

Report

Cabinet Member for Infrastructure and Assets

Part 1

Date: 23 February 2024

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

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

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

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

Author Head of Infrastructure

Ward Allt-yr-Yn & Stow Hill Wards

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

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

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

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

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

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

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

Action by Head of Infrastructure

Timetable Immediate

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

Council Officials & Departments

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

Organisations

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

Signed

Background

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

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

The proposals are intended to:

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

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

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

Comments received from the Consultation process

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

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

A copy of the Notice of Intent (see **Appendix A**) was advertised in a Local Newspaper, allowing the opportunity for individuals from the wider area to also consider the proposal. Additionally, Officers engaged with local Members and organisations such as the emergency services and enforcement partners. The Council also erected Street Notices on roads directly affected by the consultation.

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

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

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

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

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

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

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

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

Financial Summary

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

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

Risk Table (if applicable)

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

Links to Council Policies and Priorities

Gwent Wellbeing Plan 2023-2028

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

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

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

The preferred option supports these objectives.

Corporate Plan 2022-2027

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

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

The preferred option supports these aims

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

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

The preferred option will support this strategy.

Options Available and considered.

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

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

Preferred Option and Why

Option 1 – To "Make" the Order as advertised

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

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

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

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

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

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

Comments of Chief Financial Officer

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

Comments of Monitoring Officer

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

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

Comments of Head of People, Policy and Transformation

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

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

Ward Member Comments

Councillor Fouweather, Allt-yr-yn Ward:

As referred to in the objection in Appendix B.

Local issues

Processes include consultation and engagement with Members.

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

Scrutiny Committees

N/A

Fairness and Equality Impact Assessment:

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

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

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

The Fairness and Equality Impact Assessment is attached to this report - **Appendix D**.

Children and Families (Wales) Measure

N/A

Wellbeing of Future Generations (Wales) Act 2015

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

The below is an overview of how the Council has considered the five ways of working in developing the One-Way Traffic (Except Pedal Cycles) and Contraflow Cycle Lane, Devon Place and Stanley Road proposals in this report and meeting our long-term objectives.

Looking to the long Term

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

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

Prevention

This preferred option will seek to address current and future road safety concerns on a busy key route which will have the capacity to improve the social and environmental wellbeing of residents now and in the future.

Collaboration/involvement

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

Taking an integrated approach

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

Crime and Disorder Act 1998

N/A

Consultation

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

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

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

Background Papers

See Appendix A-D

APPENDIX A

NOTICE ADVERTISED

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

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

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

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

DATED: 21 October 2022

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

APPENDIX B

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

Objection No.1

From:

Sent: 21 October 2022 11:51

To: NCC-Conveyancing Team

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

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

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

Response to Objection

From:

Sent: 05 December 2022 12:55

To:

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

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

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

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

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

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

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

Objection No.1 (secondary email)

From:

Sent: 05 December 2022 15:05

To:

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

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

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

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

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

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

Therefore my objection stands to the cycle lanes.

Thank you in advance for your co-operation.

Response to Objection (secondary)

From:

Sent: 14 December 2022 15:17

To:

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

Thank you for your further response.

