

# Report

## Cabinet Member for Infrastructure and Assets

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### Part 1

Date: 23 February 2024

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

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

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

**Author** Head of Infrastructure

**Ward(s)** Caerleon

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

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

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

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

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

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

**Action by** Head of Infrastructure

**Timetable** Immediate

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

Council Officials & Departments

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

Organisations

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

**Signed**

## Background

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

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

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

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

### Consultation Requirement

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

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

The proposals are shown in **Appendix C**

- Drawing No. 12818-4

### Comments received from the Consultation process.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Financial Summary

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

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

## Risk Table

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

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

## Links to Council Policies and Priorities

### Gwent Wellbeing Plan 2023-2028

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

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

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

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

The preferred option supports these objectives

### **Corporate Plan 2022-2027**

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

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

The preferred option supports these aims.

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

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

The preferred option will support this strategy by helping prevent obstruction of the public highway and reduce congestion, whilst also improving traffic flows and road safety for pedestrians and all other road users

### **Options Available and considered.**

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

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

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

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

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

## Preferred Option and Why

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

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

Making this order will:

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

### Comments of Chief Financial Officer

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

### Comments of Monitoring Officer

The proposed Traffic Regulation Order is in accordance with the Council’s statutory powers to restrict parking under the Road Traffic Regulation Act 1984. In accordance with the relevant Regulations, the intention to make the Prohibition and Restriction of Waiting and Loading and On-Street Parking Places Order has been advertised and there have been five formal objections received during the public consultation period. The Cabinet Member is therefore now required to have regard to those objections and consider whether, in the light of the representations made, the TRO should be confirmed. The Order has been proposed improve safety, visibility and allow unhindered access as a direct result of junction and footway widening works associated with the Redrow development. A full consultation process has been undertaken with local businesses, emergency services and local residents and a Fairness and Equality Impact Assessment has been undertaken which concludes that the scheme provides more positive than negative impacts for all road users, including those with protected characteristics. The objections received are summarised within the report and detailed responses can be found at Appendix B, which conclude that the Order is being made for valid road safety reasons, It is therefore reasonable for the Cabinet Member to conclude that there are reasonable grounds for confirming the TRO for the reasons set out above.

### Comments of Head of People, Policy, and Transformation

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

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

## Local issues

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

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

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

## Scrutiny Committees

N/A

### Fairness and Equality Impact Assessment:

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

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

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

## Children and Families (Wales) Measure

N/A

### Wellbeing of Future Generations (Wales) Act 2015

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

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

#### Looking to the long Term

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

#### Prevention

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

#### Collaboration/involvement

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



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

### Involvement

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

### Taking an integrated approach

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

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

## **Crime and Disorder Act 1998**

N/A

## **Background Papers**

See Appendix A-C

**Dated: 23 February 2024**

# APPENDIX A

## NOTICE ADVERTISED

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DATED: 3 August 2023

E Bryant

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

## APPENDIX B

### OBJECTIONS

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

#### **Objection No.1:**

**From:**

**Sent:** 22 August 2023 13:56

**To:** NCC-Conveyancing Team

**Subject:** Urgent attention of Mr E Bryant

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

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



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

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

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

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

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

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

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

### **Officer Response**

**From:** NCC - Traffic

**Sent:** 18 October 2023 21:19

**To:**

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

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

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

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

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

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

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

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

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

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

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

We trust this explains the current situation.

Regards,

Traffic, Transport and Road Safety Team

### **Objection No.2:**

**From:**

**Sent:** 22 August 2023 11:58

**To:** NCC-Conveyancing Team

**Subject:** Urgent: College Crescent, Caerleon

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

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

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

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

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

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

Look forward to hearing from you.

### **Officer Response**

**From:** NCC - Traffic

**Sent:** 26 October 2023 14:04

**To:**

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

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

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

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

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

We trust this explains the current situation.

Regards,

Traffic, Transport & Road Safety Team

### **Objection No.3:**

**From:**

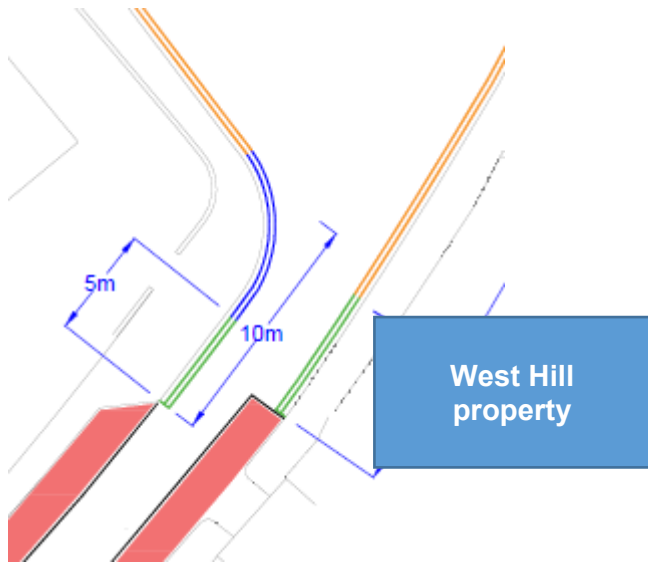
**Sent:** 22 August 2023 09:29

**To:** NCC-Conveyancing Team

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

### **Officer Response**

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

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

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

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

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

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

We trust this explains the current situation.

