

Report



Cabinet Member for Infrastructure and Assets

Part 1

Date: 15 June 2023

Subject **Proposed Prohibition of Driving, City Centre**

Purpose The purpose of this report is to advise on the outcome of the formal advertisement regarding proposals to implement a Prohibition of Driving traffic order in various roads in the City Centre on a permanent basis.

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

Author Head of Infrastructure

Ward Stow Hill

Summary The council has carried out the full statutory consultation process including advertisement of the proposal to introduce a prohibition of driving traffic order in various roads in the City Centre on a permanent basis.

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

In response to the consultation, the council received two valid objections, one neutral response/enquiry and an invalid objection as a result of failing to explain their reason for objecting, in addition to making a representation anonymously (i.e. no name or contact details) regarding the proposals.

In line with delegated powers, the Cabinet Member is required to consider all comments, including objections and decide upon a resolution which is likely to include instructing Officers to proceed with making the Traffic Regulation Order (TRO) as consulted on, modify to make a less onerous and/or less extensive Order or abandon the Order.

Proposal That the Cabinet Member for Infrastructure and Assets notes the recommendations and authorises officers to proceed with Option 2, which will introduce a prohibition of driving traffic order in various roads in Newport City Centre.

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 and Customer Services Team, Infrastructure Services
- Highways & Engineering Services Manager
- Senior Strategy Manager
- Ward Member(s)

Organisations

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

Signed

Background

Following a successful trial under a Temporary Traffic Regulation Order, which extended the operational hours of the pedestrian zone within Newport City Centre allowing the closure of the main city centre streets to vehicular traffic between 10am and 6am the following morning, Newport City Council now propose to implement this restriction on a permanent basis. It was also considered appropriate to include further improvement measures in Stow Hill and Skinner Street in order to facilitate loading and valid disabled blue badge holders between the hours of 6am and 10am.

Therefore, the proposals are intended to provide mitigation of 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 and for facilitating the passage on the road or any other road of any class of traffic, including pedestrians. Ultimately, the safety gains from better managing the highway network are indisputable.

Gwent Police and GoSafe (Welsh Road Casualty Reduction Partnership) were formally consulted on the proposals in order to establish the level of support from a policing and enforcement aspect and to provide an opportunity to put forward any alternative suggestions or indeed objections, in addition to local ward Members.

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

- Drawing No.12784-01

The formal consultation commenced on the 12th October 2022 allowing consultees to submit their observations and / or objections by Friday 11th November 2022.

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

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

The council received two valid objections (see **Appendix B**), one neutral response/enquiry and an invalid objection as a result of failing to explain their reason for objecting, in addition to making a representation anonymously (i.e. no name or contact details) regarding the proposals. In summary, objections are made based on the following. Not all comments are relevant to the proposal. However, a decision has been taken to include all feedback for completeness.

- Skinner Lane will not be a free flowing as there are gates at either end to control usage and the junction with Skinner Street needs to be maintained for larger vehicles
- An agreed protocol is needed to prevent unnecessary hardship whilst loading
- Residents & contractors moving into properties require access at various locations
- Shops in Skinner Lane, Skinner Street and Stow Hill require better delivery access
- A policy change to allow bikes flowing in the city centre
- Analysis has not been provided in the proposal and there is no reference in the Council's statement as to what form of (remaining) traffic would benefit
- What is the basis for claiming the proposals help to protect local amenities?
- Did the consultation include members of the local business community directly affected?
- What is the basis for claiming or inferring that 'social distancing' being a desirable goal? What is the science behind the claim? Where is the evidence that 'social distancing' would have yielded benefits for the population, including psychological burden and distress
- Potential negative environmental effect for city centre users being forced to take longer routes
- The proposal not listed on the website under 'open consultations'. Comments in relation to the proposals should be made public

The consultation generated one invalid objection, a summary is provided below;

- Strongly disagree with the proposal to ban vehicles in Stow Hills to Skinner Street

In response to the above objections, Highway Officers note the four areas of concern being business deliveries, NCH maintenance crews, new residents, and parcel deliveries. It is worth noting that the council introduced the prohibition of driving measures; albeit temporarily, in August 2020. Therefore, with regards to the way in which businesses operate in the area, contractors undertaking maintenance works and residents moving in and out of residential properties, the current situation on the ground will largely remain unchanged. The only difference being is that the Traffic Order will be made permanent in order to facilitate continued enforcement, in addition to the inclusion of Stow Hill and Skinner Street; prohibition of driving at any time except for local buses and loading and disabled blue badge holders between the hours of 6am and 10am in order to improve public transport provisions and services.

However, it has since been established that the bus service provider does not in fact require a route in Stow Hill which means that the improvement measures in Stow Hill and Skinner Street can no longer be justified as further restrictions would not improve public transport provisions and services.

With regards to concerns surrounding Skinner Lane not being able to accommodate free flowing traffic due to gates being positioned at either end to control usage; it is understood that access is currently restricted in order to facilitate building works temporarily. However, the road will re-open fully and access will be managed by a manual barrier.

Turning movements in Skinner Lane onto Skinner Street will be maintained. In designing suitable schemes, engineers use swept path analysis software for analysing the movements of steered and wheeled vehicles. By tracking a vehicles simulated movements in relation to geometry, based upon vehicle dimensions, chassis and steering specifications, we can ensure that the flow of traffic is maintained for all types of vehicles, especially waste disposal, fire engines and large lorries/trucks. The concerns raised are therefore not substantiated.

We note a concern regarding access to existing and new residential properties/developments under construction in the city centre. We understand that rear access may be more suitable in certain circumstances depending on the type of load and alternative solutions for when it is not possible for contractors to park under Olympia House. According to the feedback, this relates to Albany Chambers, Olympia House, Upper Dock Street, Griffin Island and Griffin Street. Whilst we actively promote the use of sustainable travel, especially within the city centre due to good transport links and an increasing number of provisions for both residents and visitors, we do understand the heavy reliance upon motor vehicles, including removal vans when moving in and/or out of a property. Under exceptional circumstances, permission can be given for the parking of commercial vehicles during the restricted times in order to facilitate certain activities. Applications can be made by contacting Infrastructure Services and each application will be assessed on its own merits.

With regards to everyday deliveries, it is impossible to provide parking directly outside of any property/premise, especially in a city centre location. However, provisions are provided in the form of formalised parking bays and on single and double yellow lines within close proximity. It is also not considered unreasonable to cause a temporary obstruction in order to deliver goods/parcels, understanding that Royal Mail or Amazon would only require a minimal amount of time.

In line with the regulations, Civil Enforcement Officers (CEOs) are required to "observe" genuine loading and unloading activity for a set period of time. In instances where activity is not observed frequently, a Penalty Charge Notice (PCN) is likely to be issued for contravening the parking restrictions.

The policy change request in relation to cyclists is noted and in response 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.

We are committed to creating further active travel infrastructure and contraflow cycle lanes across the city and this is supported by the retention of existing segregated cycle ways in various locations. With regards to any Policing activity; we can only presume that cyclists' being targeted are contravening restrictions and /or riding irresponsibly.

