, either in the workplace, or through the provision of goods and services. The council must consider how decisions may impact on people differently because of a protected characteristic, and how any negative impact could be reduced. National guidance on assessing equality impacts and the Public Sector Equality Duty can be found [here](#). You can also access further advice and examples of positive and negative impacts [here](#).

Protected characteristic	Impact:			<p>Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to:</p> <ol style="list-style-type: none"> Promote equal opportunity across different groups Promote community cohesion Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
Age	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The “positive” impact associated with the proposals include improved sustainable travel links, improved road safety and a better managed highway network.</p> <p>The potential “negative” impacts may include slightly longer journey times on occasions if an alternative route is required and the removal of unrestricted parking. However, the benefits far outweigh any concerns.</p> <p>With regards to the Public Sector Equality Duty, all people who travel along the route will benefit from improved road safety, fewer accidents, improved safer access and lower congestion and pollutant levels.</p>
Disability	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Protected characteristic	Impact:			Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to: <ol style="list-style-type: none"> 1. Promote equal opportunity across different groups 2. Promote community cohesion 3. Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
				<p>As per the above, the “positive” impact associated with the proposals include a safer highway network for vehicular and other traffic including cycling and walking due to better managing the network and improved facilities. This applies to all road users.</p> <p>There may be negative impacts associated with the implementation of a permanent One-Way should motorists’ choose to exceed the speed limit. This could result in a Fixed Penalty Notice (FPN) being issued, in addition to driving licence endorsements.</p>
Gender Reassignment/Transgender	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Marriage or civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Pregnancy or maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Religion or Belief or non-belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.

Protected characteristic	Impact:			Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to: 1. Promote equal opportunity across different groups 2. Promote community cohesion 3. Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.

2. Impact on Welsh Language

The Welsh Language (Wales) Measure specifies that for all policy decisions, the council must consider the effects (both positive and negative) on the Welsh language. For further guidance on Welsh language considerations see [here](#).

	Impact:			
	Positive	Negative	Neither	
Welsh Language	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>All public documents, including the consultation material and Notice of Intent (legal Notice) were made available in both English and Welsh. Any future signage, including the TRO (legal Order) and any issued PCNs will be issued bilingually/available in Welsh.</p> <p>There will be no impact, either positive or negative in relation to this specific protected characteristic.</p>




	Impact:		
	Positive	Negative	Neither



1. Please describe how you have ensured your engagement has considered the view of Welsh speakers in Newport.

We have worked closely with the City Council's Welsh Language Officer, to ensure that all public documents have been compliant.

3. The Sustainable Development Principle

The Well-being of Future Generations Act puts in place a sustainable development principle which helps organisations consider the impact they could have on people living in Wales in the future, and ensure they are focused on tackling long-term challenges. Below, consider how your decision promotes, advances, or contradicts the [5 ways of working](#) which underpin the sustainable development principle. You can access further guidance on considering the sustainable development principle [here](#).

<p>Long term</p> 	<p><i>The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.</i></p>	<p>It is important for us to balance short-term needs with the need to safeguard the ability to also meet long-term needs. The proposals promote regeneration, whilst improving road safety and protecting the environment. Reducing congestion and encouraging alternative transport modes will help lower air quality and improve congestion making the environment safer and greener.</p>
<p>Prevention</p> 	<p><i>Putting resources into preventing problems occurring or getting worse</i></p>	<p>We seek to act as promptly as feasibly possible in order to prevent problems from getting worse. The proposals meet the objectives of the Council by improving sustainable transport links and better managing the highway network.</p>
<p>Integration</p> 	<p><i>Considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.</i></p>	<p>Traffic Regulation Orders are legal documents that restrict or prohibit the use of the highway network, in line with the Road Traffic Regulation Act 1984.</p> <p>They help the Council to manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.</p> <p>A Traffic Regulation Order can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly.</p> <p>The proposals will make the highway network safer for motorists' and improve the environment and quality of life.</p>

<p>Collaboration</p> 	<p><i>Working together to deliver objectives.</i></p>	<p>The well-being of others is considered in our proposal by better improving access to facilities and encouraging individuals where possible to make greener choices.</p> <p>Processes include engagement with the Police in order to obtain their feedback from a policing and enforcement aspect. Formal consultees also include the Ambulance & Fire Service, Haulage and Transportation Firms, Disability Groups and local Ward Members. Members of the public can review details of the proposal by reviewing the Notice of Intent (NI) in the local press or by engaging with the Council.</p>
<p>Involvement</p> 	<p><i>Involving those with an interest and seeking their view - ensuring that those people reflect the diversity of the area.</i></p>	<p>The authority is legally obliged to formally consult and engagement includes a variety of ways to reach out to as many individuals as possible, as a means of increasing the number of customer responses. A well-managed network makes a safer environment and helps to reduce conflict and driver frustrations.</p> <p>Consultation includes publishing the Notice of Intent in the local press, allowing the wider community to comment. In addition to Local Ward Members, Ambulance & Fire Service, Police, Haulage Firms, Transportation Companies and Disability Groups.</p>

4. Socio-economic Duty

The [Socio-economic Duty](#) is set out in the Equality Act 2010, and requires the council, when making strategic decisions, to pay due regard to the need to reduce the inequalities of outcome that result from socio-economic disadvantage. Inequalities of outcome are felt most acutely in areas such as health, education, work, living standards, justice and personal security, and participation.