Regards,

Traffic, Transport and Road Safety Team

**Objection No.4:**

**From:**

**Sent:** 13 August 2023 15:31

**To:** NCC-Conveyancing Team

**Subject:** Proposed parking restrictions in College Road, Caerleon

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

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

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

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

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

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

### **Officer Response**

**From:** NCC - Traffic

**Sent:** 27 October 2023 13:30

**To:**

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

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

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



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

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

We trust this explains the current situation.

Regards,

Traffic, Transport and Road Safety Team

**Objection No.5:**

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

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

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

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

### **Officer Response**

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

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

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

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

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

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

We trust this explains the current situation.

Regards,

Traffic, Transport & Road Safety Team

# **APPENDIX C**

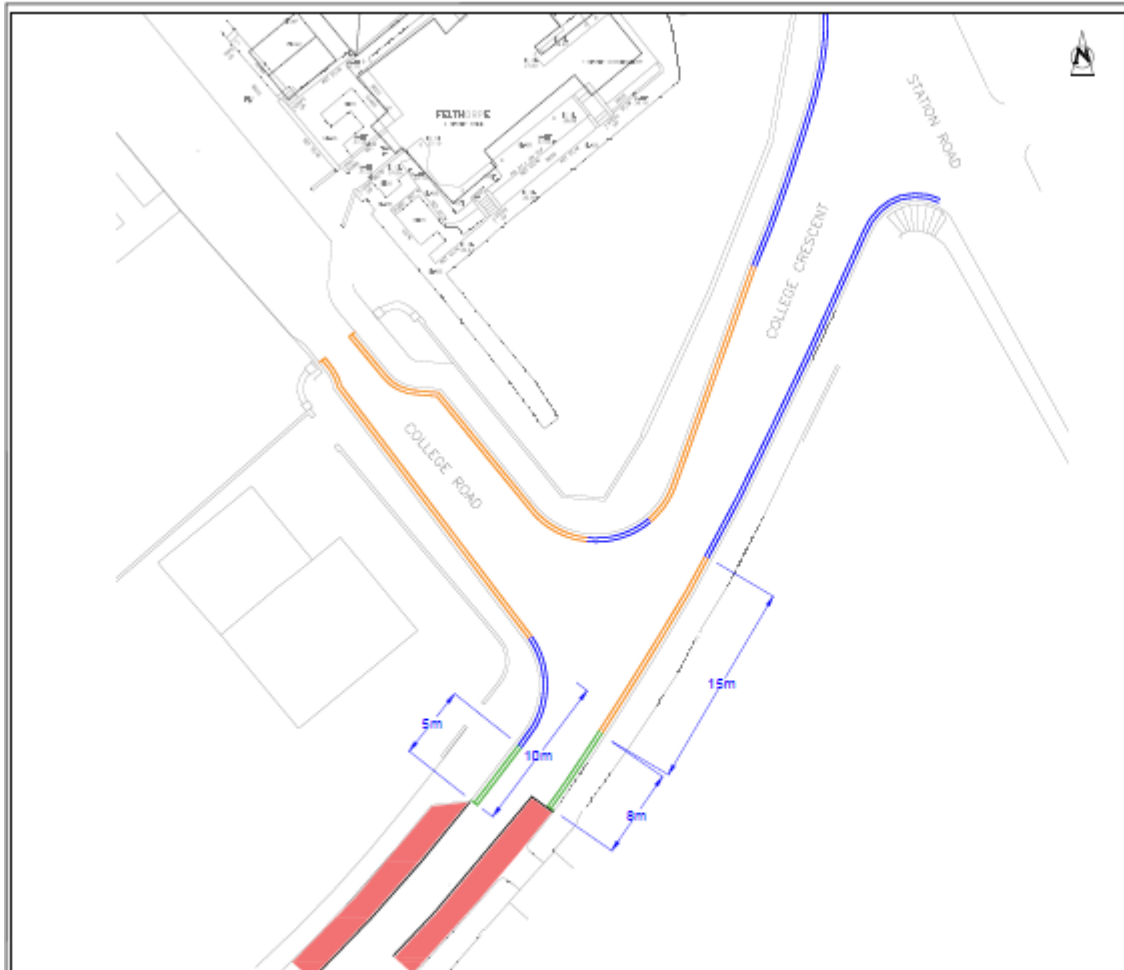
## **DRAWINGS**

**NEWPORT CITY COUNCIL**





**(PROHIBITION AND RESTRICTION OF WAITING AND LOADING**

**AND ON STREET PARKING PLACES) (CIVIL ENFORCEMENT) (AMENDMENT No.5) (PROHIBITION AND RESTRICTION OF WAITING AND**

**LOADING AND ON STREET PARKING PLACES) ORDER 2023**



**Key:**

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



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Rev	Details	Dr	Cr	Ap	Date

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

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