In accordance with the regulations, reasons for the proposal can be found in the Councils "Statement of Reasons". 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

As a means of "controlling" traffic by restricting movements the measures are intended to improve road safety in an area where there is a high pedestrian footfall. Allowing traffic during a specified time helps to facilitate the movement of traffic, improve access and facilitate activities of businesses in the area. It is worth noting that many cities restrict vehicular movements in busy streets within City Centres, not only to improve road safety but to minimise negative environmental and well-being effects. Improved public /sustainable transport links benefits access to facilities without the need for a car in certain circumstances. Nowadays, this is one of the reasons why we are seeing an increasing number of car-free developments.

With regards to helping to protect local amenities; a window of opportunity allows local businesses to receive their goods during what is deemed to be a quiet time, which in turn improves services, reduces congestion, keeps traffic moving and provides a safer environment for motorists and vulnerable pedestrians alike.

In line with legal statutory procedures, the Council is obliged to advertise its intent in the local press newspaper, allowing a minimum of 21 days to receive feedback. The advertisement not only allows local individuals to comment, but also the wider community. It is the Councils procedure that street Notices detailing the proposals are also provided to enable and/or encourage feedback from those directly impacted, including businesses and visitors.

The proposal no longer appears on the website, because the formal consultation periods expired and we can no longer accept comments. The website will be updated to reflect the status in due course; including the outcome following the decision making process.

We note the queries regarding the Council claiming or inferring that social distancing being a desirable goal and your subsequent concerns. In response to this, we are unaware of such claims in relation to this proposal. As detailed above and outlined in the attached; the Council's reasons include the following;

- 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)

With regards to City Centre users being forced to take longer routes, in designing a scheme we've already concluded that the benefits associated with restricting vehicle movements to improve road safety far outweigh the negative impacts associated with any-rerouting. The alternative routes are also better designed to carry higher volumes of traffic.

In response to the Council not listing this proposal on its website under "open consultations". We do in fact list all "open-consultations" on the website at the following [Traffic Regulation Orders | Newport City Council](#)

The neutral enquiry is noted and a full response has been issued; including copies of the consultation material as requested.

The "invalid" objection is noted. However, as a result of failing to explain their reason for objecting, in addition to making a representation anonymously (i.e. no name or contact details) it cannot be considered, nor can any formal response be issued.

Financial Summary

- The cost of making & implementing the Traffic Regulation Order (TRO), including associated signs and posts will be met in full via existing council funding in Year 1 (current). Aside from the on-going sign maintenance, we do not envisage any further costs in Year 2 or 3.

	Year 1 (Current) £	Year 2 £	Year 3 £	Ongoing £	Notes including budgets heads affected
Income					Costs for TRO and Implementation of signs and lines for each location.
Net Costs (Savings)					
Net Impact on Budget	2,500				

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 Services

Links to Council Policies and Priorities

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

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

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

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

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

The preferred option supports these objectives

Corporate Plan 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.

Options Available and considered

Option 1 – Proceed to implementation as per the original Advertisement

Option 2 – Proceed to implementation with modification

Continuation of the Prohibition of Driving in various roads in the City Centre and retain the existing times on Stow Hill and Skineer Street as Monday to Sunday between 5pm and 11am

Option 3 - Abandon the Prohibition of Driving Traffic Order

Preferred Option and Why

Option 2 – Proceed to implementation with modification

The Order will introduce a prohibition of driving in various roads in the city centre on a permanent basis. However the Order will retain the existing times in Stow Hill and Skinner Street; Monday to Sunday between 5pm and 11am.

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 proposed Traffic Regulation Order is in accordance with the Council's statutory powers that allow us to temporarily or permanently restrict or prohibit the use of the highway network in line with the Road Traffic Regulation Act 1984. In accordance with the regulations, the intention to MAKE the "Prohibition of Driving" Traffic Order has been formally advertised and the Council received two valid objections during the public consultation period; as well as one neutral and one invalid. Therefore, the Cabinet Member is now required to have regard to the objections and consider whether, in the light of the representations made, the TRO should be confirmed. The proposals are intended to provide mitigation of 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 and for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, by proceeding with a permanent Order following an earlier trial.

A full consultation process has been undertaken including public advertisement of the Notice of Intent (NI) in line with statutory procedures; stakeholders including internal interested parties, the emergency services, including Gwent Police and local Members.

An Equality Impact Assessment has been undertaken which concludes that the scheme provides more positive than negative impacts for all road users, including those with protected characteristics, in the form of increased road safety.

Comments of Head of People, Policy and Transformation

This report follows a statutory consultation on the proposal to introduce a traffic prohibition order for various roads in the city centre. This follows a successful trial under a temporary traffic regulation order. The report notes the responses received and responds to the issues raised. The report notes that the proposals are intended to provide mitigation of traffic dangers, preserving and improving the amenities of the local area and improving "passage" for all forms of traffic including pedestrians. Provisions would be made for local buses and blue badge holders, whilst other arrangements will be made to support city centre businesses, and residents e.g. for loading/unloading and mail deliveries.

A Fairness and Equality Impact Assessment has been completed which has not identified significant impacts on people with protected characteristics. The proposal also supports the 5 Ways of Working identified in the Well-being of Future Generations Act, particularly with respect to the Long-Term, Prevention and Involvement. Engagement as part of the assessment is detailed within the plan and it can be seen how feedback has supported this report.

There are no staffing implications associated with this decision.

Local issues

Processes include consultation and engagement with Members. Feedback suggests that the proposals have been reviewed and accepted in the absence of any negative comments or objections.

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.

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 Prohibition of Driving 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 in a busy pedestrianised area with high footfall. The proposals avoid danger to persons and traffic and prevents the likelihood of any such danger arising. It secures the expeditious, convenient and safe movement of vehicular and other traffic. It seeks to support the strategic aims around promotion of active travel and reduced carbon emissions and harmful pollutants. It also preserves and improves amenities of the local area.

Prevention

This preferred option will seek to maintain the current benefits associated with the measures during the trial period on a busy key route which will have the capacity to improve the 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.

Taking an integrated approach

The preferred option will address road safety issues for all users both now and in the future. Reduced carbon emissions, improve access to facilities, promotion of a modal shift due to better bus service provisions, 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.

Crime and Disorder Act 1998

N/A

Consultation

The formal consultation commenced on the 12th October 2022 allowing consultees to submit their observations and / or objections by the 11th November 2022.

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

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

Background Papers

See Appendix A-D

Dated: 15 June 2023

APPENDIX A

NOTICE ADVERTISED

NEWPORT CITY COUNCIL (VARIOUS ROADS, CITY CENTRE, NEWPORT) (PROHIBITION OF DRIVING) ORDER 2022

NOTICE is hereby given that Newport City Council in exercise of its powers under section 1 of the Road Traffic Regulation Act 1984 (as amended) and any other enabling powers intends to make an order the effect of which will be as described in Schedule Parts 1-3 below.

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 11 November 2022.

SCHEDULE

Part 1 – Revocation

The 'Newport County Borough Council (Central Area, Newport) (Prohibition of Driving) Order 1997' and the 'Newport County Borough Council (Central Area, Newport) (Prohibition of Driving) (Amendment) Order 1998' will be revoked.