A 'strategic decision' is defined by Welsh Government as a decision **which affects how the council fulfils its statutory purpose over a significant period of time and does not include routine 'day to day' decisions.** Strategic decisions include:

- Corporate plans
- Setting wellbeing, equality and other strategic objectives
- Changes to, or development of public services
- Strategic financial planning
- Strategic policy development

If you do not think your decision meets this definition, and you do not plan on carrying out a Socio-economic Duty Assessment in this section, please provide your rationale below. Any decision which is presented to a Cabinet Member, at Cabinet or Council will be viewed as a strategic decision.

The Road Traffic Regulation Act 1984 does not consider socio-economic factors in progressing a proposal. The Socio-Economic Duty Assessment is therefore not considered appropriate.

If your decision does meet the definition, please consider the impact of your decision on the socio-economically disadvantaged groups, and areas of inequality that may arise from socio-economic disadvantage contained in the matrix below. The groups listed are not exhaustive and you should consider any additional groups relevant to your decision who may experience socio-economic disadvantage in the following ways:

- **Low Income/Income Poverty** - cannot afford to maintain regular payments such as bills, food, clothing, transport etc.
- **Low and/or no Wealth** - enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provisions for the future
- **Material Deprivation** - unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, hobbies etc.)
- **Area Deprivation** - where you live (rural areas), where you work (accessibility of public transport)
- Socio-economic Background – for example, parents' education, employment and income

Indicate a positive or negative impact, or both where they apply, and the severity of this impact by coding the sections of the grid based on the below. *If there is no/neutral impact, please leave blank.*

Negative Impact		Positive Impact	
N1	Negative impact – mild	P1	Positive impact – mild
N2	Negative impact – moderate	P2	Positive impact – moderate
N3	Negative impact – significant	P3	Positive impact – significant
N4	Potential for negative impact (but unsure)	P4	Potential for positive impact (but unsure)

Areas of inequality that may arise from socio-economic disadvantage – definitions
Education :The capability to be knowledgeable, to understand and reason, and to have the skills and opportunity to participate in the labour market and in society
Work : The capability to work in just and favourable conditions, to have the value of your work recognised, even if unpaid, to not be prevented from working and to be free from slavery, forced labour and other forms of exploitation
Living Standards : The capability to enjoy a comfortable standard of living, in appropriate housing, with independence and security, and to be cared for and supported when necessary.
Justice, Personal Security and Community Safety : The capability to avoid premature mortality, live in security, and knowing you will be protected and treated fairly by the law
Health : The capability to be healthy, physically and mentally, being free in matters of sexual relationships and reproduction, and having autonomy over care and treatment and being cared for in the final stages of your life
Participation : The capability to participate in decision making and in communities, access services, know your privacy will be respected, and express yourself

Groups	Areas of inequality						
	Living Standards	Work	Health	Education	Justice and community safety	Participation	Physical Environment
Children living in poverty							
Low income households without dependent children							
Unemployed young people							
Long term unemployed							
Homeless households							
Refugees, migrants and asylum seekers							
Deprived neighbourhoods - WIMD rank in 10% most deprived LSOA							
People on Universal Credit / income related benefits							
Adults with no qualifications or low qualifications							

People living in low quality housing or in Houses of Multiple Occupation							
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1. What evidence do you have about socioeconomic disadvantage and inequalities of outcome in relation to this decision?

Please expand on the information provided in the matrix, giving reasons for your assessment of both positive and negative impacts. You may like to consider your experience of current service delivery, recent engagement or consultation or any national/local research relevant to your policy decision.

For any positive impacts, please indicate the [Wellbeing Goal](#) and/or [Wellbeing Objective](#) that this contributes to as set out in the previous section.

2. Please describe how you have ensured your engagement has considered the views of people living in Newport who are affected by socio-economic disadvantage.

3. Does this decision contribute to a cumulative impact?

- A. *Consider your decision in the wider context of your service area and the organisation. Is this part of, or does it contribute to, a series of decisions that have negative impacts for the same groups of people, or the same area of Newport (e.g. withdrawal of multiple services).*
- B. *Consider whether your decision has a cumulative impact because of intersectionality – i.e. have you identified impacts on people that share Protected Characteristics who will be further disadvantaged by socio-economic impacts.*

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Part 3: Actions and Outcomes

Considering any negative impacts that you have identified, indicate below how you will reduce these, and how you will monitor potential impact. Further guidance on how to complete your action plan can be found [here](#).

IMPACT ON PEOPLE THAT SHARE PROTECTED CHARACTERISTICS			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
IMPACT ON WELSH LANGUAGE			

Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
SOCIO-ECONOMIC IMPACTS			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
SUSTAINABLE DEVELOPMENT PRINCIPLE			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner

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Once your FEIA is complete, please forward to nccequality@newport.gov.uk

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