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

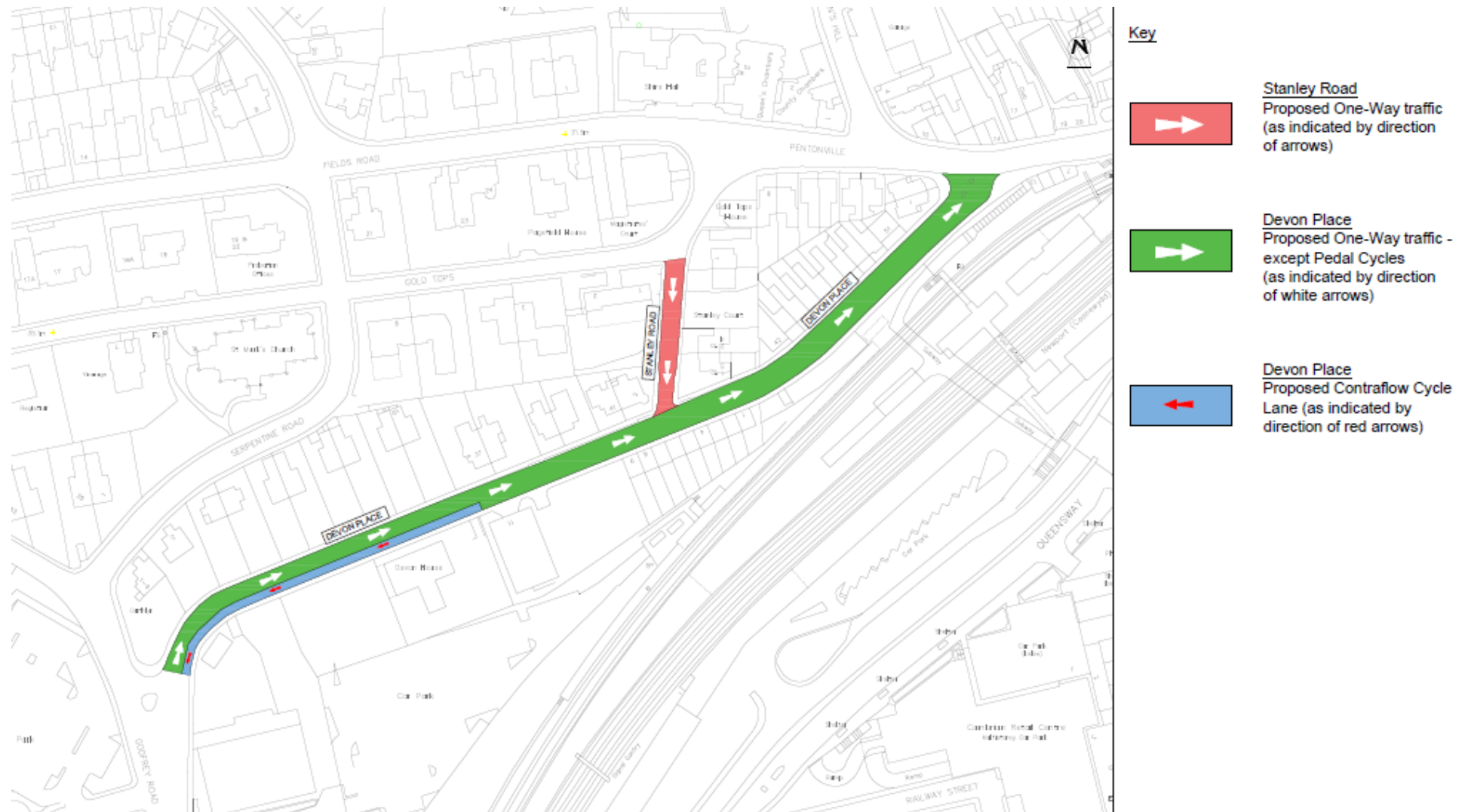
All of your comments will be summarised in a Cabinet Report, along with Officer responses for a decision to be made on how best to proceed. The outcome is likely to include one of the following;

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

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

APPENDIX C

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



APPENDIX D

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

Fairness and Equalities Impact Assessment (FEIA)

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

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

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

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

What do we mean by Fairness?

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

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

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

Part 1: Identification

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

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

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

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

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

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

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

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

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

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

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

The reasons for this Order are detailed below:

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

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

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

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

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

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

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

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

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

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

Part 2: Engagement

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

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

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

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

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

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

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

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

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

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

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

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

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

In summary, objections are made based on the following;

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

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

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

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

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

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

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

Part 3: Assessment

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

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

1. Impact on people that share Protected Characteristics

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

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

Protected characteristic	Impact:			<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"> 1. Promote equal opportunity across different groups 2. Promote community cohesion 3. Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
				<p>As per the above, the “positive” impact associated with the proposals include a safer highway network for vehicular and other traffic including cycling and walking due to better managing the network and improved facilities. This applies to all road users.</p> <p>There may be negative impacts associated with the implementation of a permanent One-Way should motorists’ choose to exceed the speed limit. This could result in a Fixed Penalty Notice (FPN) being issued, in addition to driving licence endorsements.</p>
Gender Reassignment/Transgender	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Marriage or civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Pregnancy or maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.
Religion or Belief or non-belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be no impact, whether positive or negative, in relation to this specific protected characteristic.

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

2. Impact on Welsh Language

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

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




	Impact:			
	Positive	Negative	Neither	



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

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

3. The Sustainable Development Principle

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

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

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

4. Socio-economic Duty

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

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

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

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

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

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

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

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

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

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