Part 2 – Prohibition of driving on the following lengths of roads:

- a) Bridge Street – from its junction with Baneswell Road to its junction with Stow Hill and Skinner Street
- b) Cambrian Road – from its junction with Bridge Street to its junction with B4591 Queensway
- c) Charles Street – from its junction with School Lane and Talbot Lane to its junction with Commercial Street
- d) Commercial Street – from its junction with Stow Hill and Skinner Street to its junction with Hill Street
- e) Corn Street – from its junction with Upper Dock Street to its junction with Commercial Street
- f) Griffin Street – from its junction with Upper Dock Street to its junction with High Street
- g) High Street – from its junction with Old Green Interchange to its junction with Bridge Street and Skinner Street
- h) Market Street – from its junction with High Street to its junction with Upper Dock Street
- i) McCarthy's Court – for its entire length
- j) Skinner Lane – from its junction with Corn Street to its junction with Skinner Street
- k) Upper Dock Street – from its junction with Skinner Street to its junction with Old Green Interchange

Part 3 – Prohibition of driving on the following lengths of roads:

- (a) Skinner Street – from its junction with Stow Hill to its junction with Upper Dock Street
- (b) Stow Hill – from its junction with School Lane to its junction with Skinner Street

Part 4 – Exemptions applying to lengths of roads named in Part 2 and Part 3 of this Schedule:

Exemptions for vehicles which are -

- (a) being used to gain access for a specific purpose on a specific single day with the authority in writing of the Local Police and the Council.
- (b) being used to gain access to the car park at the rear of Kings Court or a parking place for the parking of vehicles of specific classes and during the specified times within which the parking bays may be indicated, where no alternative means of access to the roads listed in Schedules 1 and 2 to this Order exist.
- (c) being used, if it cannot conveniently be used for such purpose in any other road, in connection with any of the following operations, namely:-
 - (i) building, shop fitting, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;

- (iii) the maintenance, improvement or reconstruction of the said lengths or sides of road; and
- (iv) the laying, erection, alteration or repair in or on land adjacent to the said lengths or sides of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications system.
- (d) being used for Fire Brigade, Police or Ambulance purposes.
- (e) a vehicle, not being a passenger vehicle, if it cannot conveniently be used for such purposes in any other road, being used in the service of a local authority or its contractors in pursuance of that authority's statutory powers or duties.
- (f) a vehicle of the Royal Mail or other universal service provider (as defined in section 65 of the Postal Services Act 2011) being used for the purpose of delivering and/or collecting mail.
- (g) a vehicle, not being a passenger vehicle, if it cannot conveniently be used for such purposes in any other road, being used for the delivery of national, regional and local newspaper to vendors.
- (h) being used as part of a funeral or wedding cortege requiring access to St Mary's Catholic Church.
- (i) being used to deliver to underground service areas via Corn Street and Skinner Lane.

Part 5—Exemptions applying to lengths of roads named in Part 2 and Part 3 of this Schedule:

Exemption between the hours of 6am and 10am only, if the vehicle is;-

- (a) any vehicle used for or in conjunction with the conveyance of goods or merchandise to or from any premises situated on or adjacent to the lengths of roads.
- (b) a disabled persons vehicle displaying a valid disabled person's badge. (Disabled persons vehicle has the same meaning as in the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (Wales) Regulations 2000, Disabled Persons Badge has the same meaning as in the Disabled Persons (badges for Motor Vehicles) (Wales) Regulations 2000, as amended)

Part 6—Exemption applying to lengths of roads named in Part 3 of this Schedule:

Exemption if the vehicle is a local bus, where 'local bus' means a public service vehicle used for the provision of a local service not being an excursion or tour and 'local service' has the meaning given in Section 2 of the Transport Act 1985.

Dated: 12 October 2022

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

GORCHYMYN CYNGOR DINAS CASNEWYDD (FFYRDD AMRYWIOL, CANOL Y DDINAS, CASNEWYDD) (GWAHARDD GYRRU) 2022

Hysbysir drwy hyn fod Cyngor Dinas Casnewydd wrth arfer ei bwerau dan adran 1 Deddf Rheoleiddio Traffig Ffyrdd 1984 (fel y'i diwygiwyd) a'r holl bwerau galluogi eraill, yn bwriadu gwneud Gorchymyn a fydd yn peri'r effaith a ddisgrifir yn Rhannau 1-3 yr Atodlen isod.

Mae manylion llawn y cynigion hyn yn y gorchymyn drafft, y gellir ei archwilio, ynghyd â datganiad o resymau'r Cyngor dros gynnig gwneud y gorchymyn, drwy wneud cais i

Conveyancing.Team@newport.gov.uk neu drwy ffonio 01633 656656. Os hoffech wrthwynebu'r cynigion, dylech anfon eich rhesymau dros wrthwynebu yn ysgrifenedig at yr unigolyn isod erbyn 11 Tachwedd 2022.

ATODLEN

Rhan 1 - Dirymu

Bydd Gorchymyn 'Cyngor Bwrdeistref Sirol Casnewydd (Ardal Ganolog, Casnewydd) (Gwahardd Gyrru) 1997' a 'Gorchymyn Cyngor Bwrdeistref Sirol Casnewydd (Ardal Ganolog, Casnewydd) (Gwahardd Gyrru) (Diwygio) 1998' yn cael eu dirymu.

Rhan 2 – Gwahardd gyrru ar hyd y darnau canlynol o ffyrdd:

- a) Bridge Street - o'r gyffordd â Baneswell Road i'r gyffordd â Stow Hill a Skinner Street
- b) Cambrian Road - o'r gyffordd a Bridge Street i'r gyffordd â'r B4591 Queensway.
- c) Charles Street – o'r gyffordd â School Lane a Talbot Lane i'r gyffordd â Commercial Street
- ch) Commercial Street – o'r gyffordd â Stow Hill a Skinner Street i'r gyffordd â Hill Street
- d) Corn Street - o'r gyffordd ag Upper Dock Street i'r gyffordd â Commercial Street
- (dd) Griffin Street - o'r gyffordd ag Upper Dock Street i'r gyffordd â'r Stryd Fawr
- e) Stryd Fawr – o'r gyffordd â Chyfnawidfa Old Green i'r gyffordd â Bridge Street a Skinner Street,

- f) Market Street - o'r gyffordd â'r Stryd Fawr i'r gyffordd ag Upper Dock Street
- ff) McCarthy's Court – ar ei hyd.
- g) Skinner Lane - o'r gyffordd â Corn Street i'r gyffordd â Skinner Street
- h) Upper Dock Street - o'r gyffordd â Skinner Street i'r gyffordd a Chyfnwidfa Old Green

Rhan 3 – Gwahardd gyrru ar hyd y darnau canlynol o ffyrdd:

- a) Skinner Street – o'r gyffordd â Stow Hill i'r gyffordd ag Upper Dock Street
- b) Stow Hill - o'r gyffordd â School Lane i'r gyffordd â Skinner Street.

Rhan 4–Eithriadau ar gyfer y rhannau ffyrdd a enwir yn Rhan 2 a Rhan 3 yr Atodlen hon:

Eithriadau ar gyfer cerbydau sy'n -

- a) cael eu defnyddio i gael mynediad at bwrpas penodol ar un diwrnod penodol gydag awdurdodiad ysgrifenedig gan yr Heddlu Lleol a'r Cyngor.
- b) cael eu defnyddio i gael mynediad i'r maes parcio yng nghefn Kings Court neu le parcio ar gyfer parcio cerbydau o ddosbarthiadau penodol ac yn ystod yr amseroedd penodedig y gall fod y baeau parcio wedi eu nodi, lle nad oes unrhyw fodd arall yn bodoli o gael mynediad i'r ffyrdd a restrir yn Atodlenni 1 a 2 y Gorchymyn.
- c) cael eu defnyddio, os na ellir eu defnyddio'n gyfleus at ddiben o'r fath ar unrhyw ffordd arall, ynghlwm ag unrhyw un o'r gweithrediadau canlynol, sef:-
 - (i) adeiladu, gosod siopau, gweithrediadau diwydiannol neu ddymchwel;
 - (ii) symud rhwystr i draffig;
 - (iii) cynnal a chadw, gwella neu ailadeiladur darnau hynny o ffordd; neu
 - (iv) gosod, codi, newid neu atgyweirio mewn neu ar dir gerllaw y darnau neu'r ochrau ffyrdd rheiny unrhyw garthffos neu brif bibell, pibell neu gyfarpar ar gyfer cyflenwi nwy, dŵr neu drydan neu unrhyw system delegyfathrebu.
- ch) cael eu defnyddio at ddibenion yr Heddlu, Tân ac Achub neu Ambiwlans;
- d) cerbyd, heb fod yn gerbyd i deithwyr, os na ellir ei ddefnyddio'n gyfleus at ddibenion o'r fath ar unrhyw ffordd arall, ac a gaiff ei ddefnyddio i wasanaethu awdurdod lleol neu ei gontractwyr yn unol â phwerau neu ddyletswyddau statudol yr awdurdod hwnnw.
- dd) cerbyd o eiddo'r Post Brenhinol neu ddarparwr gwasanaeth cyffredinol eraill (fel y'i diffinnir yn adran 65 Deddf Gwasanaethau Post 2011) sy'n cael ei ddefnyddio at ddiben darparu a/neu gasglu post.
- e) cerbyd, heb fod yn gerbyd i deithwyr, os na ellir ei ddefnyddio'n gyfleus at ddibenion o'r fath ar unrhyw ffordd arall, sy'n cael ei ddefnyddio ar gyfer dosbarthu papur newydd cenedlaethol, rhanbarthol a lleol i werthwyr.
- f) cael ei defnyddio fel rhan o gynhebrwng angladd neu orymdaith briodas sydd angen mynediad i Eglwys Gatholig Santes Fair.
- ff) yn cael ei ddefnyddio i ddanfôn i wasanaethau tanddaearol trwy Corn Street a Skinner Lane.

Rhan 5–Eithriadau perthnasol i ddarnau o ffyrdd a enwir yn Rhan 2 a Rhan 3 yr Atodlen hon:

Ceir eithriad rhwng 6am a 10am yn unig, os yw'r cerbyd yn;-

- a) unrhyw gerbyd a ddefnyddir ar gyfer neu ar y cyd â chario nwyddau neu fusnes i neu o unrhyw safle sydd wedi'i leoli ar neu'n gyfagos i'r rhannau o ffyrdd.
- b) cerbyd i bobl anabl sy'n arddangos bathodyn person anabl dilys. (Mae i gerbyd pobl anabl yr un ystyr ag sydd yn Rheoliadau Gorchymynion Traffig Awdurdodau Lleol (Eithriadau i Bersonau Anabl) (Cymru) 2000, mae i Fathodyn Pobl Anabl yr un ystyr ag sydd yn Rheoliadau Pobl Anabl (bathodynnau ar gyfer Cerbydau Modur) (Cymru) 2000, fel y'i diwygiwyd)

Rhan 6–Eithriad perthnasol i ddarnau o ffyrdd a enwir yn Rhan 3 yr Atodlen hon:

Eithriad os yw'r cerbyd yn fws lleol, lle mae 'bws lleol' yn golygu cerbyd gwasanaeth cyhoeddus a ddefnyddir ar gyfer darparu gwasanaeth lleol nad yw'n wibdaith neu'n daith ac mae gan 'wasanaeth lleol' yr ystyr sydd iddo yn Adran 2 Deddf Trafnidiaeth 1985.

Dyddiad: 12 Hydref 2022

G D Price, Pennaeth y Gyfraith a Safonau, Canolfan Ddinesig, Casnewydd NP20 4UR

APPENDIX B

PROPOSED PROHIBITION OF DRIVING, VARIOUS ROADS, CITY CENTRE, NEWORT - OBJECTIONS

Objection No.1:

From:

Sent: 27 October 2022 12:48

To: NCC-Conveyancing Team

Subject: Skinner Street Traffic Consultation

I am writing to assist in the consultation for the traffic measures being proposed for Skinner Street.

We have taken much interest in the city centre and have invested heavily in bringing Skinner Street back to life. As such we are a major stakeholder in these discussions and we would appreciate being brought into them. We have 163 homes which are connected to the street and will have improved frontages for 22 units. A description of our ownership is below and an image at the bottom shows them. I've highlighted the schemes which I think would be most affected by the proposed changes.

1. Former Argos which will have 36 flats and completed next summer/autumn, with one maybe two commercial units.
2. Albany Chambers 1,2 commercial street down to 28 skinner street, 9 flats, 3 improved shop fronts
3. Griffin Island 2a skinner street (mixin bites) 13 skinner street 20 flats and 12 improved shop fronts to be completed in summer.
4. Olympia house, former passport office, 62 apartments and 5 shop fronts which front skinner street (27 to 23 Skinner Street). Nearing completion, we removed the unsightly stairs from the passport office which blighted the street.
5. Upper Dock Street. We own 1 unit on the west side of upper dock street and we own the 11 to 16 Upper Dock Street which also fronts part of Skinner Street on the Carousel corner (we do not own the shops but the 18 apartments above. Nearing completion).

We have four areas of concern. Business Deliveries, NCH maintenance crews and affiliates getting access to do the work they need to do and new residents moving in or out of the area and parcel delivery. The most important route which needs to be considered is Skinner Lane. (Arrows on drawing below)

- A) Skinner Lane which leads from Corn Street to Skinner Street is to become a one way system. If the bollard which had been installed and is now tarmacked over at the bottom of the skinner street is reinstated we may have an issue as legitimate users of skinner lane could get stuck coming out of the lane. We would not want them being penalised for this and would need to have a mechanism to get passed the barrier, really, if a barrier is needed at the bottom it should be moved 1 and commercial street or just rely on the unit I presume will be installed at the top of the street. Skinner Lane will not be a free flowing road as there are gates at either end to control usage. The main users of the lane will be Delivery vehicles for the shops and cafes, this includes sports direct with a big lorry although I'm sure they also take delivery from Commercial Street. Some of the smaller businesses use their personal vehicles to run supplies to their units.
- Any works in the future needs to ensure the turning circle at the Skinner Lane, skinner street junction for Bin Wagons, Fire Engines and Large Lorries is maintained.
 - Continued access to skinner lane and flow out of skinner lane is very important.

Albany Chambers:

Residents moving in or out of Albany Chambers need access to this door, it is only 9 apartments so should not be that regular. <https://goo.gl/maps/p6B2YgpWcQB6ebHo6> . The ability to get a timely pass

to allow moving vehicles would be useful, it is a heavily targeted area for parking wardens currently. The tenants are General Needs and therefore it is unlikely that they will use professional movers.

Our maintenance colleagues and companies for the most part should be able to park under Olympia House, however if there is larger works needed then access to the front doors could be needed.

Companies, currently low level of deliveries but that could change through time.

Olympia House:

Residents moving in would find it difficult to load from Skinner Lane as its concentration is building facilities and commercial units and poor access to lifts. As such the ability for our tenants to get to this area of 175 Upper Dock street (<https://goo.gl/maps/eYUL9mtFjeKAyF9v6>) is important and to not be penalised whilst unloading. I'm aware the taxi rank may move? But yes, an agreed protocol we could follow to prevent unnecessary hardship and to work with the taxi drivers would be excellent. Once the building is fully occupied (soon) we are hoping that people stay there for long periods so this shouldn't be a massively regular need but with the flux of people's lives it will happen.

Maintenance, maintenance colleagues should for the most part park under Olympia to access the site and do their works, very rare or occasional use of the 175 upper dock street for larger items (Shouldn't be needed).

Commercial, most shops will be stockable from skinner lane, access out onto skinner street needs to be uninterrupted/free. Remake Cymru who are a circular economy focused unit will largely use the rear door of the unit under Skinner Street but larger heavy items it would be better if they could get closer to their shop front in the bay next to Arnolds (Rare occurrence).

Griffin Island:

Residents moving in or out would need access to this area <https://goo.gl/maps/ZRWSSGo7KVF3WhBtq5> .

Our maintenance crews would use Olympia house to park, in some occurrence they may need to get closer to the building so the bay in front would be useful. But they also could need access to Griffin Street as there is a rear access there <https://goo.gl/maps/L5UPWQYbmNiPuxKB9>. I'm aware the street is barriered of currently.

Commercial, Will need access for deliveries to their frontages.

Upper Dock Street:

Residents moving in would need access to this area <https://goo.gl/maps/xszPpAbSaRTH2mRe6>

Our maintenance crews would use Olympia house to park, in some occurrence they may need to get closer to the building so the bay in front would be useful. But they also could need access to the rear access there <https://goo.gl/maps/RfrTRxoh4gok9riAA> . Bin Lorries are planning to reverse into this area.

Commercial, Will need access for deliveries to their frontages.

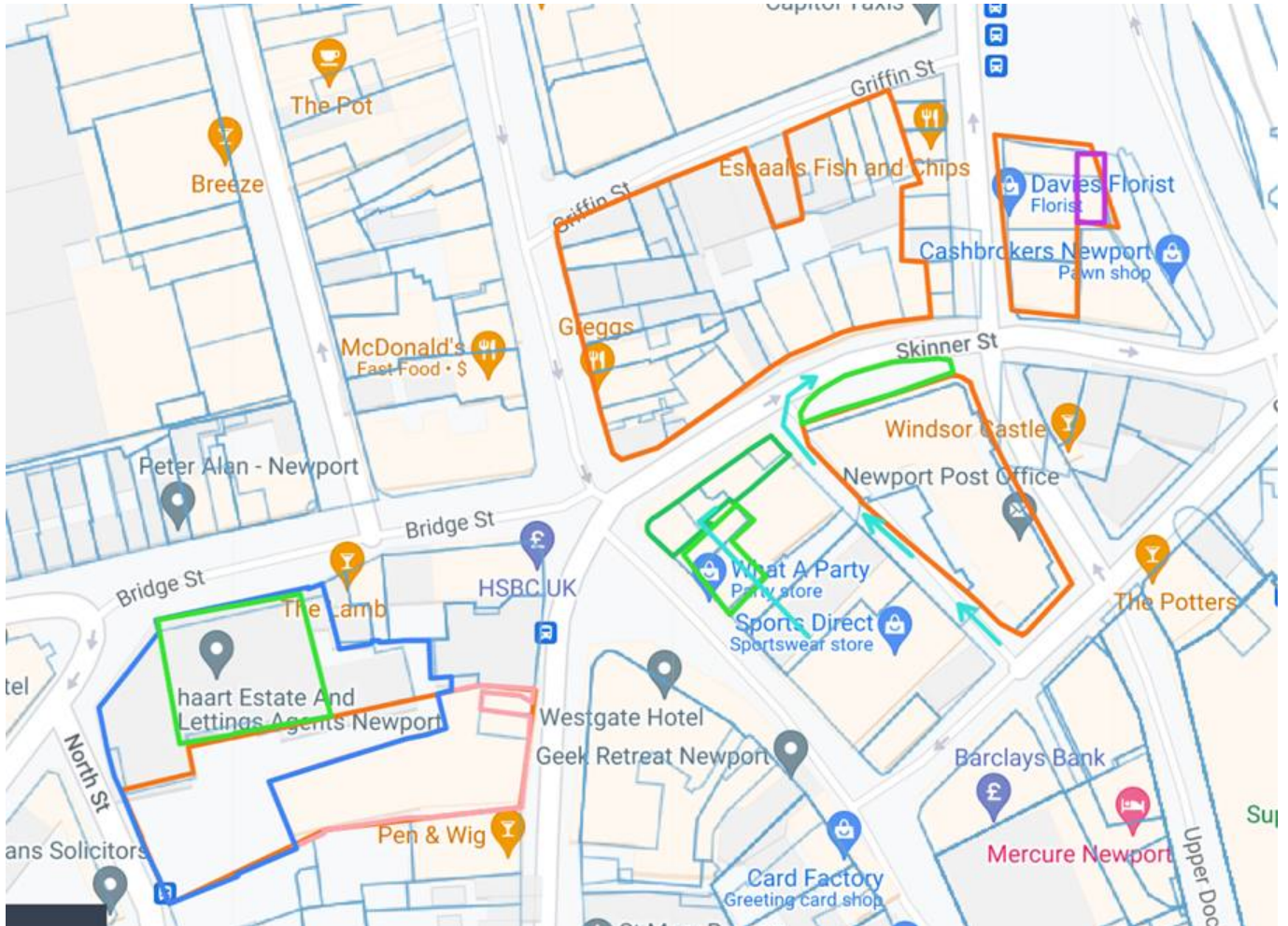
Stowhill (Argos):

Most delivery and facilities delivered to the back of the building. Deliveries via amazon (etc.) may be a problem.

There are other Housing Associations involved on the street with POBL having 40(ish) units across two schemes and Linc finishing Zanzibar which will have 36 units.

It is also worth noting that we have backed Spoke Safe in 24 Skinner Street to provide off street secure bike parking to encourage people to cycle and feel safe to leave their bike without it being stolen. A policy change to allow bikes flowing in the city centre would be excellent as the police are shutting down cyclists currently.

Please let me know if you need any more information. We look forward to working with you.



Response to Objection

From: NCC - Traffic

Sent:

To:

Subject: Skinner Street Traffic Consultation

Thank you for your feedback in relation to the City Centre, Prohibition of Driving (POD) Proposals. We accept your communication as a valid objection.

In response to your concerns, Highway Officers note the four areas of concern being business deliveries, NCH maintenance crews, new residents, and parcel deliveries.

Firstly, it is worth noting that the council introduced the prohibition of driving measures; albeit temporarily, in August 2020. Therefore, with regards to the way in which businesses operate in the area, contractors undertaking maintenance works and residents moving in and out of residential properties, the current situation on the ground will largely remain unchanged. The only difference being is that the Traffic Order will be made permanent in order to facilitate continued enforcement, in addition to the

inclusion of Stow Hill and Skinner Street; prohibition of driving at any time except for local buses and loading and disabled blue badge holders between the hours of 6am and 10am in order to improve public transport provisions and services.

With regards to concerns surrounding Skinner Lane not being able to accommodate free flowing traffic due to gates being positioned at either end to control usage; it is understood that access is currently restricted in order to facilitate building works temporarily. However, the road will re-open fully and access will be managed by a manual barrier, allowing traffic to flow freely.

Turning movements in Skinner Lane onto Skinner Street will be maintained. In designing suitable schemes, engineers use swept path analysis software for analysing the movements of steered and wheeled vehicles. By tracking a vehicles simulated movements in relation to geometry, based upon vehicle dimensions, chassis and steering specifications, we can ensure that the flow of traffic is maintained for all types of vehicles, especially waste disposal, fire engines and large lorries/trucks as you've suggested.

We note a number of concerns regarding access to existing and new residential properties/developments under construction in the city centre. We understand that rear access may be more suitable in certain circumstances depending on the type of load and alternative solutions for when it is not possible for contractors to park under Olympia House. According to your feedback, this relates to Albany Chambers, Olympia House, Upper Dock Street, Griffin Island and Griffin Street. Whilst we actively promote the use of sustainable travel, especially within the city centre due to good transport links and an increasing number of provisions for both residents and visitors, we do understand the heavy reliance upon motor vehicles, including removal vans as and when required. Under exceptional circumstances, permission can be given for the parking of commercial vehicles during the restricted times in order to facilitate certain activities. Applications can be made by contacting Infrastructure Services and each application will be assessed on its own merits.

With regards to everyday deliveries, it is impossible to provide parking directly outside of any property/premise, especially in a city centre location. However, provisions are provided in the form of formalised parking bays and on single and double yellow lines within close proximity. It is also not considered unreasonable to cause a temporary obstruction in order to deliver goods/parcels, understanding that Royal Mail or Amazon would only require a minimal amount of time.

In line with the regulations, Civil Enforcement Officers (CEOs) are required to "observe" genuine loading and unloading activity for a set period of time. In instances where activity is not observed frequently, a Penalty Charge Notice (PCN) is likely to be issued for contravening the parking restrictions.

The policy change request in relation to cyclists is noted and in response 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.

We are committed to creating further active travel infrastructure and contraflow cycle lanes across the city and this is supported by the retention of existing segregated cycle ways in various locations. With regards to any Policing activity; we can only presume that cyclists' being targeted are contravening restrictions and /or riding irresponsibly.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Officers will create a Cabinet Report which will include all valid objections in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

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

The Council's processes and legal procedures following objections can be quite lengthy. However, we will endeavour to provide further updates on this process via our webpage at the following [Traffic Regulation Orders | Newport City Council](#) .

Thank you in advance for your co-operation

Objection No.2:

From:

Sent: 31 October 2022 08:23

To: NCC-Conveyancing Team

Subject: Prohibition of Driving Order 2022 City Centre

I hereby object to the Prohibition of Driving Order 2022 a proposed by Newport Council. For any restrictions of freedom of movement imposed on attendees of the City Centre the Council has to provide a coherent rationale with an analysis of the assessed benefits and hindrances. Such analysis has not been provided by the Council in its proposal.

- The Council claims that banning the traffic on the roads in question would help to improve the safety of people using these streets. While there is no reference in the Council's statement as to what form of (remaining) traffic would benefit from such measures, the argument itself appears vacuous. If the banning of traffic on roads were to lead to improved safety then the conclusion ought to be to ban all traffic everywhere. Such regulation would be absurd because it would be void of any benefit/hindrance analysis. Without such detailed analysis new traffic regulation should not be introduced.
- The Council claims that such proposal would help to protect local amenities. What is the basis for such claim?
- Has the Council consulted with members of the local business community directly affected by this proposal?
- What is the basis for the Council claiming or inferring that 'social distancing' being a desirable goal? What would be the science behind such (unfounded) claim? Where is the evidence that 'social distancing' in the recent past would have yielded benefits for the population. Has the Council considered the psychological burden and distress inflicted on its citizens by the insinuation that their fellow citizens would be a medical threat to them, as reflected by the concept of 'social distancing'? (As intimated above, there is no scientific for claiming that 'social distancing' affords any benefit to society)
- Where is the impact analysis by the Council considering the potentially negative environmental effect for City centre users when being forced to take longer routes to get to their destination as shorter routes will be blocked as a result of road closures?
 - Why does the Council not list this proposal on its website under 'open consultations'?
 - Which steps is the Council going to take so that comments on these proposals are public?

Please acknowledge receipt of this comment.

Response to Objection

From: NCC - Traffic

Sent: 24 November 2022 16:22

To:

Subject: Prohibition of Driving Order 2022 City Centre

Thank you for your feedback in relation to the City Centre, Prohibition of Driving (POD) Proposals. We accept your communication as a valid objection.

In accordance with the regulations, we attach a copy of the "Statement of Reason" for information purposes.

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;

6. On-street Parking Restrictions
7. One-Way Streets and Banned Turns
8. Prohibition of Driving
9. Speed Limits
10. Weight Limits/Restrictions

As a means of "controlling" traffic by restricting movements the measures are intended to improve road safety in an area where there is a high pedestrian footfall. Allowing traffic during a specified time helps to facilitate the movement of traffic, improve access and facilitate activities of businesses in the area. It is worth noting that many cities restrict vehicular movements in busy streets within City Centres, not only to improve road safety but to minimise negative environmental and well-being effects. Improved public /sustainable transport links benefits access to facilities without the need for a car in certain circumstances. Nowadays, this is one of the reasons why we are seeing an increasing number of car-free developments.

With regards to helping to protect local amenities; a window of opportunity allows local businesses to receive their goods during what is deemed to be a quiet time, which in turn improves services, reduces congestion, keeps traffic moving and provides a safer environment for motorists and vulnerable pedestrians alike.

In line with legal statutory procedures, the Council is obliged to advertise its intent in the local press newspaper, allowing a minimum of 21 days to receive feedback. The advertisement not only allows local individuals to comment, but also the wider community. It is the Council's procedure that street Notices detailing the proposals are also provided to enable and/or encourage feedback from those directly impacted, including businesses and visitors.

We note the queries regarding the Council claiming or inferring that social distancing being a desirable goal and your subsequent concerns. In response to this, we are unaware of such claims in relation to this proposal. As detailed above and outlined in the attached; the Council's reasons include the following;

- 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)

With regards to City Centre users being forced to take longer routes, in designing a scheme we've already concluded that the benefits associated with restricting vehicle movements to improve road safety far outweigh the negative impacts associated with any-rerouting. The alternative routes are also better designed to carry higher volumes of traffic.

In response to the Council not listing this proposal on its website under "open consultations". We do in fact list all "open-consultations" on the website at the following [Traffic Regulation Orders | Newport City Council](#) . Please kindly note that the proposal no longer appears on the website, because the formal consultation periods expired and we can no longer accept comments. The website will be updated to reflect the status in due course; including the outcome following the decision making process.

Lastly, in line with reporting procedures associated with Traffic Regulation Order (TRO) process, Officers will create a Cabinet Report which will include all valid objections in order for a decision to be made regarding how best to proceed. The outcome will include one of the following;

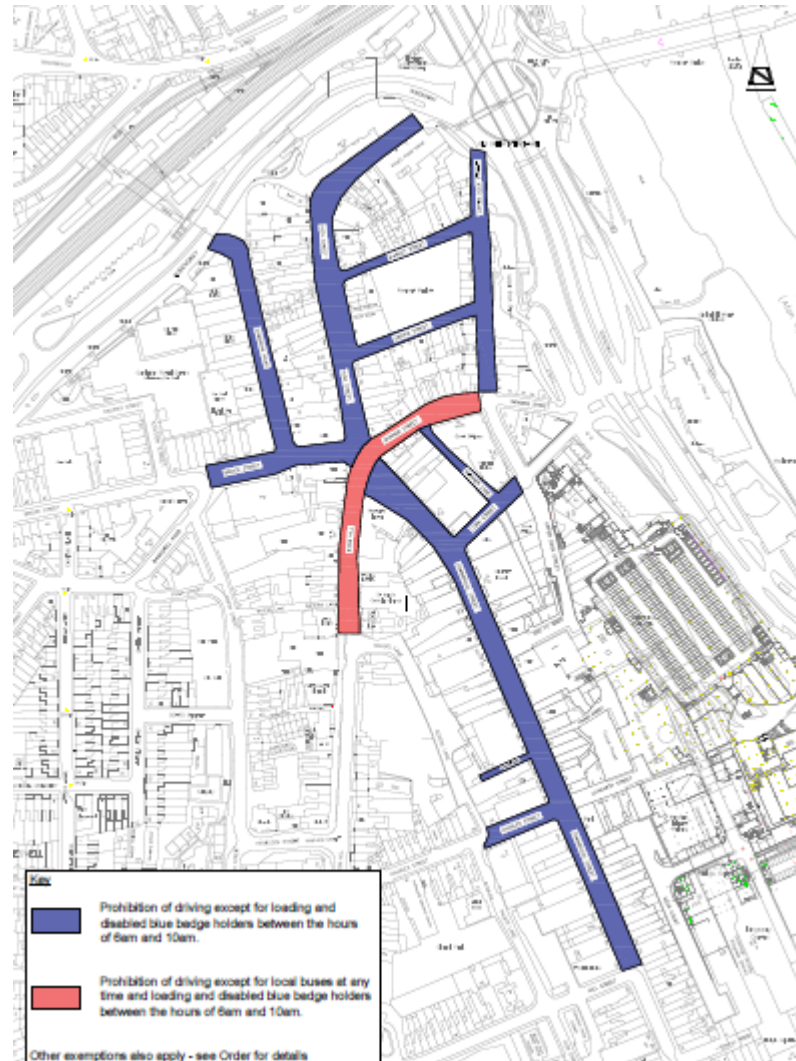
- b) To make the TRO as consulted on, b) modify to make a less onerous and/or less extensive Order, or c) abandon the Order.

The Council's processes and legal procedures following objections can be quite lengthy. However, we will endeavour to provide further updates on this process via our webpage at the following [Traffic Regulation Orders | Newport City Council](#) .

Thank you in advance for your co-operation.

APPENDIX C

PROPOSED PROHIBITION OF DRIVING, VARIOUS ROADS, CITY CENTRE, NEWPORT



APPENDIX D

PROPOSED PROHIBITION OF DRIVING, VARIOUS ROADS, CITY CENTRE, NEWPORT

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	October 2022
Head of Service who has approved this FEIA	Stephen Jarrett

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 Prohibition of Driving, Various Locations, City Centre, Newport on a permanent basis, in accordance with the Traffic Regulation Order (TRO) procedure.

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;

11. On-street Parking Restrictions
12. One-Way Streets and Banned Turns
13. Prohibition of Driving
14. Speed Limits

15. Weight Limits/Restrictions

Following a successful trial under a Temporary Traffic Regulation Order, which extended the operational hours of the pedestrian zone within Newport City Centre allowing the closure of the main city centre streets to vehicular traffic between 10am and 6am the following morning, Newport City Council now proposed to implement this restriction on a permanent basis. It is also considered appropriate to include further improvement measures by including Stow Hill and Skinner Street in the consultation in order to facilitate local buses at any time and loading and valid disabled blue badge holders between the hours of 6am and 10am.

The locations are described in the Notice of Intent (NI) and shown on the new map tiles. The measures outlined are intended to provide mitigation of 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 and for facilitating the passage on the road or any other road of any class of traffic, including pedestrians. Ultimately, the safety gains from better managing the highway network are indisputable.

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, we have been able to establish the long term benefits of retaining and extending the Prohibition of Driving (POD) in the City Centre. 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 more sustainable transport modes including a reliable bus service, 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 maintaining and improving 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 12th October 2022 allowing consultees to submit their observations and / or objections by Friday 11th November 2022.

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 roads in question.

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

The Council communicated with 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. GoSafe
10. 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 feedback from four individuals in total including; two valid objections, one neutral response/enquiry and one invalid objection as a result of failing to explain their reason for objecting, in addition to making a representation anonymously (i.e. no name or contact details) regarding the proposals.

In summary, valid objections are made based on the following; Not all comments are relevant to the proposal. However, a decision has been taken to include all feedback for completeness.

- Skinner Lane will not be a free flowing as there are gates at either end to control usage and the junction with Skinner Street needs to be maintained for larger vehicles
- An agreed protocol is needed to prevent unnecessary hardship whilst loading
- Residents & contractors moving into properties require access at various locations
- Shops in Skinner Lane, Skinner Street and Stow Hill require better delivery access
- A policy change to allow bikes flowing in the city centre
- Analysis has not been provided in the proposal and there is no reference in the Council's statement as to what form of (remaining) traffic would benefit
- What is the basis for claiming the proposals help to protect local amenities?
- Did the consultation include members of the local business community directly affected?
- What is the basis for claiming or inferring that 'social distancing' being a desirable goal? What is the science behind the claim? Where is the evidence that 'social distancing' would have yielded benefits for the population, including psychological burden and distress
- Potential negative environmental effect for city centre users being forced to take longer routes
- The proposal not listed on the website under 'open consultations'. Comments in relation to the proposals should be made public

With regards to the is deemed to be a neutral enquiry from one individual, a summary is provided below;

- Details of the proposal appeared the The Argus. A copy of the consultation documents would be appreciated.

The consultation generated one invalid objection, a summary is provided below;

- Strongly disagree with the proposal to ban vehicles in Stow Hills to Skinner Street

In response to the above objections, Highway Officers note the four areas of concern being business deliveries, NCH maintenance crews, new residents, and parcel deliveries. It is worth noting that the council introduced the prohibition of driving measures; albeit temporarily, in August 2020. Therefore, with regards to the way in which businesses operate in the area, contractors undertaking maintenance works and residents moving in and out of residential properties, the current situation on the ground will largely remain unchanged. The only difference being is that the Traffic Order will be made permanent in order to facilitate continued enforcement, in addition to including Stow Hill and

Skinner Street in the draft Order; prohibition of driving at any time except for local buses and loading and disabled blue badge holders between the hours of 6am and 10am in order to improve public transport provisions and services.

With regards to concerns surrounding Skinner Lane not being able to accommodate free flowing traffic due to gates being positioned at either end to control usage; it is understood that access is currently restricted in order to facilitate building works temporarily. However, the road will re-open fully and access will be managed by a manual barrier.

Turning movements in Skinner Lane onto Skinner Street will be maintained. In designing suitable schemes, engineers use swept path analysis software for analysing the movements of steered and wheeled vehicles. By tracking a vehicles simulated movements in relation to geometry, based upon vehicle dimensions, chassis and steering specifications, we can ensure that the flow of traffic is maintained for all types of vehicles, especially waste disposal, fire engines and large lorries/trucks. The concerns raised are therefore not substantiated.

We note a number of concerns regarding access to existing and new residential properties/developments under construction in the city centre. We understand that rear access may be more suitable in certain circumstances depending on the type of load and alternative solutions for when it is not possible for contractors to park under Olympia House. According to the feedback, this relates to Albany Chambers, Olympia House, Upper Dock Street, Griffin Island and Griffin Street. Whilst we actively promote the use of sustainable travel, especially within the city centre due to good transport links and an increasing number of provisions for both residents and visitors, we do understand the heavy reliance upon motor vehicles, including removal van when moving in and/or out of a property. Under exceptional circumstances, permission can be given for the parking of commercial vehicles during the restricted times in order to facilitate certain activities. Applications can be made by contacting City Services and each application will be assessed on its own merits.

With regards to everyday deliveries, it is impossible to provide parking directly outside of any property/premise, especially in a city centre location. However, provisions are provided in the form of formalised parking bays and on single and double yellow lines within close proximity. It is also not considered unreasonable to cause a temporary obstruction in order to deliver goods/parcels, understanding that Royal Mail or Amazon would only require a minimal amount of time.

In line with the regulations, Civil Enforcement Officers (CEOs) are required to “observe” genuine loading and unloading activity for a set period of time. In instances where activity is not observed frequently, a Penalty Charge Notice (PCN) is likely to be issued for contravening the parking restrictions.

The policy change request in relation to cyclists is noted and in response 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.

We are committed to creating further active travel infrastructure and contraflow cycle lanes across the city and this is supported by the retention of existing segregated cycle ways in various locations. With regards to any Policing activity; we can only presume that cyclists' being targeted are contravening restrictions and /or riding irresponsibly.

In accordance with the regulations, reasons for the proposal can be found in the Councils "Statement of Reasons". 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;

16. On-street Parking Restrictions
17. One-Way Streets and Banned Turns
18. Prohibition of Driving
19. Speed Limits
20. Weight Limits/Restrictions

As a means of "controlling" traffic by restricting movements the measures are intended to improve road safety in an area where there is a high pedestrian footfall. Allowing traffic during a specified time helps to facilitate the movement of traffic, improve access and facilitate activities of businesses in the area.

It is worth noting that many cities restrict vehicular movements in busy streets within City Centres, not only to improve road safety but to minimise negative environmental and well-being effects. Improved public /sustainable transport links benefits access to facilities without the need for a car in certain circumstances. Nowadays, this is one of the reasons why we are seeing an increasing number of car-free developments.

With regards to helping to protect local amenities; a window of opportunity allows local businesses to receive their goods during what is deemed to be a quiet time, which in turn improves services, reduces congestion, keeps traffic moving and provides a safer environment for motorists and vulnerable pedestrians alike.

In line with legal statutory procedures, the Council is obliged to advertise its intent in the local press newspaper, allowing a minimum of 21 days to receive feedback. The advertisement not only allows local individuals to comment, but also the wider community. It is the Council's procedure that street Notices detailing the proposals are also provided to enable and/or encourage feedback from those directly impacted, including businesses and visitors.

The proposal no longer appears on the website, because the formal consultation periods expired and we can no longer accept comments. The website will be updated to reflect the status in due course; including the outcome following the decision making process.

We note the queries regarding the Council claiming or inferring that social distancing being a desirable goal and your subsequent concerns. In response to this, we are unaware of such claims in relation to this proposal. As detailed above and outlined in the attached; the Council's reasons include the following;

- 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)

With regards to City Centre users being forced to take longer routes, in designing a scheme we've already concluded that the benefits associated with restricting vehicle movements to improve road safety far outweigh the negative impacts associated with any-rerouting. The alternative routes are also better designed to carry higher volumes of traffic.

In response to the Council not listing this proposal on its website under "open consultations". We do in fact list all "open-consultations" on the website at the following [Traffic Regulation Orders | Newport City Council](#)

The proposal no longer appears on the website, because the formal consultation periods expired and we can no longer accept comments. The website will be updated to reflect the status in due course; including the outcome following the decision making process.

The neutral enquiry is noted and a full response has been issued; including copies of the consultation material as requested.

The "invalid" objection is noted. However, as a result of failing to explain their reason for objecting, in addition to making a representation anonymously (i.e. no name or contact details) it cannot be considered, nor can any formal response be issued.

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 a safer highway network for vehicular and other traffic due to better managing the network and reducing the number of accidents and improving access to facilities and a reduction in harmful pollutants.</p> <p>The potential “negative” impacts may include slightly longer journey times. However, the road safety 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: 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 due to better managing the network and reducing the number of accidents. This applies to all road users.</p> <p>There may be negative impacts associated with the implementation of a permanent Prohibition of Driving should motorists’ choose to contravene the restrictions. 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 checked="" type="checkbox"/>	All public documents, including the consultation material and Notice of Intent (legal Notice) were made available in both English and Welsh. Any future signage (if required), including the TRO (legal Order) and any issued PCNs will be issued bilingually/available in Welsh.




	Impact:			
	Positive	Negative	Neither	
				There will be no impact, either positive or negative in relation to this specific protected characteristic.



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							
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							

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.

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

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